FEDERAL BALLAST WATER MANAGEMENT

This applies to **ALL** non-recreational vessels that are equipped with ballast tanks and operate in the waters of the United States. This does **NOT** apply to foreign vessels engaged in innocent passage.

To discharge ballast water into the waters of the U.S., applicable vessels must employ **ONE** of the following ballast water management methods:

1	Perform a complete ballast water exchange 200 nautical miles from any shore prior to discharging ballast water in the US. *This method will no longer be accepted if per the USCG and EPA implementation schedule the vessel is required to have installed a BWTS, unless the vessel has received an extension from the USCG.*
2	Install and operate a ballast water treatment system (BWTS) that is type-approved by the USCG in accordance with the USCG and EPA implementation schedule, included below. *Use of the treatment system is required for all discharges in US waters, regardless of where the ballast water is sourced.*
USCG TYPE APPROVED SYSTEMS	There are now several ballast water treatment systems that have received USCG type approval. A complete list of the current USCG type approved systems is available on CGMIX at: https://cgmix.uscg.mil/Equipment/EquipmentSearch.aspx BWMS type approval certificates and status of pending applications are also available on the USCG's website – Homeport: Approved BWMS and Status of Applications
3	Install and operate an Alternate Management System (AMS) accepted by the USCG prior to the date that the vessel is required to comply with the ballast water discharge standard (BWDS). Use of an AMS will be allowed for up to 5 years after the vessel's compliance date. *Use of the treatment system is required for all discharges in US waters, regardless of where the ballast water is sourced.*
4	Ballast exclusively with water from a US public water system (PWS) *This option may NOT be a viable option based on vessel operations*
5	Discharge to a facility onshore or to another vessel for purposes of treatment *This option is NOT currently available in US ports and terminals.*
6	Do not discharge ballast water into waters of the United States (within 12nm). *This option may NOT be a viable option based on vessel operations.*

USCG AND EPA IMPLEMENTATION SCHEDULE FOR APPROVED BWM METHODS

	Ballast Capacity	Date Constructed	Compliance Date
New Vessels	All	On or after 12/01/2013	On delivery
Existing Vessels	< 1500 cbm	Before 12/01/2013	1st scheduled drydocking after **01/01/2016**
	1500 – 5000 cbm	Before 12/01/2013	1st scheduled drydocking after **01/01/2014**
	> 5000 cbm	Before 12/01/2013	1st scheduled drydocking after **01/01/2016**

IMPLEMENTATION OF THE IMO BALLAST WATER MANAGEMENT CONVENTION	The IMO Ballast Water Management (BWM) Convention officially entered into force on **September 08, 2017**. *The implementation schedule and compliance requirements for the BWM Convention are **separate from the USCG and EPA Requirements**. An extension received by the USCG has no impact on compliance obligations under IMO, and likewise the compliance date for meeting the IMO standards are separate from obligations to meet US requirements.* Additional information on the implementation of the BWM Convention is available at – http://www.imo.org/en/OurWork/Environment/BallastWaterManagement/Pages/Default.aspx

USCG EXTENSION REQUESTS	The USCG has stated that they will continue to consider extension requests, despite the availability of USCG type approved systems. However, any owner/operator requesting an extension must provide USCG with an explicit statement supported by documentation as to why compliance with the current requirements is not possible for your vessel, as well as a strategy for how the vessel will come into compliance. Any existing extensions will remain valid until the extended compliance date specified in the extension letter. Upon expiration of the extension, a vessel owner or operator will need to implement one of the approved ballast water management methods listed above or apply for a supplemental extension. An extension will only be granted for the minimum amount of time needed to come into compliance with the USGC requirements, as determined by the USCG. This is typically for no more than **12 -18 months** but will be determined on a case by case basis. The USCG issued **MSIB 14-20** to provide up to 12 month extensions for vessels with compliance dates between **April 1, 2020 – April, 1 2021** as a result of COVID-19. To request this extension send an email with the vessels name and IMO number to environmental_standards@uscg.mil. Vessels with compliance dates outside that window or needing more than 12 months, must submit a traditional extension request described below. UPDATED

