

# *Oregon Ballast Water Program*

*PACIFIC BALLAST WORK GROUP  
APRIL 2015  
SEATTLE, WA*



State of Oregon  
Department of  
Environmental  
Quality

*Rian v. Hooff  
Department of Environmental Quality  
Portland, Oregon*

# Oregon Ballast Water Program

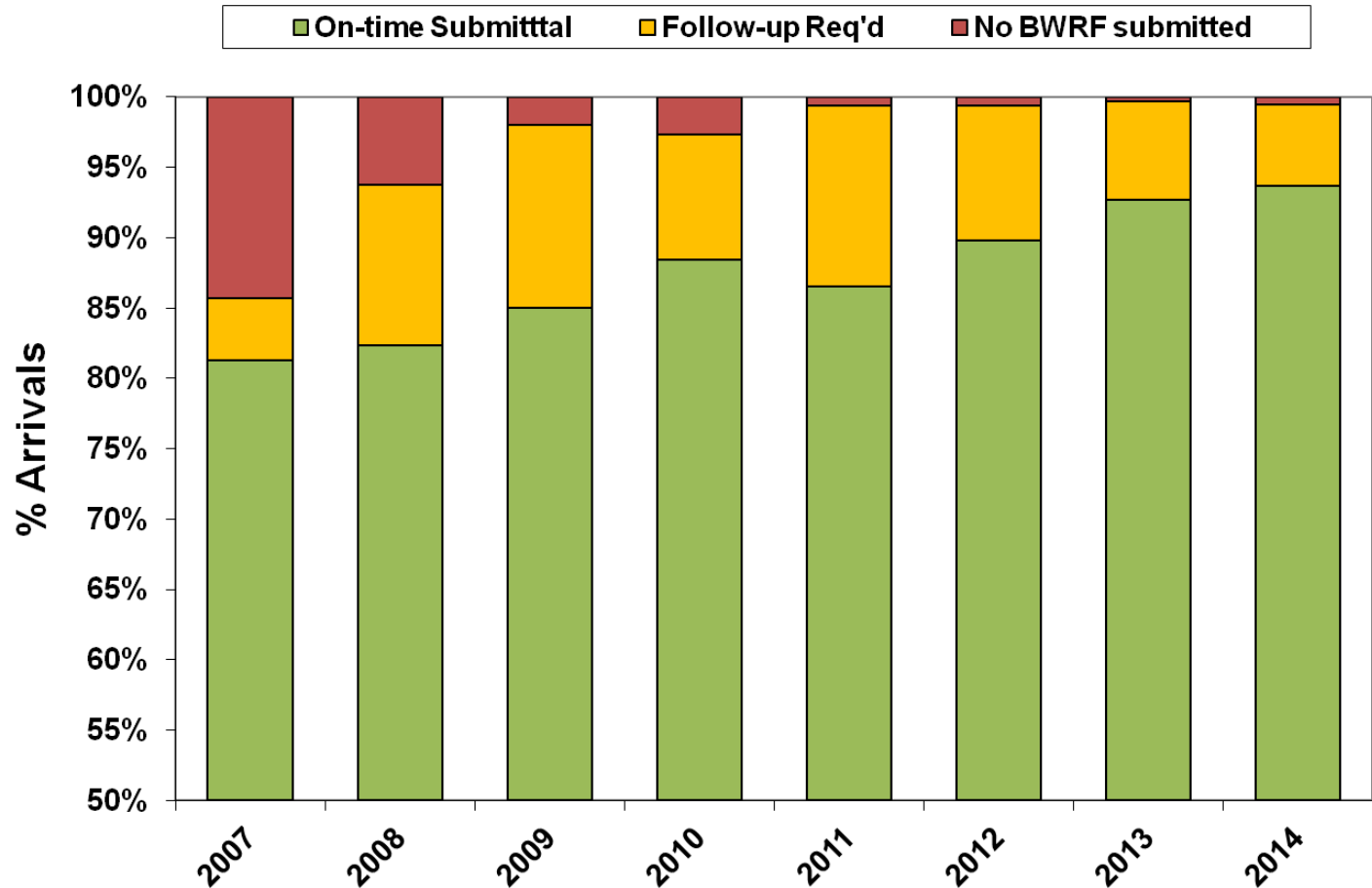
- Regulations established in 2001
- Program funding:
  - Initial funding level of 1.0 FTE (2007) was increased to 1.5 FTE following implementation of new fee in 2012.
  - Supported by 50/50 cost share between fee revenue and GF allocation.
- Program activities include;
  - Monitoring of vessel arrivals and pre-arrival reporting compliance
  - Outreach & technical support
  - Vessel inspections & compliance verification sampling
  - Enforcement actions
  - Policy development & stakeholder engagement



