Oregon Ballast Water Program

Pacific Ballast Work Group
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Seattle, WA

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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
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
1/3rd 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

- No Discharge: 39%
- Compliant Discharge: 51%
- Non-compliant: 6%
- CW Only: 3%
- Other: 1%

(n = 1629)
2014
12.9 Million m³ discharged to Oregon waters

93% CR
7% Coos Bay

About 50% of CR discharge occurs at WA side facilities
2014
12.9 Million m³ discharged to Oregon waters

BWD has increased from 5000 m³ to 8000 m³ per vessel arrival
86% of discharged ballast managed via mid-ocean exchange (MOE)

Reported Ballast Management Status of total volume discharged in 2014

- MOE - F/T: 61%
- MOE - E/R: 25%
- Coastal Exchange: 3%
- Common Waters: 5%
- Non-Compliant: 4%
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

- 12% Bulk Carriers
- 92% Ballast Water Discharge (BWD)
- 61% Vessel Arrivals
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)

Discharge Volume
- < 1,000
- 1,000 - 2,499
- 2,500 - 4,999
- > 5,000

Vessel Type
- Bulker
- General Cargo
- Tanker
- Container
- RoRo
- Passenger
- Other

Nautical Miles
BW Exchange Compliance of Coastwise Voyages (2013)
Inspection Activities

**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

<table>
<thead>
<tr>
<th>Enforcement Action</th>
<th>2013</th>
<th>2014</th>
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<tbody>
<tr>
<td>Warning Letters</td>
<td>76</td>
<td>61</td>
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<tr>
<td>Expedited Enforcement Offers Issued (Field Ticket)</td>
<td>23</td>
<td>9</td>
</tr>
<tr>
<td>Formal Enforcement Actions Issued</td>
<td>1</td>
<td>2</td>
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<tr>
<td>Combined Penalties</td>
<td>$23,250</td>
<td>$70,600</td>
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</tbody>
</table>
Vessel Inspections –
Emergence of Ballast Treatment Systems

Many installed BWTS not being used

3 BWMS in 2013; 8 in first Qtr of 2015
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.
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).
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?

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Photo credit: B. Bjorndal