EXTENSION APPLICATIONS	The following elements are required for USCG extension requests:	
1	New applications should be submitted between **12-18 months** before the vessel's compliance date, if possible. For supplemental extensions, the application should be submitted **12 months** prior to the expiration of the current extension.	☐
2	Use the spreadsheet application provided by the USCG (linked below)	☐
3	Send the application and all supporting documentation to environmental_standards@uscg.mil.	☐
4	The request must provide an explicit statement supported by documentation as to why the installation of one of the available a type approved system is not possible. Examples of additional documentation in support of extension requests include: • Written correspondence between the owner/operator and the applicable BWMS manufacturer(s) that confirm BWMS are not available for installation on that particular vessel or class of vessels until after the compliance date. • Vessel design limitations with type approved BWMS currently available. • Safety concerns related to installing type approved systems currently available. • Any other situation that may preclude a vessel from being fitted with a type approved system.	☐
5	The request must include a strategy, or plan, for how the vessel will come into compliance with the regulations. Specifically, this should include a timeline for when the owner/operator intends on install a treatment system. If you have not yet selected a system, you should submit a detailed analysis of how you intend to match the vessel with an approved BWMS before the end of the extension. Specifically, what system specifications do you need to match your operating profile, which system works best for your vessel, and how/when are you going to install the system that satisfies those needs.	☐
6	The request must include an explicit statement on why the other compliance options are not available for your vessel. Including: 1. Use only water from a U.S. public water system (PWS), • If this is not an option for your vessel, include a statement that you are unable to solely use U.S. public water for ballasting operations 2. Do not discharge ballast water into waters of the United States • If this is not an option for your vessel, include a statement that you are unable to exclusively hold your ballast water while operating in the U.S. 3. Discharge to an onshore facility or to another vessel for purposes of treatment. • There are currently no onshore facilities or treatment vessels in the U.S. so this is not an option available to your vessel.	☐
7	Do ***NOT*** attach a copy of your BWMP as it is not required and the USCG has a limited size of correspondence they can receive (10mb).	☐

Application Spreadsheet and Additional Resources:

- **USCG BWM Extension Application**
- **NVIC 01-18: Ballast Water Management for Control of Non-Indigenous Species in Waters of the United States**
- **Updated Extension Guidance: OES-MSIB No. 03-17**
- **USCG BWM Extension: Tips for Application**
- **BWMS FAQs – April 2018**
- **September 2019 Update from USCG on Ballast Water Implementation**

REPORTING INOPERABLE TREATMENT SYSTEMS TO USCG	If either an AMS or USCG type approved system becomes suddenly inoperable while the vessel is en route to a US port or during operation in US waters, ***you must report the issue to the local USCG Sector office as soon as possible.*** Approval to discharge untreated ballast must be obtained from the District Commander of the applicable Captain of the Port (COTP) prior to discharging in US waters. In the event the BWTS becomes suddenly inoperable, the following actions should be taken: • Report the issue to both the nearest COTP to where the issue was discovered and the COTP for the US port call, as soon as possible. • Identify the issue and the proposed repair timeline, including details on the availability of repair parts and/or service technicians. • Be prepared to discuss alternative ballast water management strategies available to the vessel based on the vessel capabilities, routing, and voyage duration. Alternative strategies may include– o Retaining the ballast water onboard while in US waters o Discharging any untreated ballast outside of 12nm o Completing ballast water exchange outside of 200nm at 2000m depth o Discharging to an onshore reception facility o Obtaining ballast from a US public water supply The USCG will determine what actions need to be taken for the vessel to be authorized to discharge untreated ballast in US waters (out to 12nm). The USCG has stated not having an adequate supply of chemicals or other treatment materials *will not* be considered an acceptable reason to use an alternative management method, including deep sea exchange. **It is very likely the USCG may not allow the vessel to discharge ballast and will issue a COTP order prohibiting the discharge of untreated ballast within 12nm. In this case, any discharge of ballast will need to occur outside of 12nm.** The Ballast Water Management Report submitted to NBIC *does not* substitute for notification to the COTP in the event a BWMS stops operating properly.
QUESTIONS?	If you have any questions or concerns regarding the applicability of ballast water management requirements, extension requests, or reporting inoperable systems, please contact us at inquiry@wittobriens.com.

