

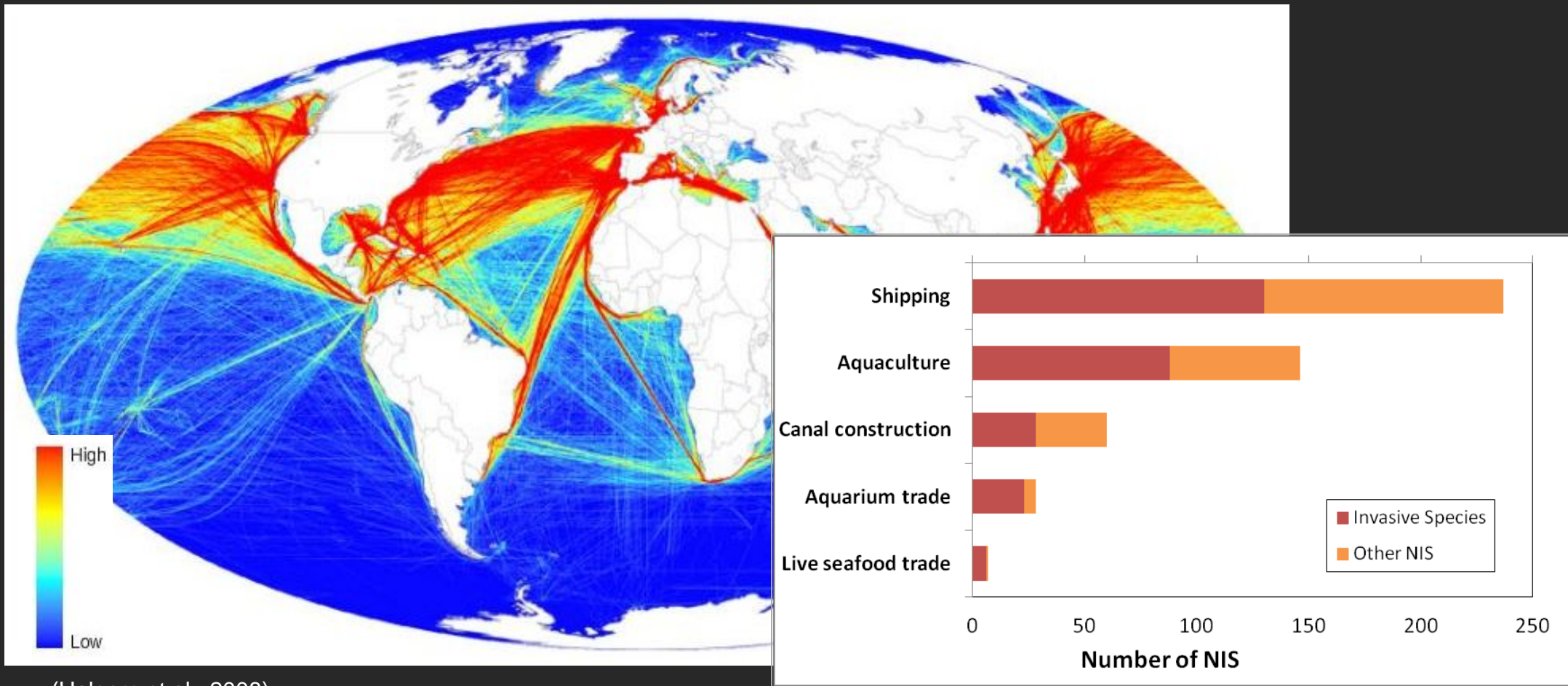
# Ballast Water Program Overview

Oregon Department of Environmental Quality

28 August 2019

COBALT Presentation

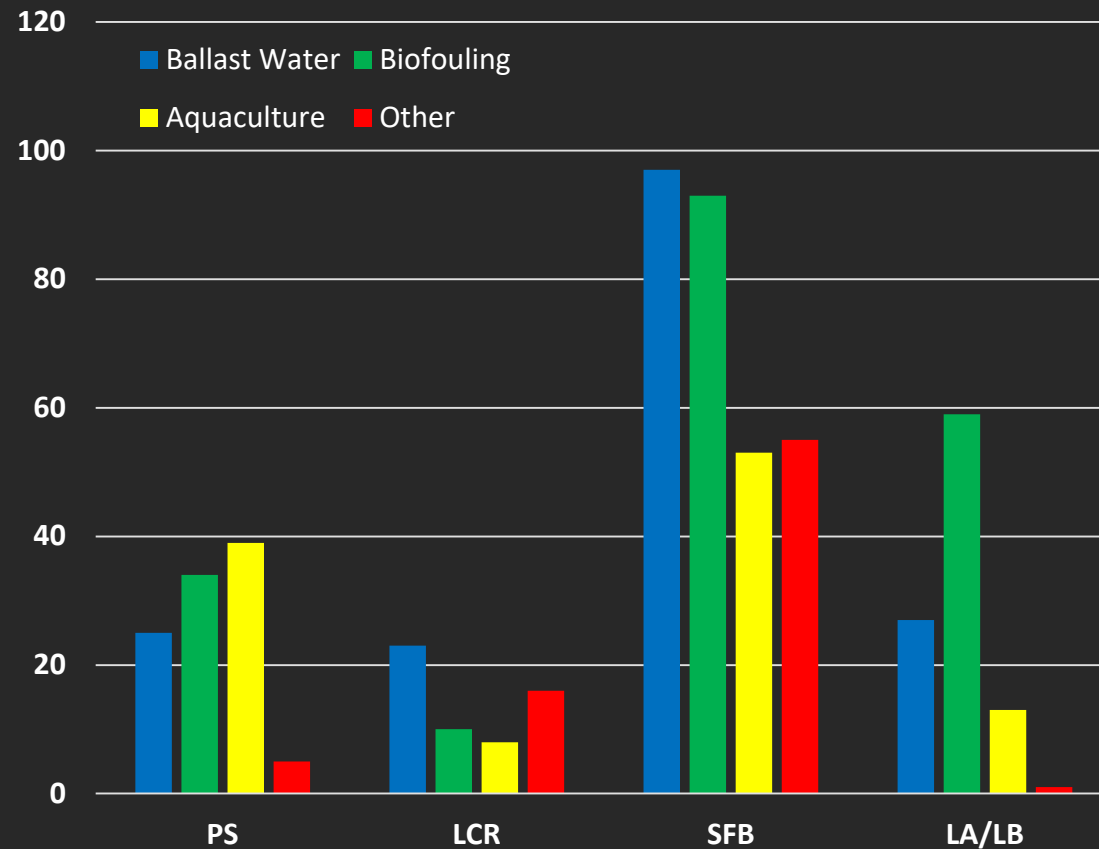
# Invasive Species Concerns - Global



(Halpern et al., 2008)

(Modified from Molnar et al., 2008)

# Invasive Species Concerns - Oregon



modified from Simkanin et al. 2010

- At least 55 aquatic NIS established in lower CRE
  - Sytsma et al. 2004
- Targeted studies reveal NIS presence and potential ecological affects, but more research is needed
  - Cordell et al. 2007
  - Bollens et al. 2012
  - Breckenridge et al. 2014

# Oregon Ballast Water Program

- Regulations established in 2001, DEQ program in 2007
- Initially 1.0 FTE, increased to 1.5 in 2012 with new fee (currently \$88/arrival)
- Supported by 50/50 cost share between fee and GF allocation



# Oregon Ballast Water Program

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Program activities include:

- Monitoring vessel arrivals and pre-arrival reporting compliance
- Outreach and technical support
- Vessel inspections and compliance verification sampling
- Enforcement actions
- Policy development and stakeholder engagement