# BW Reporting Form Compliance

*Reporting  
required 24-hr  
prior to arrival  
in state waters*

*99.6% of  
vessel arrivals  
submitted  
reports in  
2014*



# Vessel Arrival Trends & Characteristics

## *Qualifying Voyages (QV) per year*

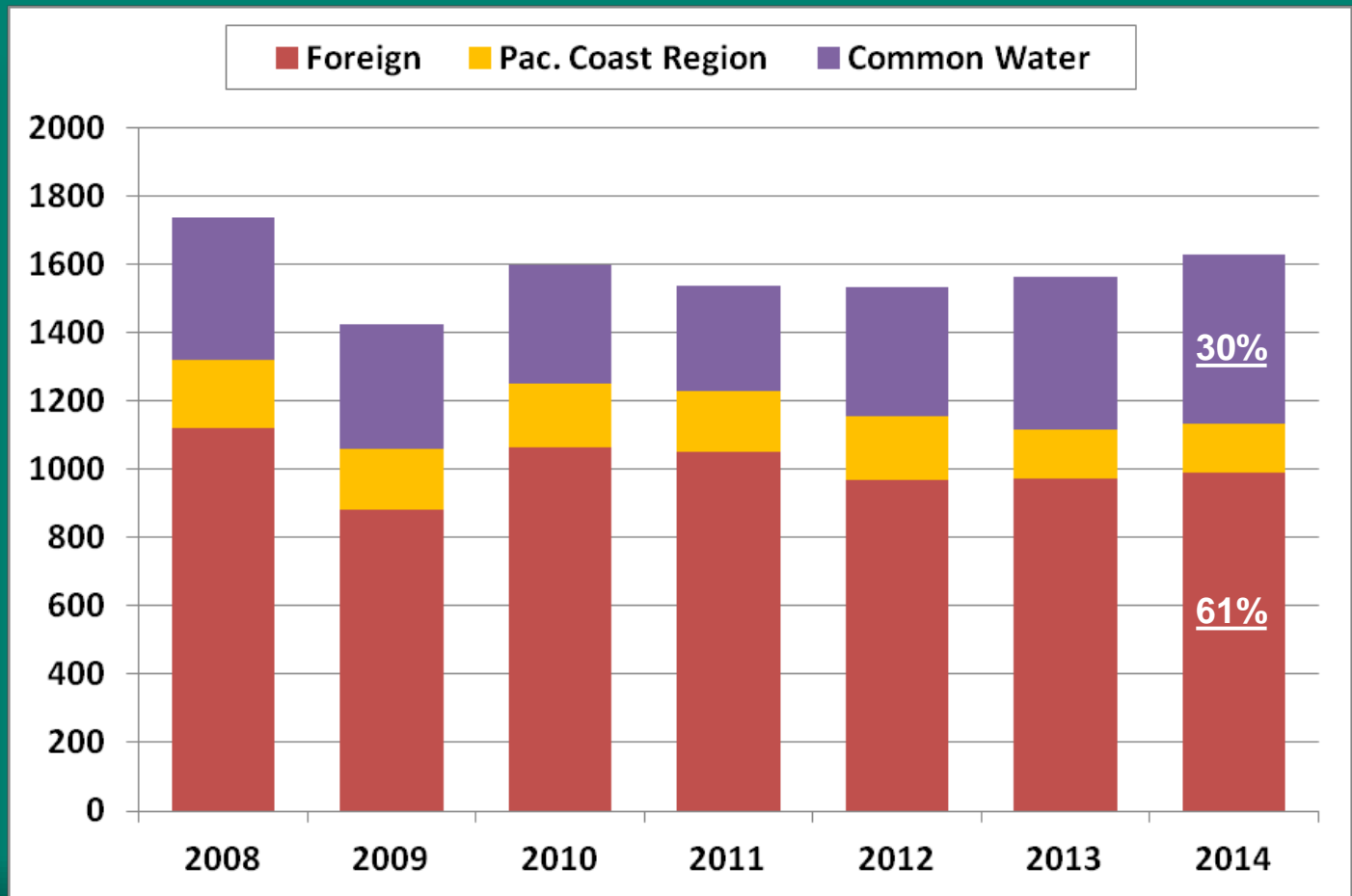
**2014**

1629 QV's

97% Col. R.  
3% Coos Bay

876 unique  
vessels

1/3<sup>rd</sup> of  
vessels have  
not called  
upon Oregon  
waters within  
past 3 years