RECOMMENDED PRACTICES FOR REDUCING SCTLD	In 2019, the USCG issued MSIB 07-19 related to the rapid spread of Stony Coral Tissue Loss Disease (SCTLD) throughout the Caribbean. The notice provides reminders on the current ballast water management requirements in US, as well as voluntary best management practices to reduce the spread of SCTLD. **MSIB 07-19 Ballast Water Best Management Practices to Reduce the Likelihood of Transporting Pathogens That May Spread Stony Coral Tissue Loss Disease.**

ANALYTICAL MONITORING FOR BALLAST WATER TREATMENT SYSTEMS	All vessels that are discharging ballast water treated with either a USCG type approved or AMS system must conduct analytical monitoring required under the Vessel General Permit (VGP). The VGP requires analytical monitoring for biological indicators, such as E. coli, and for residual biocides for systems that use chemical treatment. These samples are required to be taken two (2) times per year and can be conducted by any laboratory that uses EPA approved analytical methods. • **Summary of the monitoring requirements for the VGP** • **EPA Vessel Discharge and Sample Collection and Analytical Monitoring Reference Guide**
SAMPLING PORTS	Every vessel MUST have a sampling port(s) to collect representative samples of the vessel's ballast water. Sampling ports must be located:
1	As close as practicable to the BWMS prior to treatment to determine concentrations of living organisms upon uptake.
2	As close as practicable to the BWMS overboard outlet prior to the discharge point to determine concentrations of living organisms prior to discharge.
3	Elsewhere as necessary to ascertain the proper functioning of the BWMS.

BALLAST WATER EXCHANGE	Vessels may continue managing ballast using deep sea exchange (at least 200nm offshore and 2000m depth) **until their original or extended USCG compliance date.** *Vessels calling the U.S. Great Lakes, New York, Oregon, or Rhode Island with an approved ballast water treatment system may be required to conduct deep sea exchange in addition to using the treatment system prior to discharge.*
Vessel are NOT required to deviate their voyages out to 200nm and 2000m depth to conduct a deep-sea ballast exchange, if the voyage does not take the vessel into waters 200nm or greater from any shore for a sufficient length of time. For example, if arriving from a coastwise US or Gulf of Mexico port. Use of the route exemption should be noted on the Ballast Water Management Report. In such cases the USCG will *only* allow discharge of ballast sufficient for safe cargo operations. *While not mandatory, it is strongly recommended to conduct a full exchange at least 50nm offshore and at 200m depth if a route exemption applies.* It is ultimately at the USCG's discretion to allow the vessel to discharge ballast water in US waters. *This deviation exemption does **NOT** apply when calling California, Oregon, Washington, and the US Great Lakes – see section below on state-specific requirements for details.*	
BWM PLANS (BWMP)	The USCG requires each vessel to maintain a ballast water management plan (BWMP) that has been developed *specifically* for the vessel that will allow those responsible for the plan's implementation to understand and follow the vessel's ballast water management strategy. **The BWMP must specifically address compliance with the USCG requirements, including a reference to the USCG regulations (e.g., 33 CFR 151.2025).** The BWMP should include procedures for sediment removal and biofouling maintenance. These procedures may be incorporated directly into the BWMP or in the case of biofouling maintenance be kept as a separate plan/appendix (Biofouling Management Plan) that is cross-referenced in the BWMP. Regardless, they must be made available upon request during USCG inspections. *In the US, the BWMP is NOT required to be approved by any authority.*
BALLAST WATER TANK LOGS	The following US States require that ballast water logs be kept on a **per tank basis**: **California, Oregon, and Washington.** If your vessels are calling ports in these States, you will need to ensure ballast water logs are being maintained on a per ballast tank basis. This goes beyond the current USCG and IMO requirements, and these States are actively enforcing these requirements.