# Oregon Ballast Water Program

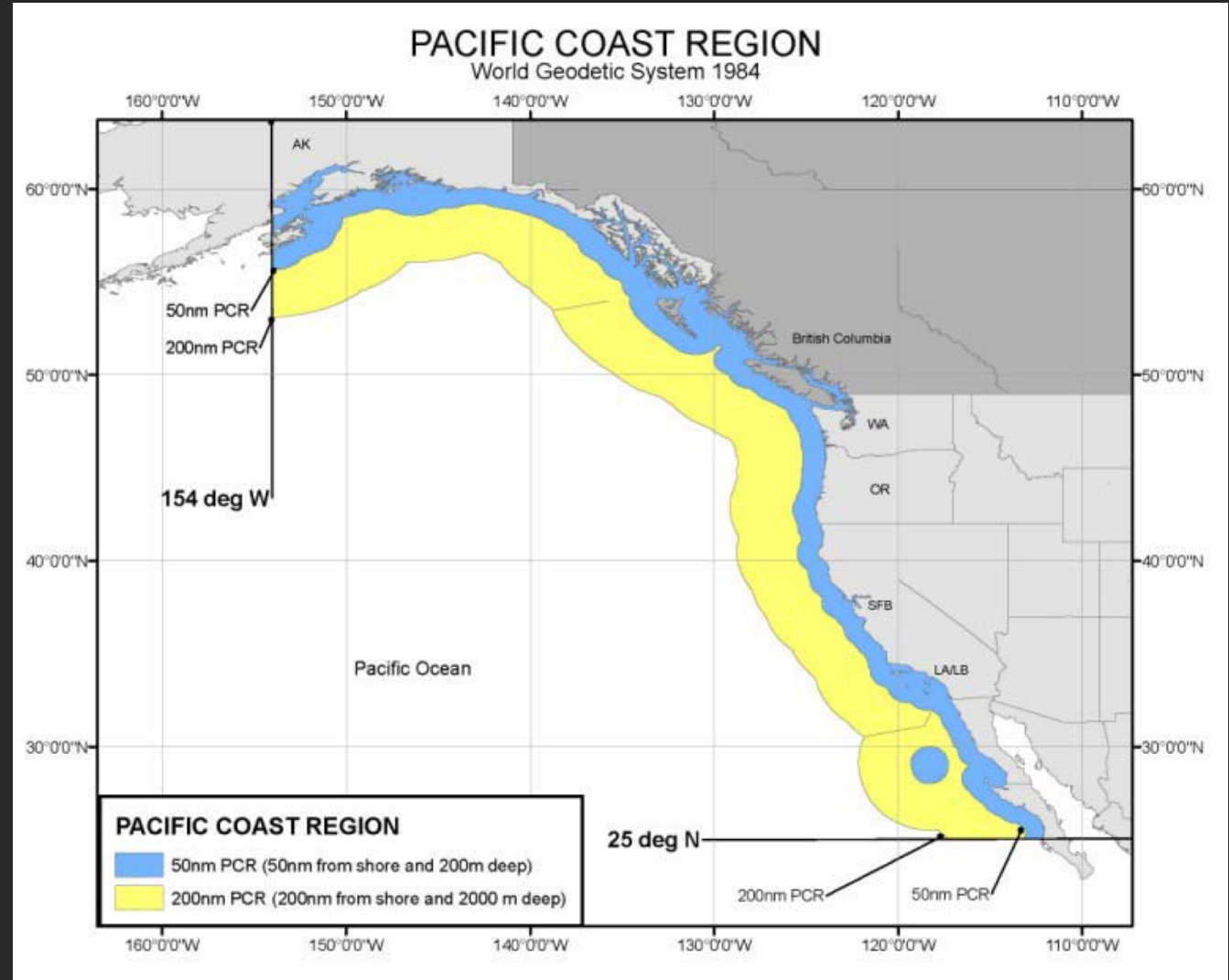
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Statutory requirements (ORS 783.620-640; 783.990-992)

- Regulated Vessels
- Management requirements for discharged ballast
- Exemptions
- Penalty Issuance Authority

# Compliant Discharges

- Mid-ocean source
- Mid-ocean exchange
- Compliant treatment
- Exchange + Treatment
  - 18 ppt → 30 ppt