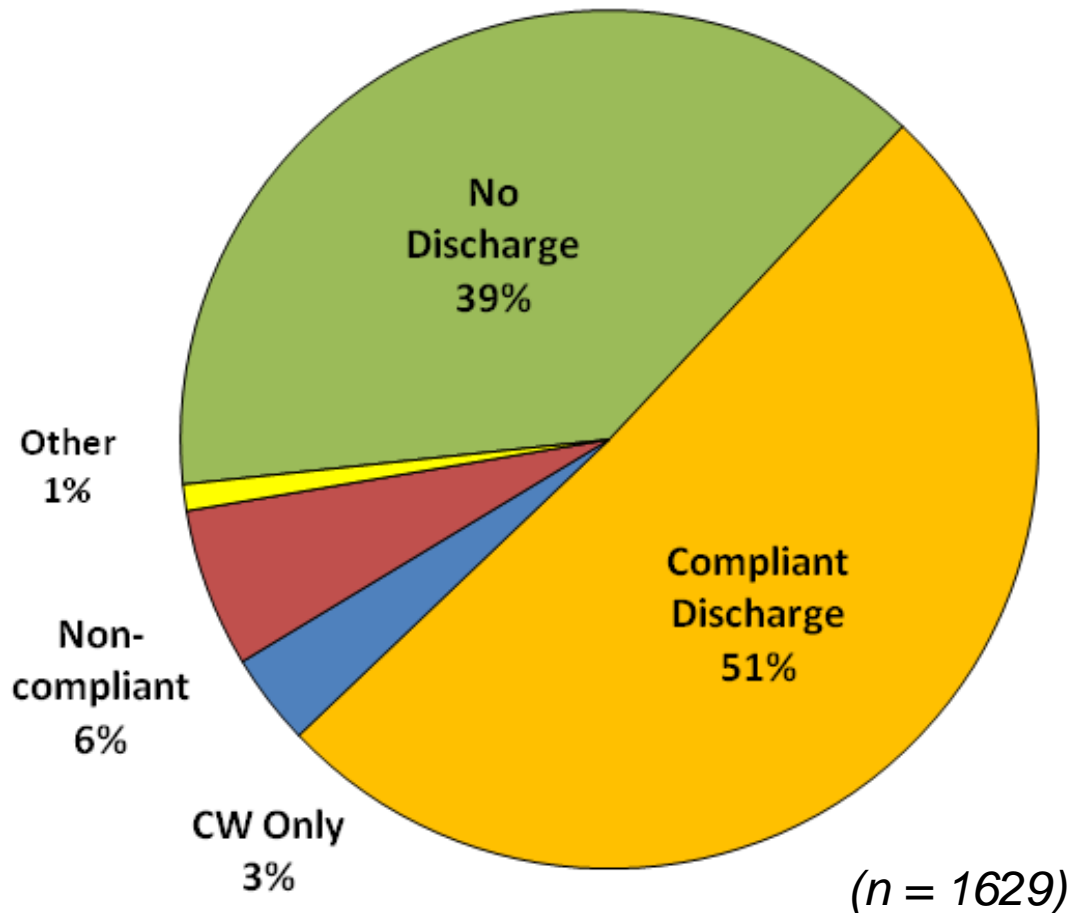




# Reported BW Management Behavior

*per arrival in 2014*

61% of  
Oregon  
arrivals  
discharge  
ballast in state  
waters

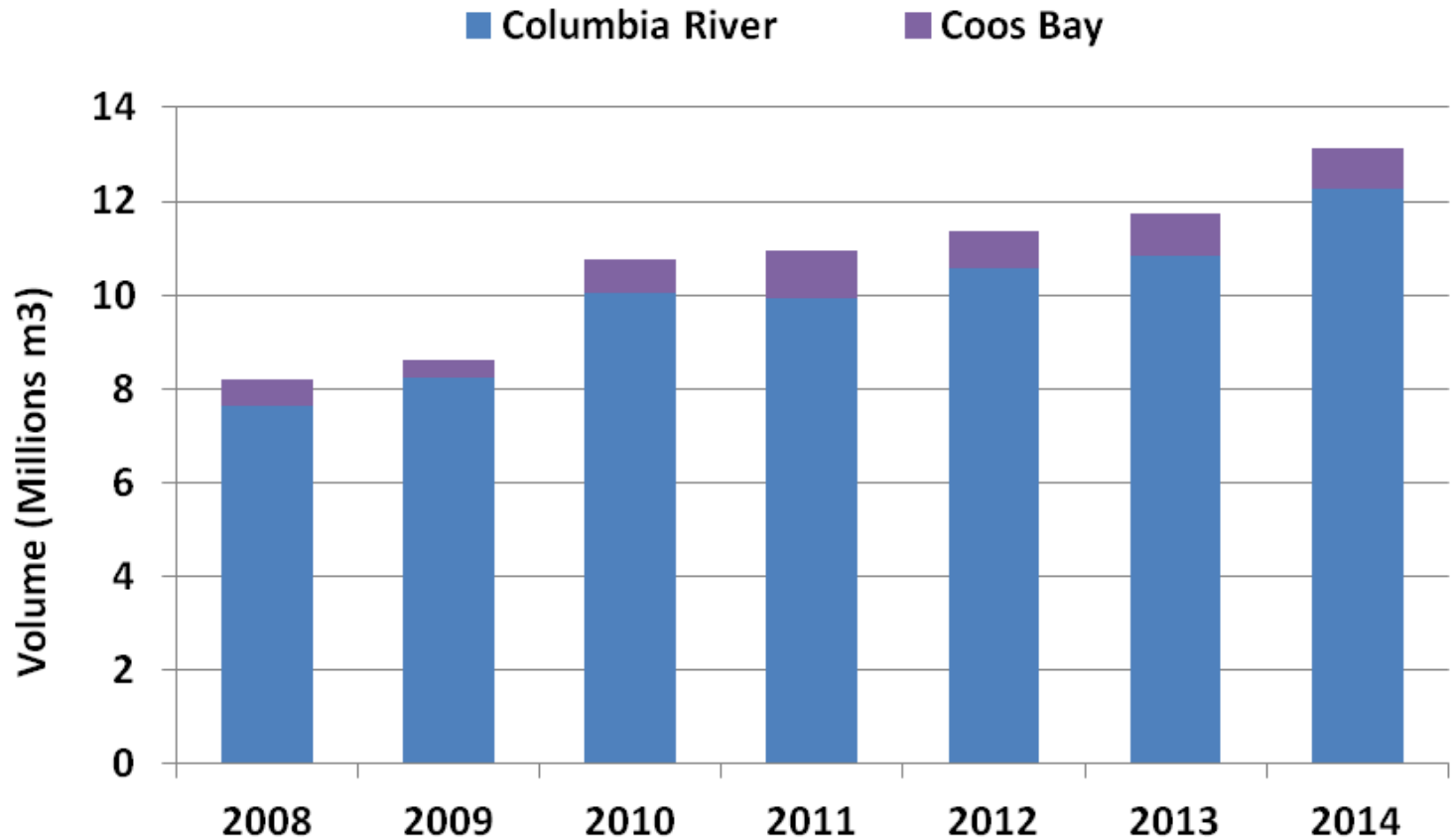


# Ballast Water Discharge Trends

**2014**  
**12.9 Million m<sup>3</sup>**  
**discharged to**  
**Oregon waters**

93% CR  
7% Coos Bay

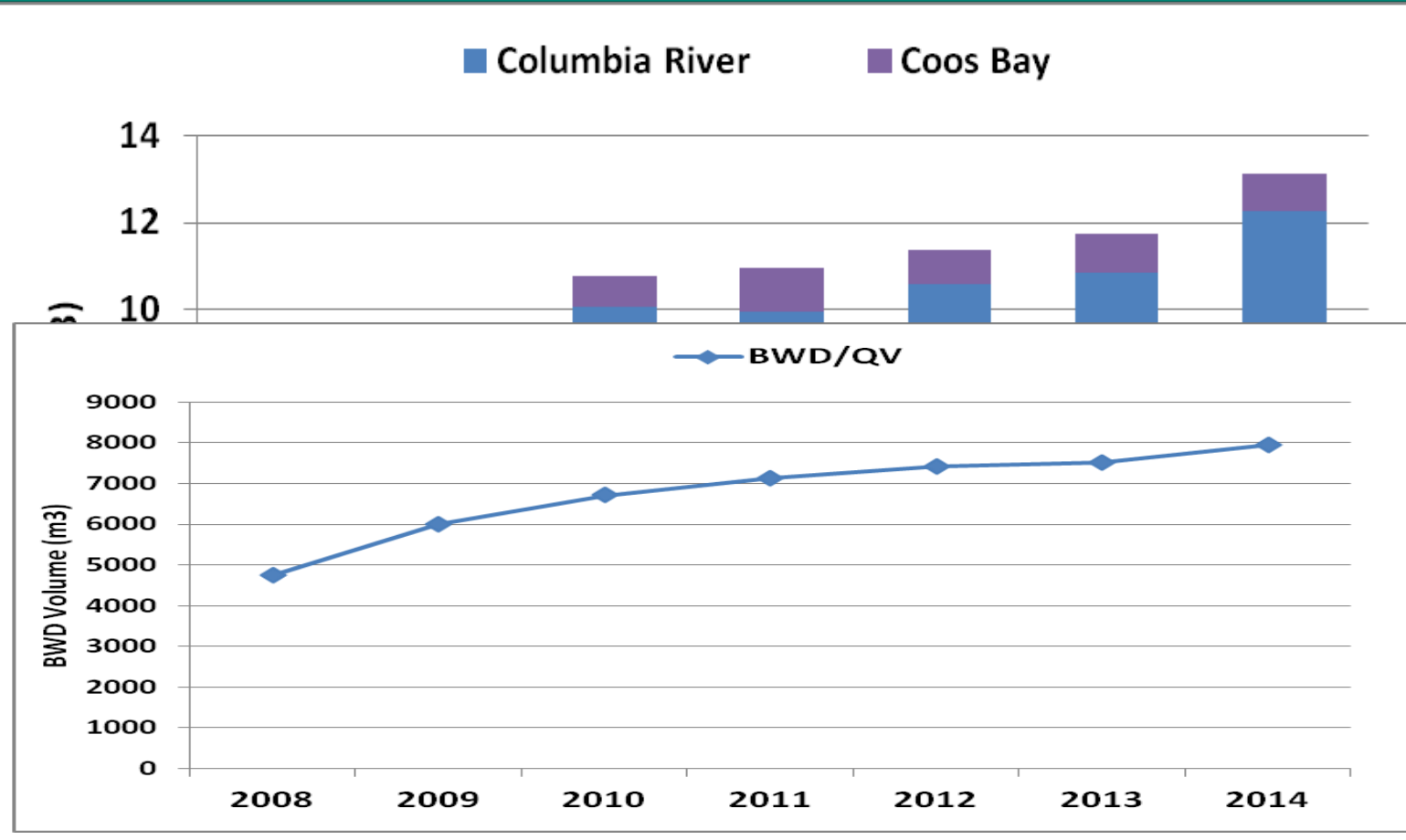
About 50% of  
CR discharge  
occurs at WA  
side facilities