BALLAST WATER MANAGEMENT REPORTING (BWMR)	All vessels equipped with ballast water tanks and bound for ports or places in the United States, except the Great Lakes or Hudson River north of the George Washington Bridge, must submit ballast water reports *no later than six (6) hours after arrival at a port or place of destination in the US.* Vessels calling the Great Lakes or Hudson River north of George Washington Bridge must submit the report 24-hours prior to arrival. In August 2020, the USCG released a new version of the BWMR Form, linked below. **All vessels required to submit a ballast water management report must use the new form.**

UPDATED

Submit the BWMR Form to the National Ballast Clearinghouse (NBIC) using one of the following current methods: • Web App online at: http://invasions.si.edu/nbic/onlineform.html • PDF Version: http://invasions.si.edu/nbic/forms/BallastWaterForm.pdf	☐

WEB APP	For those who choose to use the Web App and internet connection will be required. Detailed instructions on how to submit online are posted on the "**Submit BW Report**" tab of the NBIC website at: http://invasions.si.edu/nbic/onlineform.html. Users of the Web App BWMR form will be connecting directly to the NBIC BW Information System via an internet browser and will have access to their previous reports and to the most up-to-date BWMR form versions. Web App users will also receive immediate confirmation that their submitted report has been received by the NBIC.
PDF VERSION	Instructions for completing the BWMR Form (PDF Version) are available at: http://invasions.si.edu/nbic/forms/BallastWaterForm-Instructions.pdf Both the form and instructions are also available at: http://invasions.si.edu/nbic/pdfform.html The PDF version may be submitted via email or directly online using the buttons at the bottom of the first page once the form has been completed.
EXCEPTIONS	• Any vessel bound for the Great Lakes from outside the EEZ: Submit the new BWMR form at least 24 hours before the vessel arrives in Montreal, Quebec. YES ☐ N/A ☐ • Any vessel bound for the Hudson River north of the George Washington Bridge entering from outside the EEZ: Submit the new BWMR form to NBIC at least 24 hours before the vessel enters New York, NY. YES ☐ N/A ☐
ANNUAL REPORT	In September 2018, the USCG issued a final rulemaking that eliminated the annual reporting requirement for vessels operating exclusively in a single COTP zone. These vessels are now exempt from submitting ballast water management reports.

Please send questions regarding ballast water reporting directly to the NBIC at: nbic@ballastreport.org.

Additional information regarding BWM Reporting can be found at the NBIC website: http://invasions.si.edu/nbic/

Frequently Asked Questions are posted at: http://invasions.si.edu/nbic/nbicfaq.html

*Do **NOT** send BWM Reports to Witt O'Brien's. We will **NOT** acknowledge receipt of BWM Reports.*

SUMMARY OF ADDITIONAL BWM REPORTING REQUIREMENTS FOR STATES THAT DIFFER FROM THE USCG REPORTING REQUIREMENTS
• **California** – the BWMR Form (PDF version) should be emailed as an attachment to: bwform@slc.ca.gov *at least 24 hours prior to arrival at a California port*. • **Minnesota** - the BWMR Form (PDF version) should be emailed as an attachment to: ballastwater@state.mn.us *at least 24 hours prior to arrival* or before departure for voyages shorter than 24 hours. • **Oregon** – the BWMR Form (PDF version) should be emailed as an attachment to: ballast.water@deq.state.or.us *at least 24 hours prior to arrival in state waters (3 nm miles from the baseline)*. • **Washington** – the BWMR Form (PDF version) should be emailed as an attachment to: ballastwater@dfw.wa.gov *at least 24 hours prior arrival in state waters (3 nm miles from the baseline)*.
Additional local and regional BWM documentation and reporting requirements can be found in the section below on state-specific requirements for ballast water.

STATE-SPECIFIC BALLAST WATER MANAGEMENT

CALIFORNIA	Vessels not using an AMS or USCG type approved ballast water treatment system **must conduct ballast water exchange outside of 200nm** if coming from outside the Pacific Coast Region, see the map linked here: • https://slcprdwordpressstorage.blob.core.windows.net/wordpressdata/2019/12/PacificCoastRegionMaps.pdf • https://slcprdwordpressstorage.blob.core.windows.net/wordpressdata/2019/12/SouthernPortionPacificCoastRegionMap.pdf	

- Vessels arriving from outside of the PCR with ballast sourced outside of the PCR are required to conduct BWE at least **200 nm** from land* at a depth of at least **2000 meters**. *(*This includes islands, such as those around Southern California. See the map above for more details on the 200nm boundary for conducting exchange)* Yes ☐ No ☐

- Vessels arriving at a California port or place from within the PCR and carrying ballast water sourced from within the PCR are required to conduct BWE at least **50 nm** from land at a depth of at least **200 meters**. Yes ☐ No ☐

The California Marine Invasive Species Act (MISA) does **NOT** provide for a vessel deviation exemption for ballast water exchange even though the USCG does.