# Ballast Tank Sourced from SF Bay

## IKAN ACAPULCO #1 SWB-S

1/22/09 Before Exchange

1/26/09 After Exchange



~ 28,000 individuals/m<sup>3</sup>

85% high-risk taxa

~ 10 individuals/m<sup>3</sup>

<4% high-risk taxa

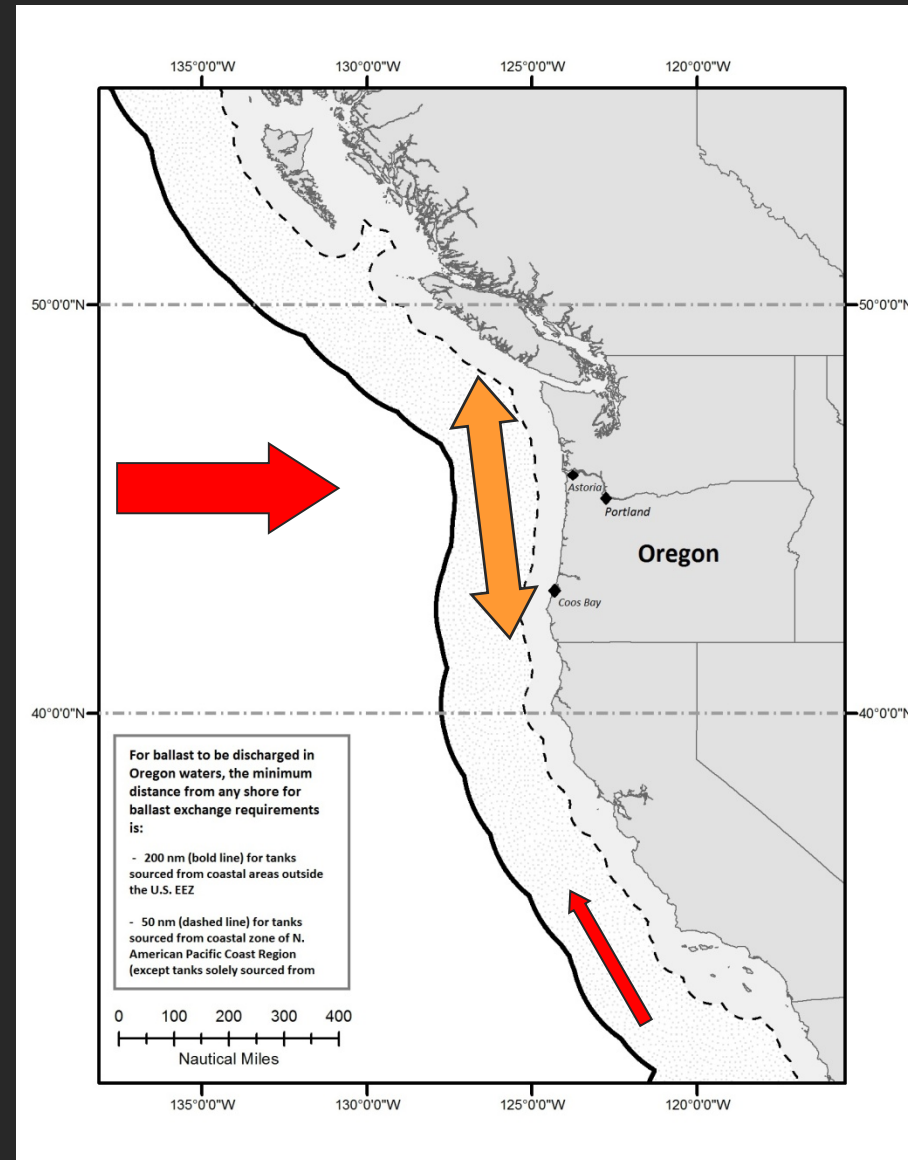
Credit: Jeff Cordell (UW)





# Compliant Discharges

- Coastal exchange
- Common water
- Compliant treatment
- Municipal water



# Exempt Discharges

- Safety exemption
- Military/federal vessels



Photo: Jacob Sisco

# Reporting/Recordkeeping

- Vessels must:
  - submit a report of Ballast Management
  - at least 24 hours prior to entering waters of the state
- Ship owners must:
  - develop a vessel-specific BW management plan
  - maintain a shipboard ballast water handling log



# Inspections

- DEQ conducts targeted and random vessel inspections
- Violations may be subject to civil and criminal penalties
- Minor violations may be eligible for expedited enforcement offers



Photo credit: B. Bjorndal

# Inspections

## Vessel Boarding

1. Outreach & Technical Service
2. Audit of Shipboard Records
3. Compliance Verification via Sampling of Ballast water salinity
4. Assist with Corrective Action



