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Changes to U.S. Ballast Water Reporting

As many of you are already aware, 2016 has brought several changes to the ballast water reporting requirements for vessels calling U.S. ports. Following is a brief summary of these changes:

Effective May 1, 2016, the new U.S. Ballast Water Management Report (BWMR) form must be used. Previous forms and formats are obsolete and may no longer be used. The new BWMR form can be submitted via an internet portal or as a PDF file attached to an email. The PDF form contains some pull-down menus and other features to make form completion and submission easier and allows user to choose whether to automatically submit via e-mail or directly over the Internet by clicking a button inside the form. As most vessel's do not have practical internet access while underway, we recommend that the BWMR be submitted as an email attachment. If you do not have the current BWMR form, please contact CSI and we can provide you with one.

Previously, BWMRs were required to be submitted twenty-four hours prior to arrival at each U.S. port. Under the new regulations, any vessel that is equipped with ballast water tanks and bound for ports or places in the United States must submit the BWMR to the NBIC no later than 6 hours after arrival at the port or place of destination, or prior to departure from that port or place of destination, whichever is earlier. Vessels bound for the Great Lakes from outside the EEZ (i.e., transiting the Saint Lawrence Seaway) must be aware of Transport Canada, US Coast Guard and Seaway Ballast Water Regulations. To meet US Coast Guard regulations, submit a BWMR at least 24 hours before the vessel arrives in Montreal, Quebec. Vessels bound for the Hudson River north of the George Washington Bridge entering from outside the EEZ must submit the BWMR to NBIC at least 24 hours before the vessel enters New York, NY.

If a vessel is required to be equipped with a Ballast Water Treatment System, it must be used to process ballast water when arriving from a foreign port and when taking on ballast in a U.S. port and discharging that ballast in another U.S. port. For vessels not required to be equipped with a BWTS at this time, they may continue to fall under the exemption to conduct a ballast water exchange under 33 CFR 151.2040. The exemption allows a vessel whose voyage does not take it into waters 200 nautical miles or greater from any shore for a sufficient length of time to discharge ballast water in areas other than the Great Lakes and the Hudson River north of the George Washington Bridge. Therefore, a vessel is not required to divert from her route in order to conduct an exchange; however, the vessel must discharge only that amount of ballast water operationally necessary to ensure the safety of the vessel.

OMB number 1625-0069
Exp. date: 31-Dec-2016

Ballast Water Management Report

Vessel Information

Vessel name

ID number IMO number

Country of Registry

Owner/operator

Type Gross Tonnage

Ballast water volume units Select units

Total ballast water capacity Number of tanks on ship

Onboard BW Management System

Voyage Information

Arrival port (port and state)

Arrival date

Last port (port and country)

Next port (port and country)

Total ballast water on board Number of tanks in ballast

Number of tanks discharged

Alternative BW management conducted, per instructions from COTP

Certificate of accurate information

By checking this box, I attest to the accuracy of the information provided and that ballast water management activities were in accordance with the ballast water management plan required by CFR 151.2059(a).

Responsible Officer's name and title

Report type Select report type

Submitted by Contact information

Ballast Water History

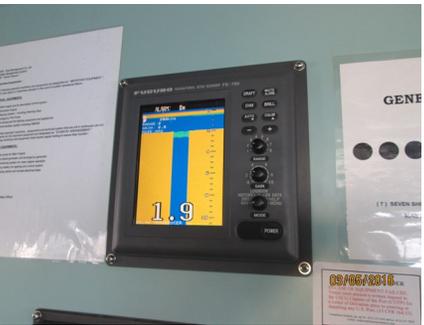
On the following page(s), provide the ballast water history for each tank discharged into the waters of the United States or to a reception facility, en route to or at the arrival port. Vessels entering the Great Lakes or Hudson River (north of George Washington Bridge) from beyond the US EEZ must also provide the history for empty tanks that underwent alternative management.