California State Lands Commission (SLC) has been very strictly enforcing the exchange requirement for vessels coming from outside the PCR and issuing significant penalties for violations. Please ensure exchange is conducted at least 200nm from any land prior to discharging in California.

1	**Ballast Water Reporting Form** – https://nbic.si.edu/submit/pdfform/ This is the same new BWMR Form used by the USCG, but it *must be submitted 24 hours in advance of arrival to California. If the voyage is < 24 hours, it should be submitted prior to departure from the last port of call prior to arrival.* Submit electronically to: bwform@slc.ca.gov *Note:* The BWMR Form may also be submitted through the SLC MISP.IO portal (mentioned below), but submission through the portal is not required at this time. You may continue to submit your BWMR to the email address listed above.	☐
2	**Annual Vessel Reporting Form** – Effective October 1, 2017 Vessels calling California need to submit the Annual Vessel Reporting Form (AVRF) once per calendar year. *This replaces the Annual Hull Husbandry Form and the Ballast Water Treatment Annual and Supplemental Forms*. **As of January 1, 2021, the AVRF must be submitted through the SLC web-based platform MISP.IO at least 24 hours prior to a vessel's first arrival at a California port during each calendar year.** A copy of the form is included below, for reference, but the submission must be made through the above portal. More information on the new submission requirement is available **here.** Marine Invasive Species Program Annual Vessel Reporting Form (Revised 08/17)	☐
3	**Ballast Water Logbooks** California requires that ballast activity be tracked on a tank-by-tank basis. For vessels calling California, the ballast water log must: • Outline the vessel's ballast water management activities for **each tank** • Be available for inspection and review by Commission staff • Be retained for two years CA Letter on Ballast Water Logs – August 2019 Sample Ballast Water Log	☐

4	**Marine Invasive Species Act Control Fund Fee –** Effective April 1, 2017 California has increased the fee paid by vessels arriving at California ports to **$1,000 per qualifying voyage** if the vessel has traveled from outside of California. The fee applies to all vessels arriving from outside of California with the capability to carry ballast, and not just those vessels that will discharge ballast water in California waters. **Note:** As of 2020, payment of the above fee is being managed by the California Department of Tax and Fee Administration (CDTFA) and is being billed to the vessel's owner or operator. In order to have payment processed by your local agent, you will need to submit a CDTFA-392, Power of Attorney (POA) form or a CDTFA-5226, Agent Agreement, prior to arrival in order to authorize your agents to make payments on your behalf. Otherwise an invoice will be sent to the owners or operators for payment.	☐

More information regarding the MISP can be found at: http://www.slc.ca.gov/Programs/MISP.html. This includes sample Ballast Water Management Plans and Instructions for maintaining a Ballast Water Log.

SLC MISP	The SLC Marine Invasive Species Program (MISP) is charged with preventing or minimizing the introduction of non-indigenous species to California waters from vessels > 300 gross tons capable of carrying ballast water.	UPDATED

The SLC has developed a series of comprehensive regulatory information sheets (linked below) to help members of the shipping industry understand California's requirements for preventing the introduction of nonindigenous species: *We recommend that a copy of each of these information sheets is downloaded, reviewed, and maintained on board vessels that operate in California waters.*

MISP Info Sheet – https://www.slc.ca.gov/wp-content/uploads/2018/08/MISP-General_Info.pdf	☐
Biofouling and Ballast Water Management Sheet – https://slcprdwordpressstorage.blob.core.windows.net/wordpressdata/2020/01/MISP_BallastWater_Biofouling_Management_11-2019.pdf	☐
Guidance Document for Biofouling Management Regulations – https://www.slc.ca.gov/wp-content/uploads/2018/10/4_8_GuidanceDoc.pdf	☐
Ballast Water Reporting Form Submission and Annual Vessel Reporting – https://www.slc.ca.gov/wp-content/uploads/2018/08/MISP-Reporting_RecordKeeping.pdf	☐
Performance Standards for Ballast Water Discharge – https://slcprdwordpressstorage.blob.core.windows.net/wordpressdata/2019/10/AB912_11October2019_finalletter.pdf In 2019 California delayed implementation of their interim ballast water discharge performance standards until **January 1, 2030** and final standards until **January 1, 2040**.	☐