# Ballast Water Discharge Trends

**2014**  
**12.9 Million m<sup>3</sup>**  
**discharged to**  
**Oregon waters**

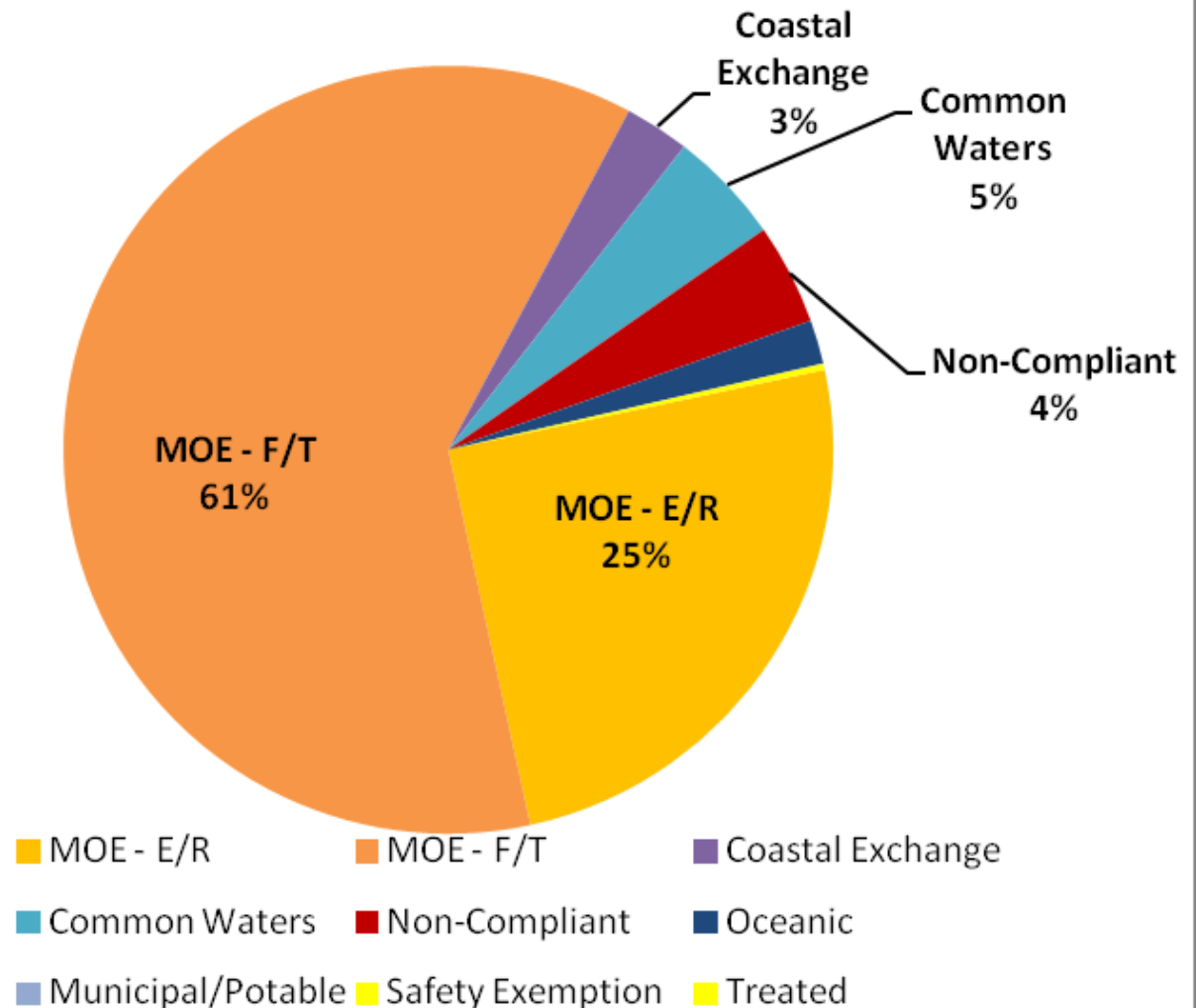
*BWD has  
increased from  
5000 m<sup>3</sup> to  
8000m<sup>3</sup> per  
vessel arrival*



# Reported Ballast Management Status

*of total volume discharged in 2014*

86% of  
discharged  
ballast  
managed via  
mid-ocean  
exchange  
(MOE)





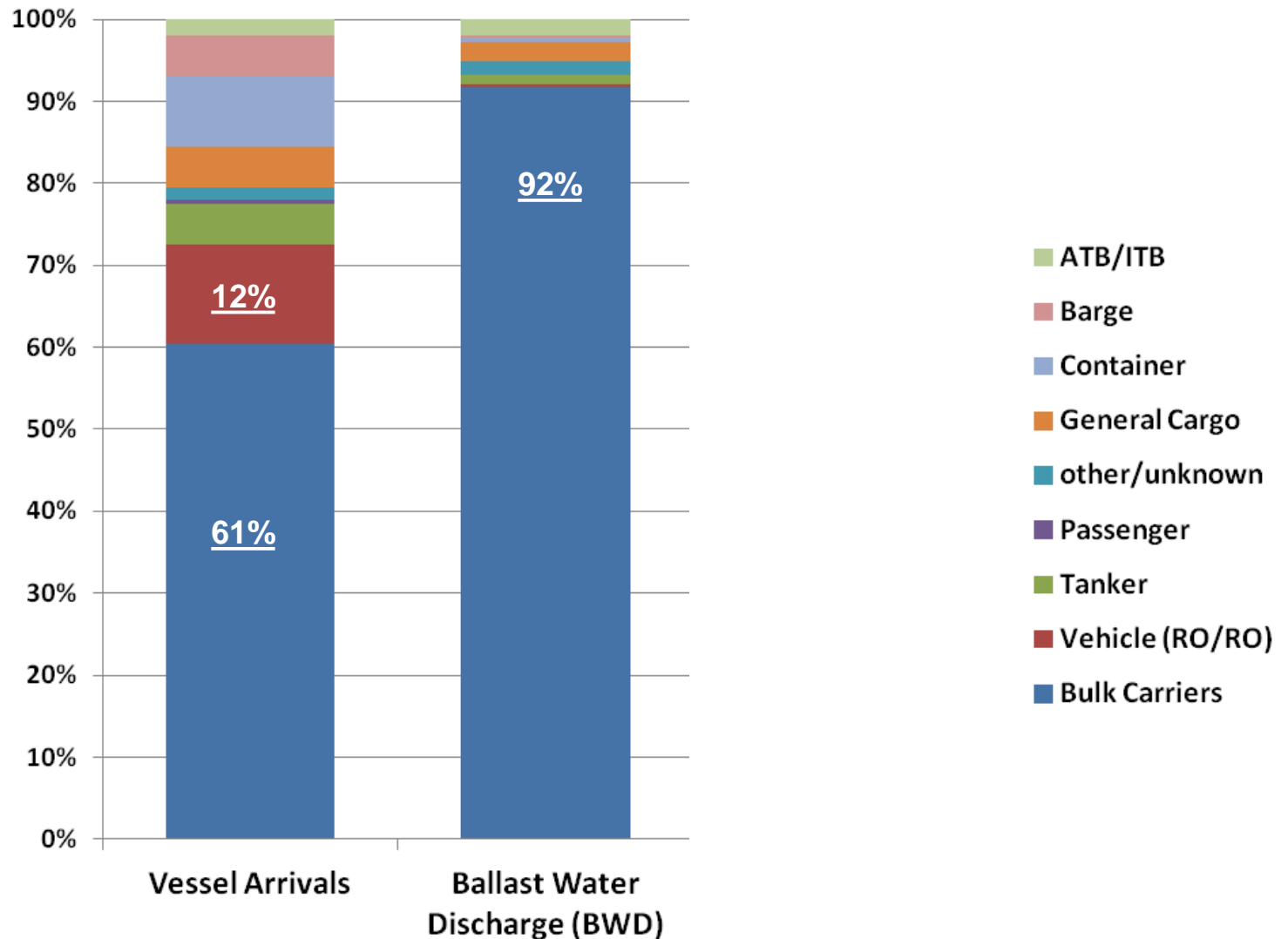
# Ballast Management by Vessel Type

Vessel types responsible for a greater proportion of non-compliant BW than Total BWD:

- Bulkers
- Ro/Ro's
- General Cargo

Vessel types responsible for less than:

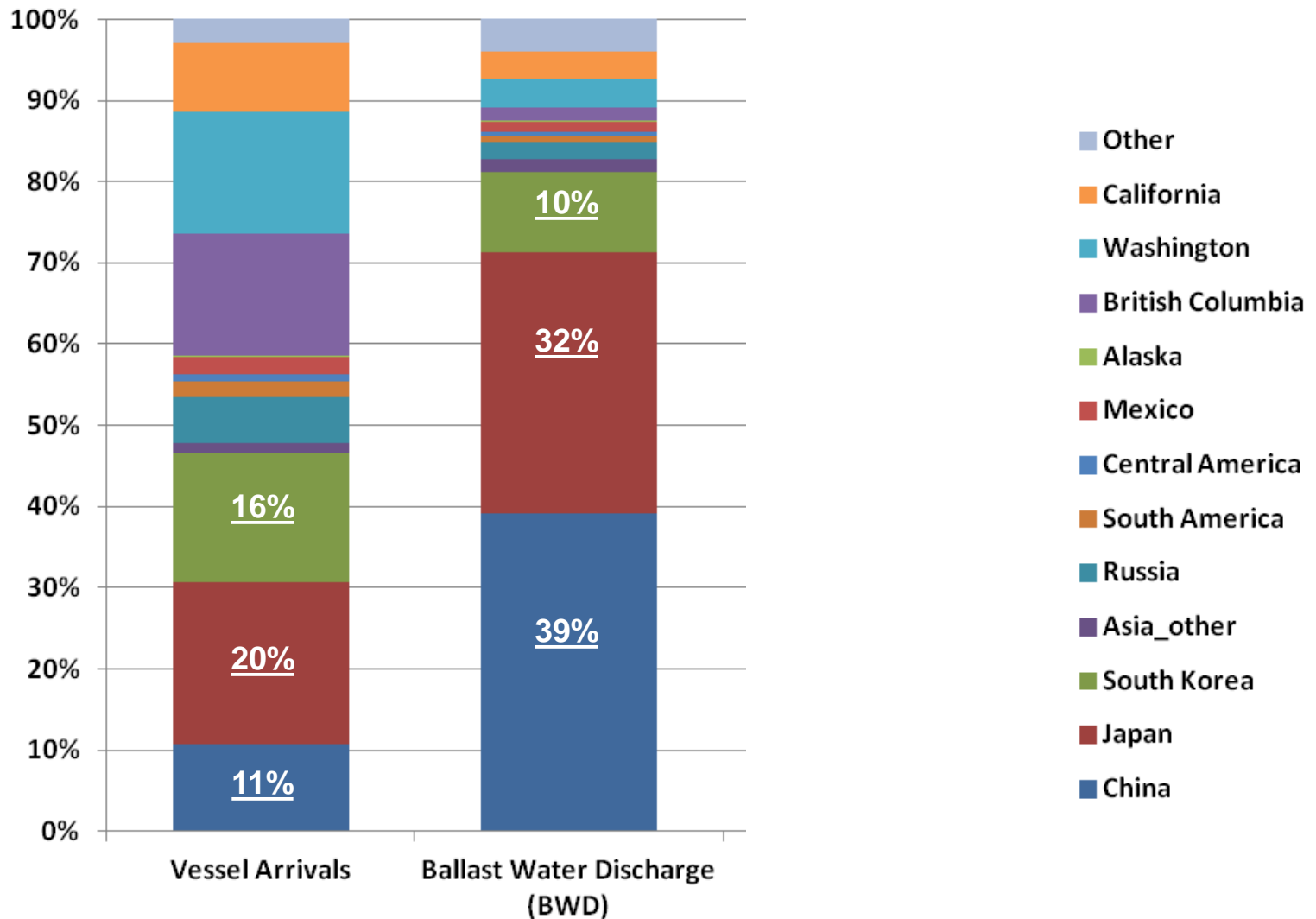
- ATB/ITB
- Container



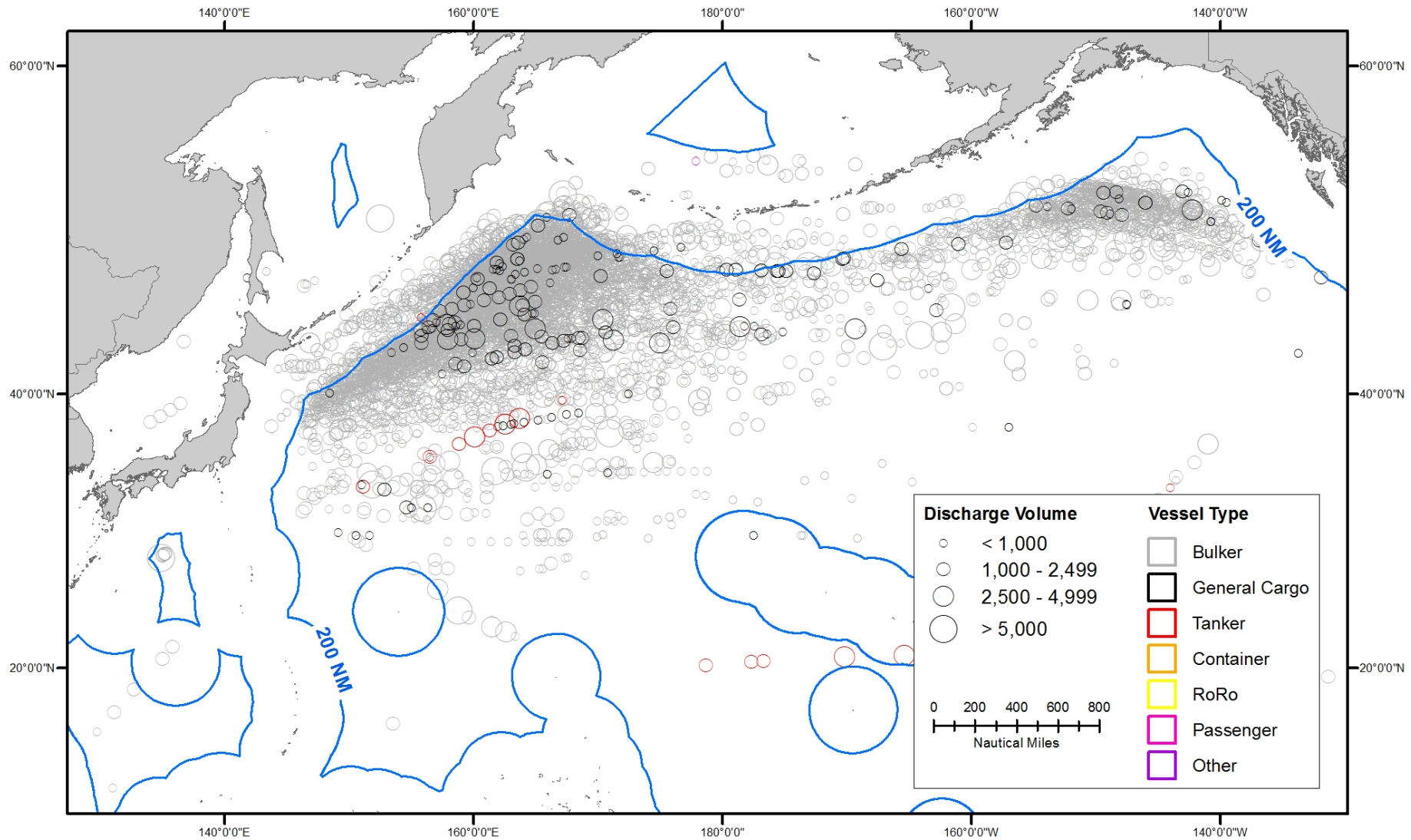
# Ballast Management by LPOC & BW Source Location