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Equipment Failures to be Noted on Electronic Notice of Arrival



33 CFR 160.206 lists information required to be submitted on each Electric Notice of Arrival (eNOA). The cite refers to 33 CFR 164.35 for a list of equipment that if not in operational condition must be reported on the eNOA. This equipment includes:

- 1) A marine radar system for surface navigation.
- 2) An illuminated magnetic steering compass, mounted in a binnacle, that can be read at the vessel's main steering stand.
- 3) A current magnetic compass deviation table or graph or compass comparison record for the steering compass, in the wheelhouse.
- 4) A gyrocompass.
- 5) An illuminated repeater for the gyrocompass required by paragraph (d) of this section that is at the main steering stand, unless that gyrocompass is illuminated and is at the main steering stand.
- 6) An illuminated rudder angle indicator in the wheelhouse.
- 7) An echo depth sounding device.
- 8) A device that can continuously record the depth readings of the vessel's echo depth sounding device, except when operating on the Great Lakes and their connecting and tributary waters.

U.S. Department of Homeland Security United States Coast Guard		DEVIANCION REQUEST		LOG #
Sector Houston Protection Phone: (713) 675-0588 Fax: (713) 675-0585 Sector Houston Port State Control (E-Mail) houston@uscg.mil		Houston Station (USCGC) Texas City (Houston) Phone: (409) 307-3700 Fax: (409) 307-3070 HQ: Texas City Port State Control (E-Mail) houston@uscg.mil		Command Center (24HR Service) Phone: (713) 675-0502 Fax: (713) 675-0577 Command Center (E-Mail) houston@uscg.mil
SECTION I: GENERAL INFORMATION				
1. Vessel Name: _____				
2. Vessel Type: _____				
3. Vessel Home Port: _____				
4. Vessel Name: _____				
SECTION II: VESSEL INFORMATION				
5. Vessel Info: _____				
6. Conditions: _____				
7. Signature: _____				
8. Agent Name: _____				

- 9) An indicator readable from the centerline conning position showing the rate of revolution of each propeller, except when operating on the Great Lakes and their connecting and tributary waters.
- 10) If fitted with controllable pitch propellers, an indicator readable from the centerline conning position showing the pitch and operational mode of such propellers, except when operating on the Great Lakes and their connecting and tributary waters.
- 11) If fitted with lateral thrust propellers, an indicator readable from the centerline conning position showing the direction and amount of thrust of such propellers, except when operating on the Great Lakes and their connecting and tributary waters.

12) A telephone or other means of communication for relaying headings to and over and constructed on or after June 9, 1995 must be provided with arrangements for supplying visual compass-readings to the emergency steering station.

13) Each vessel of 10,000 gross tons or more must have, in addition to the radar system under §164.35(a), a second marine radar system that operates independently of the first.

Additionally, if the vessel's automatic identification system (AIS) radar, radio

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navigation receivers, gyrocompass, echo depth sounding device, or primary steering gear stops operating properly, 33 CFR 164.53 requires that the vessel to request a Letter of Deviation (LOD) from the USCG Captain of The Port Zone for which the vessel is bound. The LOD request should be submitted via the local agent, and is only valid for inbound transit. A separate LOD request must be submitted for departure, and for arrival and departure at subsequent U.S. ports.

For failure of equipment not listed in 33 CFR 164.35 and not requiring a LOD, we recommend that the vessel fully document the failure in accordance with the Company's Safety Management System procedure for reporting and tracking deficiencies; that Flag State and/or Classification be notified and requested to issue a dispensation of condition of class; and that the vessel prepare an appropriate Risk Assessment. Hazardous Conditions as defined in 33 CFR 160.215 must be reported immediately to the Coast Guard (see **page 4 article**).

Requirement for Cargo Securing Manuals

The US Coast Guard has promulgated an interim rule requiring US and foreign self-propelled cargo vessels of 500 gross tons or more, traveling on international voyages and carrying cargo that is other than solid or liquid bulk cargo, to have cargo securing manuals (CSMs) on board. The Coast Guard seeks comment on its intention to extend, in a subsequent final rule, the CSM requirement to self-propelled cargo vessels of less than 500 gross tons carrying dangerous goods in packaged form on international voyages. The interim rule entered into effect on 8 June 2016. Comments must be received by 8 August 2016

Panama Canal Deck Cooling Requirements

The Panama Canal Authority (ACP) issued an Advisory to Shipping No. A-02-2016 on January 18, 2016, announcing that, effective immediately, transiting crude oil tankers, product carriers, and chemical tankers carrying cargoes with flashpoints of less than 18°C are required to cool their main decks with water by means of the on-deck water sprinkler system or any other means available in order to prevent activation of their pressure relief valves during transit. The cooling of the main deck shall be performed between 1000 and 1800 hours while the vessel is underway at Gatun Lake, or at anchor in Canal waters.

