



Client Alert 25-2016

December 27, 2016

U.S. Ballast Water Management Standard

USCG Issues Type Approval to 2 More Ballast Water Treatment Systems (BWTS)

We refer to our previous Client Alert 24-2016 announcing that the U.S. Coast Guard had issued its first type approval to a Ballast Water Treatment System (BWTS) from the Norwegian manufacturer [Optimarin AS](#) on December 02, 2016.

This has now been followed by an announcement that on December 23, 2016, the U.S. Coast Guard Marine Safety Center (MSC) issued the second Ballast Water Treatment System (BWTS) type approval certificate to Swedish manufacturer [Alfa Laval Tumba AB](#) and third Certificate to Norwegian manufacturer [OceanSaver AS](#), after a detailed review of each manufacturer's type approval application determined that their system met the requirements of [46 CFR 162.060](#).

The Alfa Laval PureBallast 3 system incorporates four ultraviolet reactor sizes: 170, 300, 600, 1000. The reactors can be arranged either individually or in parallel to achieve treatment capacities ranging from 85m³/h to 3000m³/h. This initial approval only covers those systems which use the tested UV reactor sizes of 300 and 1000. Future approval of the 170 and 600 reactors is dependent on Coast Guard approval of the UV reactor scaling studies, which are currently under review by the Marine Safety Center.

The OceanSaver BWTS MKII system incorporates an electro-chlorination, or electro-dialysis, process to achieve treatment capacities ranging from 200m³/h to 7200m³/h.

With the above announcement, the number of type approved BWTS goes up to three. A copy of the type approval certificates may be obtained by contacting the respective manufacturer.

Concurrent with the first BWTS type-approval certificate issued to Optimarin AS on December 02, 2016, the Coast Guard released [Marine Safety Information Bulletin 14-16](#), which we had included with our Client Alert 24-2016 on the same date. This MSIB provides answers to frequently asked questions concerning the extension program, vessel compliance dates and use of Alternate Management Systems (AMS).

REQUIRED ACTION:

Please note that future applications for extension **must** contain a clear explanation of why the vessel(s) in question would be unable to install one of these three type-approved systems by the vessel(s) current compliance date(s).

Source : US Coast Guard Maritime Commons.

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