



Environmental Standards Update



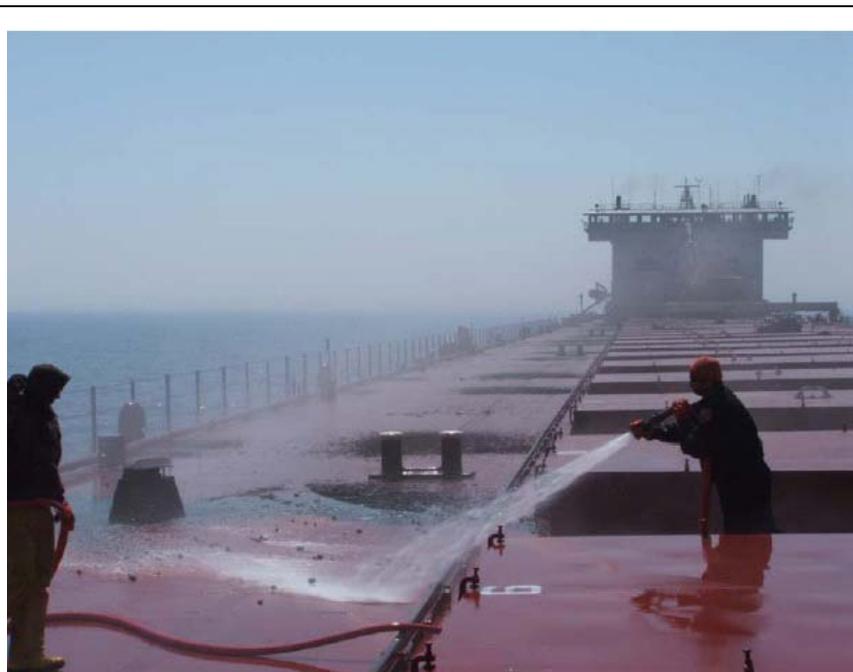
Public Meeting Held to Discuss Dry Cargo Residues in the Great Lakes

On July 6th the Coast Guard held a public meeting in Cleveland, OH, in support of the National Environmental Policy Act (NEPA) analysis for the rule-making for the management of dry cargo residues or sweepings in the Great Lakes.

The public meeting was intended to solicit discussion and public comments on the regulatory project and specifically on the dry cargo sampling plan. Representatives from shipping and environmental communities were present at the meeting and comments were received during the meeting. Public comments were also posted to the docket. The comment period ended on July 31st.

Canadian officials, who share concerns on this issue as well, were in attendance at the meeting and discussed their new Interim Enforcement Policy. Canada's policy mirrors the current Coast Guard interim enforcement policy, thus providing consistency on the Great Lakes.

Initial steps on the Environmental Impact Statement are to begin sampling at the end of this August or early September, in accordance with the published sam-



Vessel crewmembers conduct deck wash down after coal loading operations. Photo from the *USCG Study of Incidental Dry Cargo Residue Discharge on the Great Lakes*.

pling plan after taking into account comments received. Once data is gathered and analyzed for the environmental effects of these dry cargo residues, the results will be drafted and published in a draft EIS for public comment.

Additional information on this project can be found on the USCG Environmental Standards Division's home page at http://www.uscg.mil/hq/g-m/mso/dry_cargo.htm.

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Bi-National Interagency Coordination for Ballast Water Management Compliance in the Great Lakes

Tremendous efforts have been made toward preventing ANS introductions in the Great Lakes by a little known group of policy managers within U.S. and Canadian agencies in charge of vessel operations on the Great Lakes and Saint Lawrence Seaway. The Great Lakes Waterways Management Forum, Ballast Water Working Group, consists of members from the Saint Lawrence Seaway Management Corporation, Saint Lawrence Seaway Development Corporation, Transport Canada and the United States Coast Guard. Since 1993, these agencies have been working together to enforce BWM requirements on vessels entering the Great Lakes and Saint Lawrence Seaway. Through their combined efforts and joint inspections,

the group has overcome jurisdictional barriers to ensure every vessel equipped with ballast water tanks, whether carrying ballast water or not, undergoes a thorough ballast water exam prior to entering the Saint Lawrence Seaway in Montreal, Canada. Vessels that make more than one transit through the Seaway in a given calendar year receive follow on exams each time they arrive by inspectors at either the Snell Locks in Massena, NY, or at the corresponding U.S. or Canadian port of arrival.