California Fuel Regulations Extended

The California Air Resources Board (ARB) issued Marine Notice 2016-1 in April 2016, stating that the Ocean Going Vessel Fuel Regulation, which regulates fuel sulfur and other operational requirements for ocean-going vessel within California Waters out to 24 nautical miles, will remain in effect, subject to reevaluation in two years. This decision is based upon the ARB's conclusion that the MARPOL Emission Control Area (ECA) 'alone would not likely achieve equivalent emission reductions within Regulated California Waters'.



IMPORTANT NUMBERS

National Response Center:
(202) 267-2675

National Vessel Movement Center:
(304) 264-2502

MTSA / ISPS Help Desk:
(877) 687-2243

CSI 24 Hour Emergency and other Inquiries:
(912) 233-8181

ISPS Annual Exercises

Company Security Exercises must be conducted once each calendar year, with no more than 18 months between each exercise. Exercises must test communications, coordination, resource availability, and response. Each vessel should carry documentation that the Company exercise was conducted, even if the vessel did not directly participate in the exercise.

Contacting CSI:

For urgent After Office Hours assistance with matters requiring immediate attention, please call our 24 Hour Telephone: 912-233-8181

Please address correspondence requiring full distribution to csi@compliancesystemsinc.com



Reporting of Hazardous Conditions

We continue to receive questions regarding the time frame for reporting hazardous conditions to the U.S. Coast Guard. 33 CFR 160.202 defines a hazardous condition as “any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.”

33 CFR 160.216 states “Whenever there is a hazardous condition either aboard a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Marine Safety Office or Group Office.”

The term “immediately” is difficult to define, as it may be interpreted differently from one USCG Captain of the Port Zone to the next. One COTP Zone interprets “immediately” as “within 15 minutes,” however the USCG wide definition of “immediately” remains vague.

Failure report a hazardous condition or late reporting of a hazardous condition can result in delays, fines and other penalties to the vessel. In order to avoid penalties, we recommend that if a hazardous condition occurs, the vessel’s master report the condition to the nearest USCG Captain of The Port by telephone or VHF radio as soon as it is safe to do so, but no more than 15 minutes after the hazardous condition is created or discovered. Once verbal notification is made, written documentation can be prepared and submitted after the hazardous condition has been stabilized.

New SMFF Drill and Exercise Guidelines

The new National Preparedness for Response Exercise Program (NPREP) Guidelines became effective on June 10, 2016 and are applicable to all vessel response plan holders, including tank and non-tank vessels that operate in U.S. waters. Following is a summary of the new guidelines as they relate to Salvage and Marine Firefighting (SMFF) components:

Remote Assessment and Consultation Exercise - must be conducted annually by each vessel in the VRP with the SMFF provider when the vessel is operating in U.S. waters, including the exclusive economic zone (EEZ); otherwise, upon entry into U.S. waters; must include a scenario from the plan’s shipboard emergency procedures section.

Shore-Based Salvage and Shore-Based Marine Firefighting Management Team Exercise for Vessels - must be conducted annually by plan holder; may be satisfied if conducted in conjunction with the annual Incident Management Team exercise or separately.

Response Equipment Deployment Exercise - must be conducted annually by the contracted SMFF provider; may claim credit for U.S. based actual responses; normal daily operational deployment of equipment, and internal personnel training program.

CSI Tip:

When contacting CSI to conduct a Qualified Individual Notification Drill or to report an actual incident, please use our 24-Hour Response Telephone Number (912-233-8181) as our primary point of contact. This number is monitored 24 hours a day, seven days a week. If for some reason, this number connects you to a voice mailbox, please leave a detailed message of call one of us on our mobile phone as directed by the message.

When conducting QI Notification Drills, please remember to commence each call by clearly stating “THIS IS A DRILL.”