Photo credit: B. Bjorndal

# Inspections



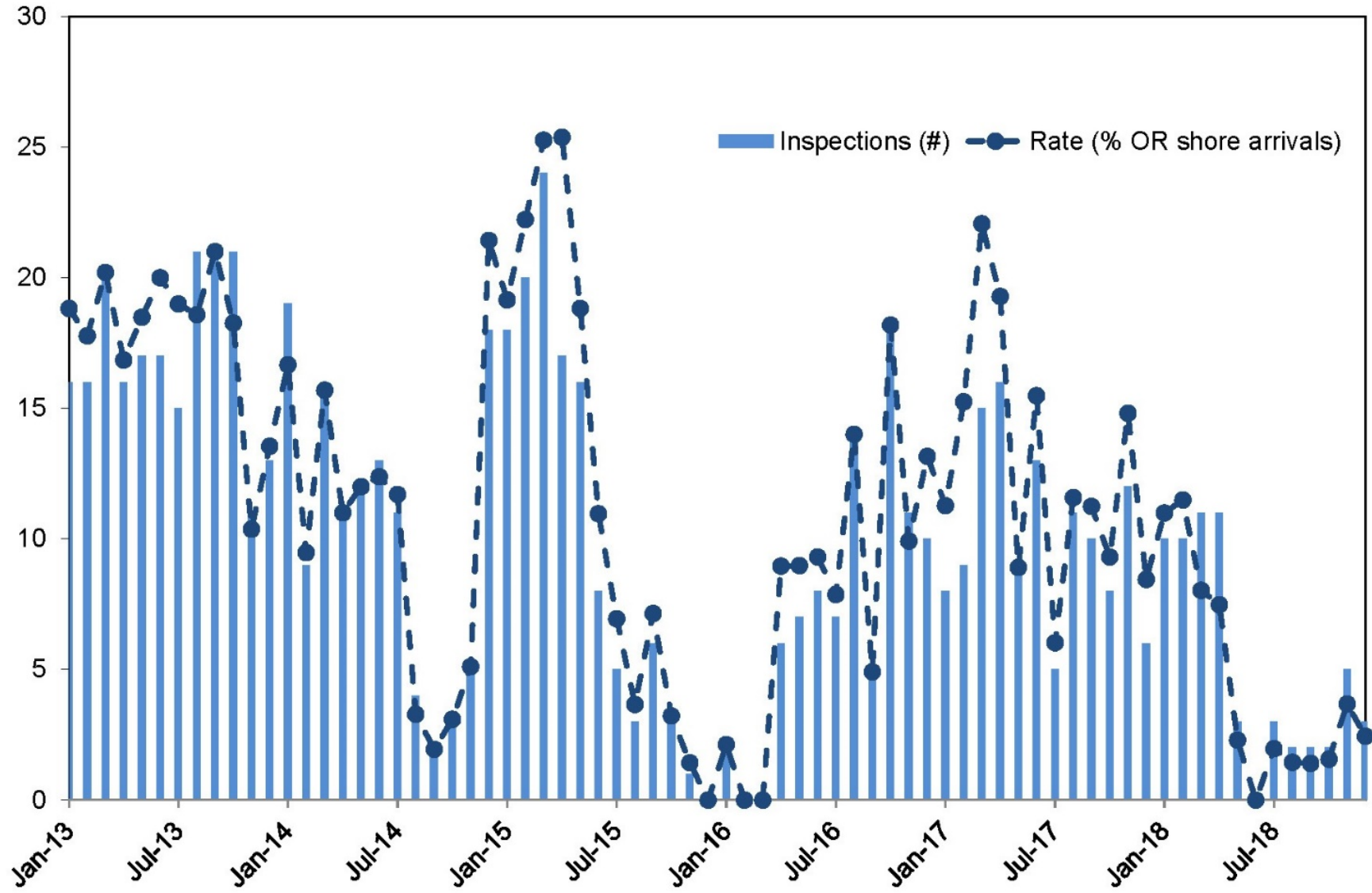
Photo credit: B. Bjorndal

## 2018 Inspection Stats

- 72 Inspections
- Fully Compliant - 71%
- Reporting Problems - 15%
- Recordkeeping Problems - 12%
- 0 inspections revealed noncompliant BW discharges