This year, the group's emphasis has been on reviewing vessel BWM practices, incorporating Canada's new regulations, and conducting ballast tank exams on NOBOB vessels. At their latest meeting in

Montreal, Canada, the group finalized agreements on a Joint Agency Ballast Water Management Exam Report, clarified a boarding matrix that outlines each agency's responsibilities, and initiated a technical workgroup aimed at identifying what data to capture and the best means for sharing data amongst the cooperating agencies. The group is also currently working with the Coast Guard Ninth District to prepare an agenda and presentations for the upcoming Great Lakes Ballast Water Conference set for September 27, 2006 in Cleveland, Ohio.

For registration information for the Great Lakes Conference contact LT Regan Blomshield, by e-mail at Regan.L.Blomshield@uscg.mil or by phone at 216-902-6050.



55th Session of the Marine Environment Protection Committee

The United States Coast Guard will host the Shipping Coordinating Committee's open public meeting at 9:30 a.m. on Tuesday, October 3, 2006, in room 2415, at the Headquarters Building, 2100 Second Street SW, Washington, DC 20593-0001. The primary purpose of the meeting is to prepare for the 55th Session of the International Maritime Organization

(IMO) Marine Environment Protection Committee (MEPC) to be held at Central Hall Westminster in London, England from October 9th to 13th, 2006.

The agenda items of significant interest to be discussed include: harmful aquatic organisms in ballast water, recycling of ships, and prevention of air pollution from ships.

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may seek information by writing to LT Heather St. Pierre, Commandant (G-PSO-4), U.S. Coast Guard Headquarters, 2100 Second Street SW, Room 1601, Washington, DC 20593-0001 or by calling (202) 372-1402.

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Congressional Hearing on Ballast Water Management and Air Pollution

On Tuesday, July 11th the House of Representatives' Subcommittee on Transportation and Infrastructure - Coast Guard and Maritime Transportation, held a legislative hearing to review and receive testimony on draft legislation regarding ballast water management and the reduction of air pollution from vessels. The witnesses comprised two panels, where the first panel consisted of Rear Admiral Brian M. Salerno, Director of Inspection and Compliance for the U.S. Coast Guard (USCG); and Mr. Timothy R. E. Keeney, Deputy Assistant Secretary for the National Oceanic and Atmospheric Administration (NOAA). The second panel was comprised of Mr. Donald L. O'Hare, Vice President of the World Shipping Council; Ms. Kathy Metcalf, Director of Maritime Affairs, Chamber of Shipping on America; and Ms. Catherine L. Hazelwood, Senior Policy Advisor,

Global Invasive Species Initiative, the Nature Conservancy.

In the first panel, USCG and NOAA witnesses provided testimony on their respective goals, regulations, and research programs for preventing aquatic invasive species via ballast water discharges. Both witnesses also testified on behalf of the Bush Administration regarding draft legislation that was prepared by the subcommittee. After the panel's testimony, subcommittee members asked several questions regarding the International Maritime Organization's Convention for the Control and Management of Ship's Ballast Water and Sediments, Senate Bill S. 363-Ballast Water Management Act of 2005, current U.S. ballast water management regulations, status of ballast water treatment technologies, and vessels declaring no ballast onboard (NOBOB).

In the second panel, the

witnesses provided testimony on behalf of their respective areas of expertise. Overall agreement pronounced among the witnesses over the International Convention for the Prevention of Pollution From Ships, Air Pollution (MARPOL VI) and for the U.S. in becoming a party to the Convention. Further agreement among panelists voiced for a national ballast water discharge standard with importance on treatment solution over ballast water exchange and recommendations to the subcommittee's draft legislation. After the panel's testimony, subcommittee members asked questions regarding aquatic invasive species in the Great Lakes, NOBOBs, and air pollution.

Further information on this hearing may be found at the following web site: <http://www.house.gov/transportation/cgmt/06-07-11/06-07-11memo.html>

USCG Surface Fouling Regulations

Aquatic nuisance species (ANS) can travel to other ecosystems by vectors other than ballast water. Surface fouling on vessels moving from port to port can also transport ANS as well.

As part of their mandatory ballast water management regulations the Coast Guard published in 2004, regulations for hull fouling

were also included. 33 CFR 151.2035(a) (5) states that as a required ballast water management practice, vessel owners, operators and persons-in-charge of vessels must "rinse anchors and anchor chains when you retrieve the anchor to remove organisms and sediments at their place of origin." Vessels must also take action on

fouling organisms under 33 CFR 151.2035(a)(6), which requires them to "remove fouling organisms from hull, piping, and tanks on a regular basis and dispose of any removed substances in accordance with local, State and Federal regulations.

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Canada Publishes New Ballast Water Regulations

On June 28th, 2006, Transport Canada published ballast water control and management regulations, which are intended to reduce the risk of aquatic invasive species from being introduced into Canadian waters through vessels' ballast water. The regulations convert several of the existing voluntary guidelines Transport Canada formerly had in place into mandatory requirements. These regulations are harmonized as much as possible with the U.S. Coast Guard's ballast water management regulations and with the International Convention for the Control and Management of Ship's Ballast Water and Sediments.