## Source Port

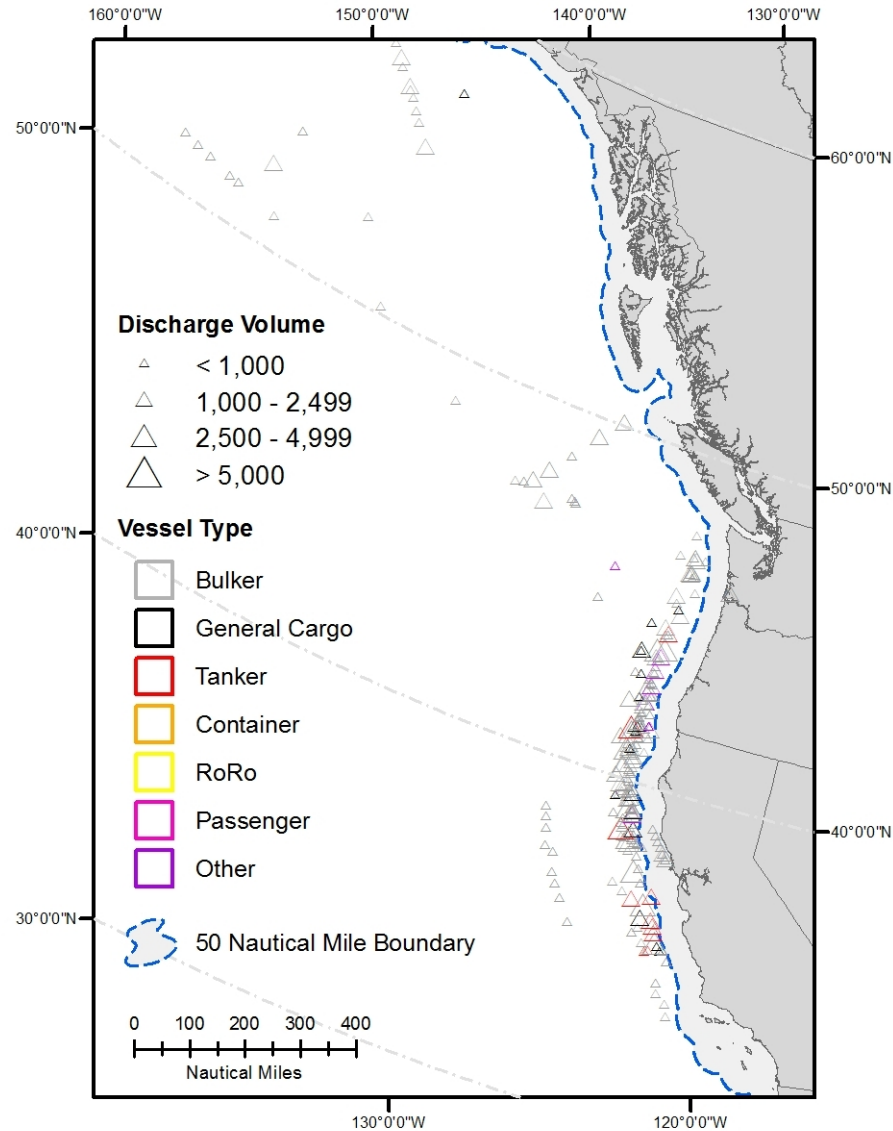
*Vessels sourcing BW from China (and South Korea) are responsible for greater proportion of non-compliance than Total BWD volume.*