BIOFOULING MANAGEMENT AND PLANS	California recently finalized regulations related to biofouling management became effective **October 1, 2017**. https://www.slc.ca.gov/laws-regulations/current-regulations/ https://www.slc.ca.gov/wp-content/uploads/2018/10/4_8_GuidanceDoc.pdf

MICHIGAN	All oceangoing vessels visiting ports in Michigan must follow Ballast Water Control measures. The most important aspect of these rules is that vessels must either treat their ballast by a method approved by the Michigan State Department of Environmental Quality (DEQ) before discharge or retain ballast on board.	

1	Apply for Ballast Water Control General Permit at least three (3) weeks prior to arrival in Michigan waters. Michigan DEQ issues a new Ballast Water Control Permit in January 2017 that is valid until January 2022. A copy of the new permit is available at – http://www.michigan.gov/documents/deq/wrd-ballast-GP-M0G140000-2017_550366_7.pdf The permit application can be submitted or updated electronically using MiWaters - http://www.michigan.gov/deq/0,4561,7-135-3313_72753---,00.html For new accounts, you must mail a hard copy of the Certifier Agreement Form to Michigan DEQ before you can submit the permit application form online. The form is available here - http://www.michigan.gov/documents/deq/wrd-miwaters-certifiers-agreement_494118_7.pdf *A $75 USD application fee and $150 USD annual permit fee will apply, valid for 5 years.*	☐
2	Maintain a copy of the Certificate of Coverage (COC) issued by DEQ on board the vessel.	☐
3	Complete and submit the ***Port Operations Notification Report*** at least 24 hours prior to port operations *without ballast water discharge* to the designated District office. **Port Operations Notification Report** – The information required to be submitted can be found on page 3 of the Ballast Water Control Permit linked above. *A list of Michigan ports and their designated District Office electronic address (email and fax) is attached to the Certificate of Coverage (COC).*	UPDATED ☐

If a vessel intends to discharge ballast water in Michigan waters, it must be treated by one of the following methods:

• Hypochlorite treatment	• Chlorine dioxide treatment
• Ultraviolet radiation preceded by suspended solids removal treatment	• De-oxygenation treatment

Vessels using the above methods must submit a daily discharge monitoring report. All records and information resulting from the monitoring activities required by this permit, must be retained for a minimum of three (3) years, or longer if requested by DEQ.

VGP	Michigan certified the EPA Vessel General Permit (VGP) with the following additional ballast water permit conditions/requirements when operating in state waters:
1	Oceangoing vessels covered by the VGP are prohibited from discharging ballast water in Michigan's waters unless the vessel has obtained a Certificate of Coverage under the Ballast Water Control General Permit detailed above (Permit No. MIG140000).
2	Oceangoing vessels that discharge ballast in Michigan waters must monitor ballast water discharge at least once each year for living organisms and report a summary of the results to Michigan Department Environmental Quality (MDEQ) no later than December 31 each year.

MINNESOTA	Vessels transiting the Minnesota waters of Lake Superior that are required to submit a Notice of Intent to obtain coverage under the 2013 EPA VGP are required to obtain a Notice of Coverage (NoC) under the Minnesota permit from the Minnesota Pollution Control Agency (MPCA).	