# Average Monthly Boarding Rates

2013: 18%  
 2014: 10%  
 2015: 12%  
 2016: 8%  
 2017: 13%  
 2018: 4%



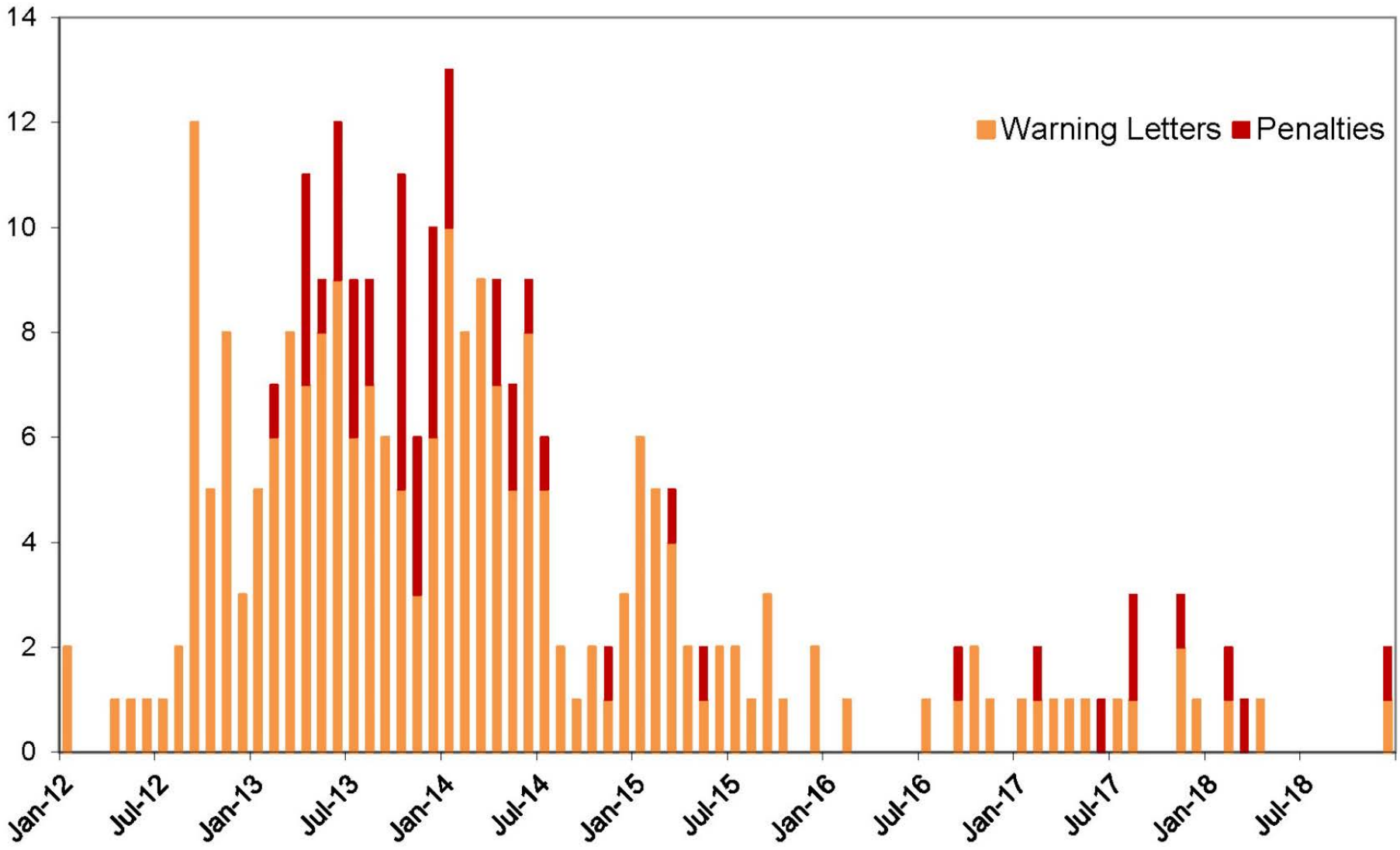
# Enforcement

Violations of the state ballast management regulations or failure to meet the reporting or recordkeeping requirements may be subject to fines up to \$25,000 per day of violation and/or civil penalties.





Enforcement  
Guidance  
Policies  
initiated  
beginning  
January 2013



# Vessel Incidental Discharge Act

- VIDA meant to streamline patchwork of federal, state, and local requirements for commercial vessels
- Signed into law December 2018
  - EPA: develop national discharge standards (Dec. 2020)
  - USCG: develop implementing regulations (Dec. 2022)
- VIDA in effect when USCG regulations are enforceable
  - Currently: 2013 Vessel General Permit in effect until ~2022



# Contacts

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<https://www.oregon.gov/deq/Hazards-and-Cleanup/env-cleanup/Pages/Ballast-Water.aspx>