# BW Exchange Compliance of Trans-Pacific Voyages (2013)



# BW Exchange Compliance of Coastwise Voyages (2013)



# Inspection Activities

## Inspection Objectives:

1. Outreach & Technical Service



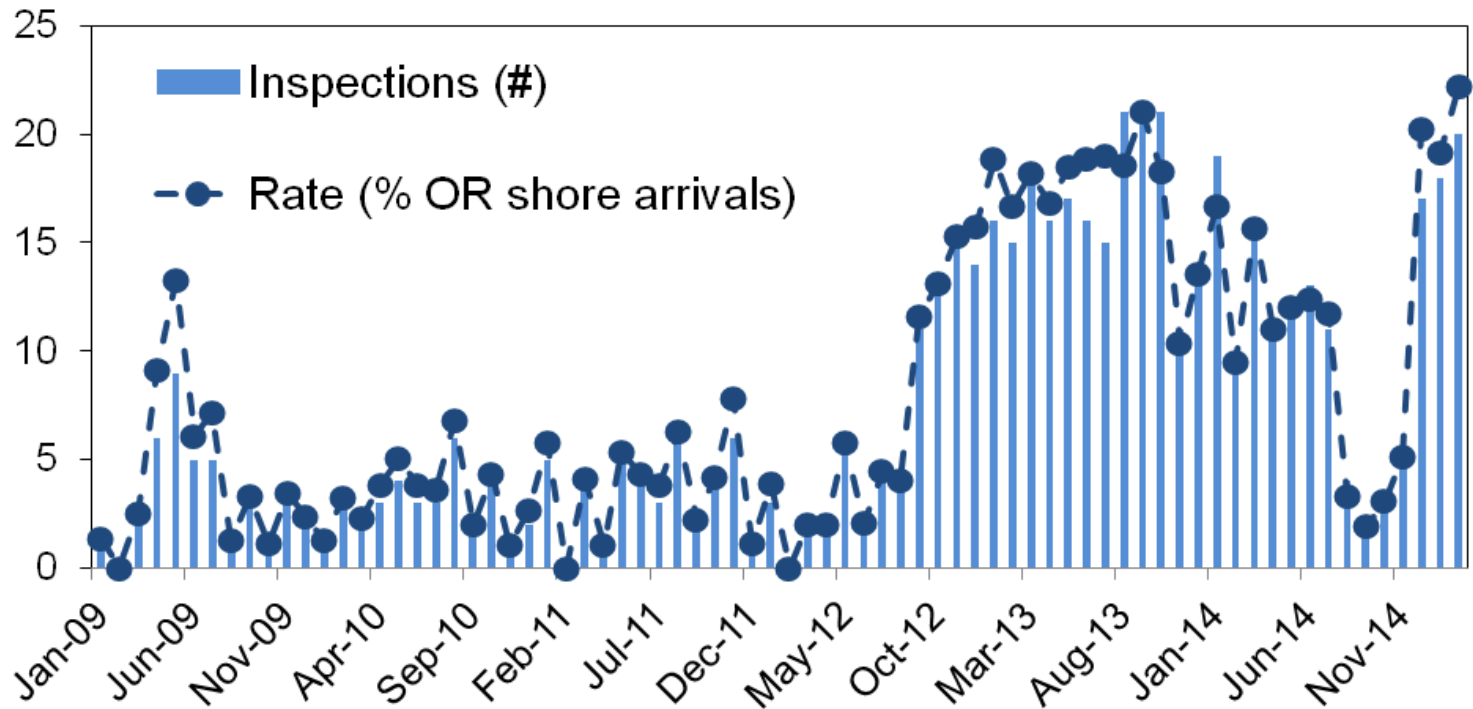
2. Audit of Shipboard Records



3. Compliance Verification via Sampling of Ballast water salinity

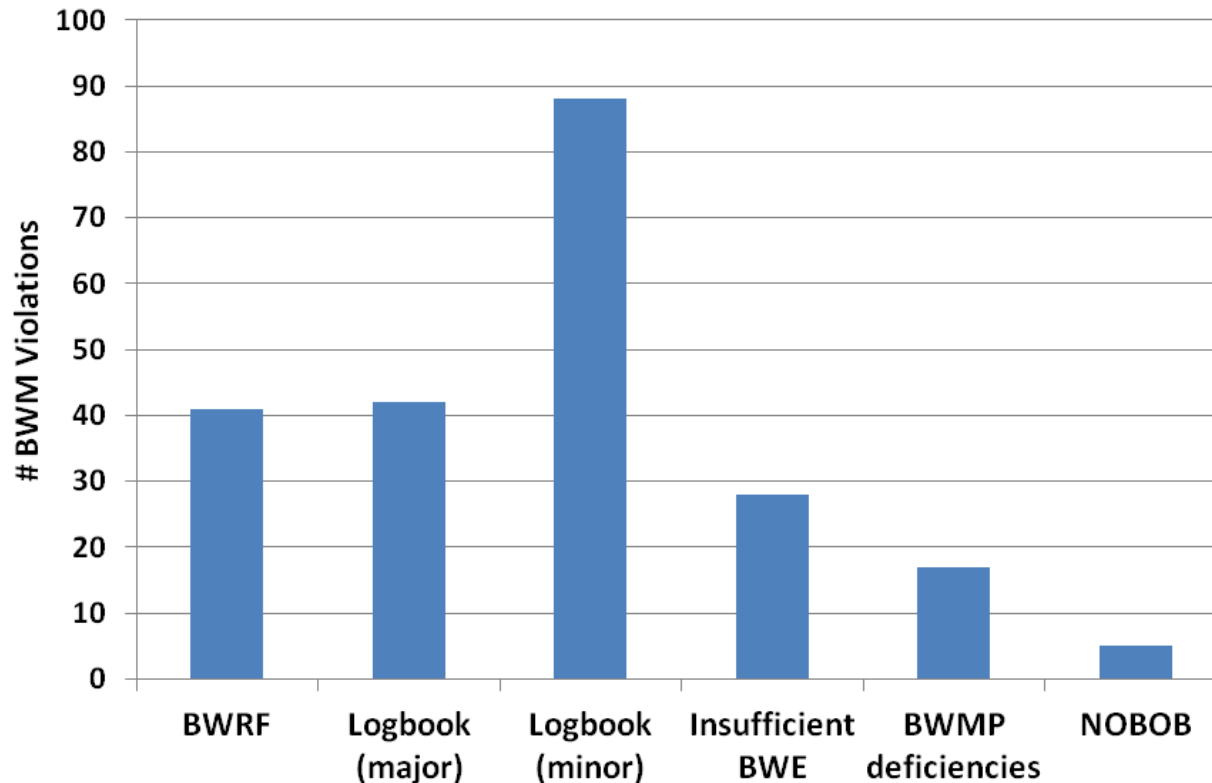
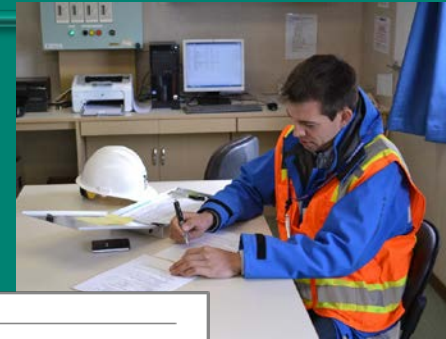


4. Assist with Corrective Action



# Vessel Inspections Results

2014-15 (n = 174)



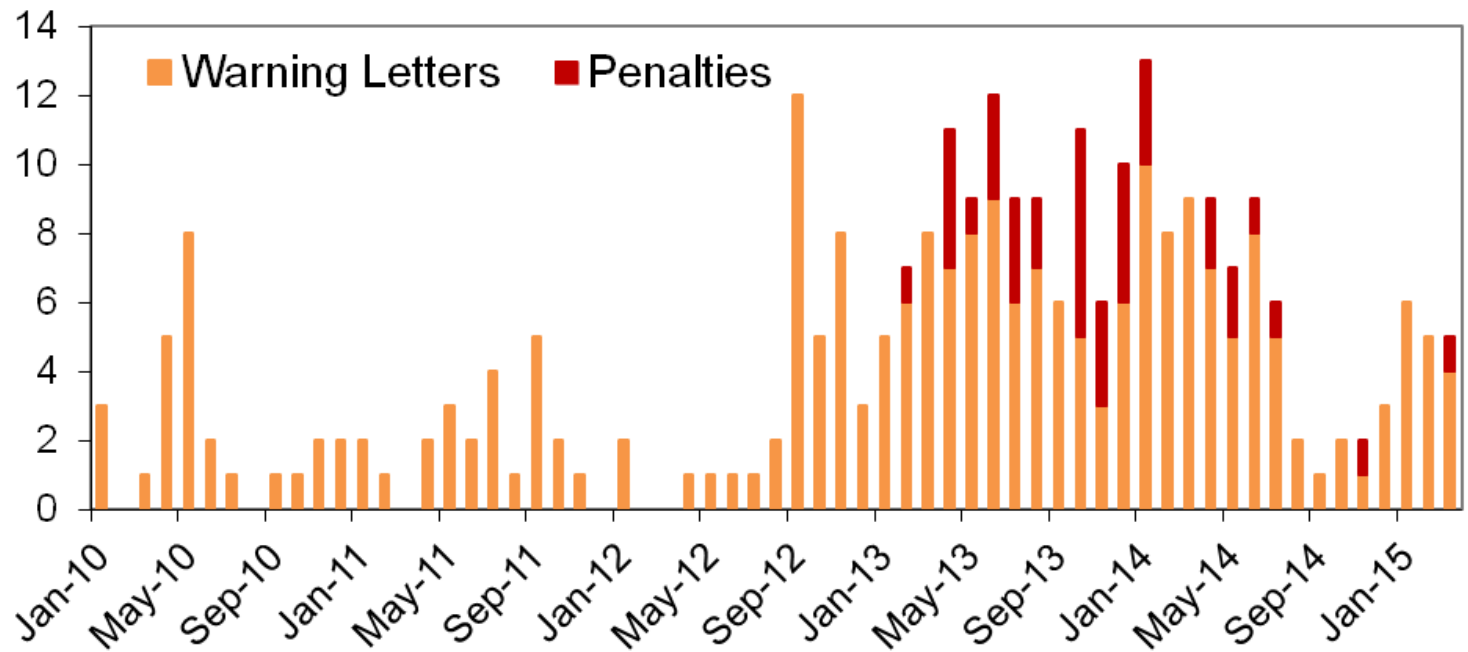
*Since 2013,  
collected  
compliance  
verification  
samples on  
62%;  
records audit  
only on other  
38%*