1	Submit a permit application for coverage under the Permit as soon as you know you will be entering Minnesota waters. Vessels that routinely transit Minnesota waters should submit a permit application at least 180 days before an expected discharge. It may be downloaded from the following site with instructions of how to complete it: https://www.pca.state.mn.us/water/vessel-discharge *A $1240 USD application fee and $345 USD annual permit fee due each March for coverage during the previous calendar year.*	☐

2	The application must include a copy of the Ballast Water and Sediment Management Plan.	☐
3	An original "wet" ink signature is required from the owner and operator to certify the completed application.	☐
4	A copy of the Notice of Coverage (NoC) issued by MPCA should be maintained on board.	☐
5	The MPCA also requires submittal of the same ballast water report sent to the USCG be submitted electronically to them via email at: ballastwater@state.mn.us *at least 24 hours prior to arrival* or before departure for voyages shorter than 24 hours.	☐
6	A record book must be maintained on board that tracks all ballast water and sediment discharges of the vessel for the past three years.	☐
VGP	Minnesota certified the EPA VGP with the following additional ballast water permit conditions/requirements when operating in state waters:	
1	Vessel must obtain and comply with the existing Minnesota ballast water general permit (MNG300000) detailed above or subsequent modifications of that permit issued by MPCA.	☐
2	Vessels are required to conduct ballast water exchange for voyages originating outside the US EEZ in water at least 200 nautical miles from any shore, in waters at least 2,000 meters in depth which result in a salinity level of at least 30 parts per thousand prior to entering Minnesota waters regardless of the installation of treatment systems.	☐

NEW YORK	New York certified the EPA VGP with the following additional ballast water permit conditions/requirements when operating in state waters:	
1	Existing ballast water exchange and flushing requirements for voyages originating outside the exclusive economic zone (EEZ) remain in effect regardless of whether the vessel is equipped with a BWTS.	
2	Annual monitoring and reporting of living organisms after a BWTS is installed.	
3	Additional best management practices for Confined Laker vessels that operate exclusively in the Great Lakes (see section 6.19.4 of the VGP).	

OHIO	Ohio certified the EPA VGP with the following additional ballast water permit conditions/requirements when operating in state waters:	
1	Vessels that operate outside the EEZ and more than 200 nautical miles from shore, and then enter the Great Lakes via the St. Lawrence Seaway System must conduct salt water flushing of ballast tanks. This condition applies both before and after treatment system deadlines in the VGP.	☐
2	Vessels are prohibited from discharging ballast water sediment in Ohio waters.	☐

OREGON	All commercial vessels > 300 gross tons that enter Oregon state waters are prohibited from discharging ballast water that has not undergone one of the management methods listed below. (Effective March 1, 2017) Ballast management options in Oregon State include:	
1	Retain ballast on board.	
2	Discharge only waters taken up in Oregon State ***"Common Waters."*** *(common waters include west coast region of North America between 40°N and 50°N)*	
3	Conduct a deep-sea exchange of ballast more than 200nm from shore	
4	Conduct a coastal exchange of ballast more than 50nm from shore for ballast solely sourced from the Pacific Coast region south of 40°N or north of 50°N.	
5	Treat ballast using a USCG approved ballast water treatment system.*	

*Vessels using a USCG approved treatment system must conduct a deep-sea exchange in addition to using the treatment system for ballast tanks sources with water less than or equal to 18 ppt. Oceanic salt-water flushing of empty tanks is required for tanks that will be used for ballasting or de-ballasting while in Oregon state waters.	
BALLAST WATER REPORTING	The BWMR form (PDF version) should be emailed as an attachment to ballast.water@deq.state.or.us *at least 24 hours prior arrival in state waters (3 nm miles from the baseline)*.
BALLAST WATER LOGBOOK	A logbook must be maintained that, at a minimum: • Records each operation involving ballast water or sediment management; • Describes each such operation, including the location and circumstances of, and the reason for, the operation; • **Records the exact time and position of the start and stop of the ballast water exchange or treatment operations for each tank**; and • Describes the nature and circumstances of any situation under which a safety exemption from ballast management requirements was declared.
For more information regarding the Oregon ballast water management regulations, pre-arrival reporting, and ballast management arrival fee ($88) see: http://www.oregon.gov/deq/FilterDocs/bwpFSballastmanage.pdf http://www.oregon.gov/deq/FilterDocs/ballastFAQ.pdf http://www.oregon.gov/deq/FilterDocs/BallastReportFormInstr.pdf	