Ships are required to exchange their ballast water at least 200 miles from shore and in waters having a depth of 2,000 meters or more before entering waters under Canadian jurisdiction. When ships do not travel beyond 200 miles from shore, or when ships cannot exchange their ballast

water in mid-ocean because of weather or other safety-related issues, they will be required to follow other best management practices. These practices include treating the ballast water, or keeping the water onboard. The regulations also specify alternative zones, within waters under Canadian jurisdiction, where ballast water can be exchanged. These alternative exchange zones have been identified based on scientific advice provided by the Department of Fisheries and Oceans.

The new regulations also specify that vessels declaring no ballast onboard that are unable to manage their ballast water are required to comply with certain sections of the Shipping Federation of Canada's Code of Best Management Practices for Ballast Water Management or conduct salt-water flushing in an area at least 200 nautical miles from shore before entering Canadian waters.

Under the regulations, all ship operators will have to de-

velop a ballast water management plan for each ship that must comply with the regulations. This plan must outline the measures and procedures established by the operator to ensure that ballast water is being managed safely and effectively. Transport Canada Inspectors will use portable devices to measure the salt content of ballast water carried by ships arriving at Canadian ports when monitoring and enforcing compliance with the new regulations.

For more information on the Canadian ballast water regulations, please refer to Transportation Publication 13617, "A Guide to Canada's Ballast Water Control and Management Regulations," which may be found at the following web site: <http://www.tc.gc.ca/MarineSafety/TP/TP13617/menu.htm>



Transport
Canada

Transports
Canada

'Welcome Aboard' to the New Environmental Standards Division Chief

CDR Vickie Huyck has recently reported aboard to serve as the Chief of the Environmental Standards Division. CDR Huyck comes to us from USCG Sector Delaware Bay where she served as the Response Division Chief. She has a variety of operational experience in emergency response management for oil spills, hazard-

ous materials releases, as well as homeland security and port operations. Vickie Huyck has been an Operations Section Chief and Deputy Incident Commander. She also served as a response program manager for the Coast Guard in Washington DC and developed the ICS program implementation guidelines for the Coast Guard in

the 1990s. She has a BS from the US Coast Guard Academy, an MS from Central Michigan University and an MPA from George Washington University. We welcome her to the Environmental Standards Division and look forward to working with her during her tour of duty.

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Newsletter Name Change: A Note From the Editor

This publication, formerly known as the *ANS Program Update*, has changed its name so that we can present and discuss the other important environmental issues being addressed in the USCG's Environmental Standards Division. Aquatic Nuisance Spe-

cies issues will continue to be covered as they have in the past. Thank you for your continued interest in our publication, and we look forward to continuing to present information on our programs in the future.

Change in USCG Headquarters E-Mail Addresses and Phone Numbers

As many already know, USCG Headquarters has changed phone numbers for many offices, and is continuing to migrate others. Please note that our Environmental Standards Information Line (formerly known as the Ballast Water Information Line) has changed to 202-372-1402.

In addition, our e-mail addresses will be changing as well, with the migration scheduled to be

completed on or about Monday, August 21. The environmental standards e-mail, as listed below will change to EnvironmentalStandards@uscg.mil on or about the August 21st, but e-mails sent to the old address will also be forwarded to the new address for a short grace period.

Thank you for your continued patience during these changes.



**Environmental Standards Division
(G-PSO-4)**
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2100 Second Street, S.W., Rm 1601
Washington, DC 20593
Information line: 202-372-1402
EnvironmentalStandards@comdt.uscg.mil (until 8/21/06)
EnvironmentalStandards@uscg.mil (after 8/21/06)

Calendar of Events

-  **August 24, 2006**
Mississippi R. Basin Panel on Aquatic Nuisance Species
Peoria, IL
-  **September 13-14, 2006**
Mid-Atlantic Regional Panel on Aquatic Nuisance Species
Annapolis, MD
-  **September 13-15, 2006**
Western Regional Panel on Aquatic Nuisance Species
University Place Hotel
310 SW Lincoln St.
Portland, OR
-  **September 27, 2006**
Great Lakes Ballast Water Conference
Crowne Plaza Hotel
Cleveland, Ohio
-  **October 4-5, 2006**
Gulf and South Atlantic Panel on Aquatic Nuisance Species
Charleston, SC
-  **October 9-13, 2006**
MEPC 55
Central Hall Westminster
London, SW1H 9NH
-  **November 7-9, 2006**
Aquatic Nuisance Species Task Force
Arlington, VA
www.anstaskforce.gov

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