# Enforcement Actions

*(number per month)*

*Enforcement  
Guidance  
Policies  
initiated  
beginning  
January 2013*



# Ballast Program Enforcement Actions

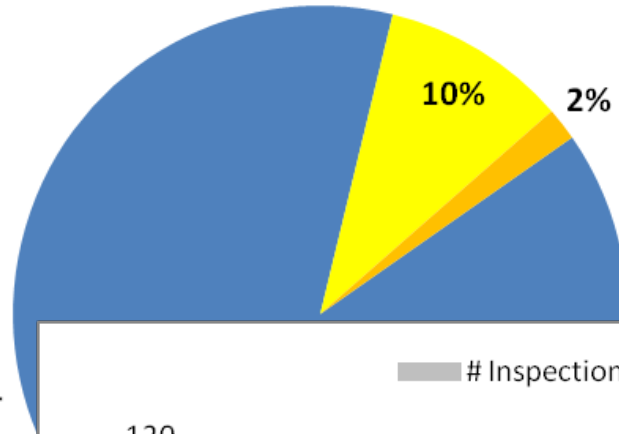
*Base Penalty  
Values revised  
in January  
2014*

<b><u>Enforcement Action</u></b>	<b><u>2013</u></b>	<b><u>2014</u></b>
<i>Warning Letters</i>	76	61
<i>Expedited Enforcement Offers Issued (Field Ticket)</i>	23	9
<i>Formal Enforcement Actions Issued</i>	1	2
<i>Combined Penalties</i>	\$23,250	\$70,600

# Vessel Inspections – *Emergence of Ballast Treatment Systems*

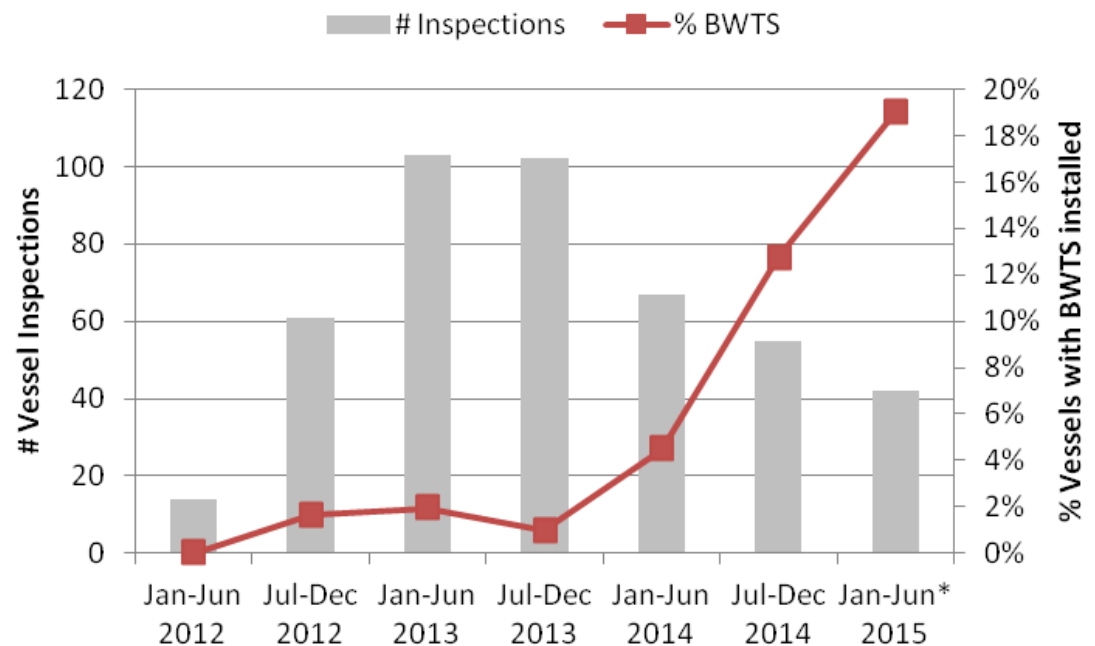
**2014-15 (n = 174)**

- No BWTS installed
- BWTS installed (not in-use)
- BWTS installed (in-use)



*Many installed  
BWTS not  
being used*

*3 BWMS in  
2013;  
8 in first Qtr of  
2015*



# Oregon Task Force on Shipping Transport of Aquatic Invasive Species

- Stakeholder advisory group originally created by the 2001 Legislature – re-established in 2013.
- Most recent report - with recommendations for the 2015 Legislature - completed June 2014.

*(<http://www.deq.state.or.us/lq/cu/emergency/staistaskforce.htm>)*

# Oregon STAIS Task Force Recommendations to the 2015 Legislature

1. Fee Increase to maintain BW program services.
2. Change distribution of penalty funds.
3. Adopt salt-water flushing requirements for 'empty' ballast tanks.
4. *Maintain BWE requirements for highest-risk vessels (i.e. low salinity source waters) using BWTS meeting D-2 standard.*
5. Support NIS survey efforts for Oregon waterways.
6. Monitor bio-fouling management and in-water cleaning policies in other jurisdictions (as well as in-state shipbreaking business developments).

# Pending 2015 Legislative Activity

## ✓ SB 261

- Increases ballast management fee (to \$88/arrival) in order to provide 50% of revenue necessary to sustain current BW program service levels.

## ✓ HB 2207-3

- Clarifies authority for Environmental Quality Commission to adopt rules and standards for ballast water management.
- Redistributes penalty funds collected from ballast management violations to states Invasive Species Control Account.



# Oregon Ballast Water Management Program

*Questions or  
Comments?*



Photo credit: B. Bjorndal

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webpage: <http://www.deq.state.or.us/lq/cu/emergency/ballast.htm>