RHODE ISLAND	Rhode Island certified the EPA VGP with the following additional ballast water permit conditions/requirements when operating in state waters:	
1	Existing ballast water exchange and flushing requirements for voyages originating outside the EEZ remain in effect regardless of whether the vessel is equipped with a BWTS.	☐
2	Annual monitoring and reporting of living organisms after a BWTS is installed.	☐

WASHINGTON	All covered vessels > 300 gross tons that enter Washington state waters are prohibited from discharging ballast water that has not undergone an open ocean exchange or other treatment [RCW 77.120.030 (4)]. Ballast management options in Washington State include:	
1	Retain ballast on board.	☐
2	Discharge only waters taken up in Washington State ***"Common Waters." ****	☐
3	Conduct a deep-sea exchange of ballast more than 200nm from shore.	☐
4	Treat ballast.	☐
DEFINITION	***** Washington State ***"Common Waters"*** include waters of Washington State, the Columbia River system, and the internal waters of British Columbia south of latitude fifty degrees north, including the waters of the Straits of Georgia and Juan de Fuca.	
BALLAST WATER LOGBOOK	A logbook must be maintained that, at a minimum: • Records each operation involving ballast water or sediment management; • Describes each such operation, including the location and circumstances of, and the reason for, the operation; • **Records the exact time and position of the start and stop of the ballast water exchange or treatment operations for each tank**; • Describes the nature and circumstances of any situation under which any operation was conducted under a safety exemption; and • Records ballast water and sediment management training.	

BALLAST WATER MANAGEMENT REPORTING REQUIREMENTS	All covered vessels > 300 gross tons are required to file a ballast water reporting form (BWRF) *at least 24 hours prior to arrival in state waters, between Oregon and Washington ports on the Columbia River, and before transiting between Washington State ports*. This is the same form required by the USCG. Therefore, the completed BWRF can be sent to both the USCG and Washington State. However, the USCG no longer requires it be submitted 24 hours in advance of arrival as the State of Washington does.	
1	Complete, save, and send the BWMR Form (PDF Version only) to the State of Washington as an attachment via email at: ballastwater@dfw.wa.gov (preferred) or via fax at: +1 360 902 2845 at least 24 hours prior to arrival in state waters.	☐
For more information on the WA Ballast Water Program please visit: https://wdfw.wa.gov/species-habitats/invasive/ballast-water where the following is available for download: • BWMP Brochure – includes information regarding exchange exemptions (waiver option and safety exemption), inspections, and penalties. • Waiver Request Forms • Ballast Water Management Notices		

WISCONSIN	Vessels (50 meters in length or greater and that have a ballast capacity of at least 8 cbm) that operate within waters of the State of Wisconsin are required to obtain a Notice of Coverage (NoC) under the Wisconsin WPDES Permit (WI-0063835-02-2) from the Wisconsin Department of Natural Resources (WDNR)	
1	To apply for coverage, submit a copy of the vessel's eNOI to WDNR at least 30 days prior to arrival in Wisconsin waters to: ***Wisconsin Department of Natural Resources*** Bureau of Water Quality - Permits Section, WQ/3 101 South Webster Street P.O. Box 7921 Madison, WI 53707-7921 *There is $655 USD application fee every five years and a $345 USD annual permit fee due each March for coverage during the previous calendar year regardless of whether the vessel enters Wisconsin waters.*	☐
2	Maintain a copy of the permit and the Notice of Coverage on board the vessel. *WDNR will issue a Notice of Coverage.*	☐
3	Follow the applicable requirements outlined in the permit for ballast water management and sediment plans, ballast log books, ballast discharge and treatment standards. A copy of the permit and its requirements can be found at: https://dnr.wi.gov/topic/Wastewater/BallastWater.html	☐
VGP	Wisconsin certified the EPA Vessel General Permit (VGP) with the following additional permit conditions/requirements when operating in state waters:	
1	Vessels must obtain any permits required by the State of Wisconsin for vessel discharges (WDNR's ballast water discharge general permit WI- 0063835-02-2).	
2	Vessels that operate outside the EEZ and more than 200 nautical miles from shore, and then enter the Great Lakes via the St. Lawrence Seaway System must conduct salt water flushing of ballast tanks.	
3	Discharges of graywater or sewage into Lake Michigan, a NDZ, are subject to penalties.	