

# **New Federal Regulations**

**Interregion Safety Committee**

**April 2010**

# Final Rules

- **Vessel General Permit (VGP)**
- **Ballast water management**
- **Salvage and firefighting**
- **Engine remanufacturing**
- **TWIC and security plans**

# VGP

- EPA regulation of 26 discharges incidental to normal vessel operation under NPDES program
- In effect since February 2009
- Best Management Practices (BMPs) to minimize discharges
  - AWO Recommended Practice Guide
- Enforcement MOU with Coast Guard in development

# VGP

- **Goal: remove regulation of vessel discharges from NPDES program**
  - Legislation required
- **Meanwhile, AWO work to alleviate burdensome aspects of permit**
  - Litigation
  - Q&A's
  - Problematic state conditions
  - Template forms

# Ballast Water Management

- Coast Guard regulation in effect since 2004
- Maintain ballast water management plan to minimize chance that vessel transfers invasive species
- Reporting and recordkeeping requirements

# Ballast Water Management

- **Exempts:**

- Vessels remaining or discharging within one COTP zone
- Vessels using ballast from commercial or municipal freshwater sources

# Salvage and Firefighting

- Coast Guard regulation in effect February 2011
- Requires specific salvage and firefighting resources to be under contract/included in VRPs
- VRP holders must enter into funding agreements with resource providers
- NVIC forthcoming

# Engine Remanufacturing

- Part of EPA Tier 3/Tier 4 regulations finalized in May 2008
- Existing engines must use EPA-certified "kits" if:
  - Engine is over 800 hp
  - Engine is built between 1973 and 2012
  - All cylinders are replaced within 5 years
  - Kit is considered "available" for that engine

# Engine Remanufacturing

- Kit is considered “available” 120 days after EPA approval
- 14 kits have been approved by EPA

# TWIC and Security Plans

- **Coast Guard requires approved Vessel Security Plans on domestic:**
  - Tank and other inspected barges
  - Barges carrying CDCs
  - Towing vessels moving those barges
- **AWO Alternative Security Plan (ASP) fulfills requirements**
  - No Coast Guard approval needed

# TWIC and Security Plans

- ISPS requires Coast Guard-approved Vessel Security Plans on tugs over 500 GT on international voyages
- AWO International Vessel Security Plan (IVSP) is a template to facilitate Coast Guard approval

# TWIC and Security Plans

- TWIC provisions added to AWO ASP and IVSP in 2009
- TWICs required for mariners holding Coast Guard credential and individuals with unescorted access to secure areas
- AWO working to eliminate second trip to enrollment center

# Forthcoming Rules

- TWIC card reader NPRM
- Ballast water treatment

# TWIC Card Reader NPRM

- Coast Guard published ANPRM in March 2009
- Proposes exempting vessels with fewer than 14 crewmembers
- AWO: supports exemption, requests simpler framework for regulations
- NPRM not expected until 2011

# Ballast Water Treatment

- Coast Guard NPRM published in August 2009
- Would require almost all vessels with ballast tanks in U.S. waters to install treatment systems
- AWO comments: exempt barges and towing vessels in domestic trade

# Questions and Discussion

