

	International Program International Maritime Organization (IMO)	Federal Program National Invasive Species Act of 1996 (NISA)
Major Provisions	<p><u>Voluntary Guidelines</u>: Developed in 1993 and amended by resolution A.868 (20) in 1997. Recommends open ocean exchange and other best management practices for ballast water to minimize the transfer of harmful aquatic organisms and pathogens.</p> <p><u>Circular</u>: Approved at 47th Session of the IMO's Marine Environmental Protection Committee (MEPC 47), held in March 2002. Contains design suggestions for ballast water sediment management options in new ships.</p>	<p><u>Mandatory Reporting and Voluntary Open Ocean Exchange</u>: Under NISA this program was implemented in July of 1999. An open ocean exchange is recommended for ships that will be discharging ballast water after entering the US from outside the exclusive economic zone (EEZ). An open ocean exchange should be performed more than 200 nm offshore and in water more than 2000 meters deep. (Note: Ballast water exchange is mandatory in the Great Lakes, and the information in this section does not apply to the Great Lakes Region).</p>
BW Report Forms	There are no mandatory requirements for ballast water reporting. The Voluntary Guidelines recommend that records be kept for all ballasting operations. The ballast water form is similar to the US federal form and state forms.	Ballast Water Report forms are required for a ship making its first US port call after operating outside the EEZ. Reports are due to the Ballast Water Clearinghouse, (run by the Smithsonian Environmental Research Center), 24 hours before a ship arrives in port.
BW Standards	Ballast water standards will be considered in the draft convention that is currently under development (see pending changes)	The USCG posted a notice in the Federal Register soliciting comments on proposed ballast water treatment standards on March 4, 2002 (Vol. 67 (42): 9632-9638).
Compliance		There was 30.4% compliance with the reporting requirement from July 1999 through June 2001. Among the vessels that reported, 51.2% of the ships that discharged ballast water indicated some degree of open ocean exchange. (Ruiz et al., 2001)
Pending Changes	A draft international convention for control and management of ships' ballast water and sediments is being developed for consideration and adoption by a diplomatic conference scheduled for 2003.	The USCG, as authorized by NISA, just submitted a report to Congress on the first to years of the voluntary program, recommending that the ballast exchange program should become mandatory. NAISA might also be authorized in 2003, creating even more opportunity for change.
Contact Information	<p>Press Briefing for MEPC 47 held n March of 2002 (covering the circular and draft convention): http://www.imo.org/Newsroom/mainframe.asp?topic_id=583&doc_id=2009</p> <p>Global Ballast Water Management Programme (Globallast): http://globallast.imo.org</p>	<p>National Ballast Information Clearinghouse: http://invasions.si.edu/ballast.htm</p> <p>USCG Report to Congress on the Voluntary National Guidelines for Ballast Water Management, November 2001: http://ballast-outreach-uscg.ep.ucdavis.edu</p>

	California Assembly Bill 703 (AB 703)	Washington Substitute House Bill 2466 (SHB 2466)	Oregon Senate Bill 895 (SB 895)
Major Provisions	<u>Mandatory Reporting and Open Ocean Exchange</u> : AB 703 went into effect on January 1, 2000, and sunsets on January 1, 2004. An open ocean exchange is required for ships that will be discharging ballast water into California waters after operating outside the EEZ. A \$200 fee is required for each qualifying voyage (ships calling to their first California port of call after operating outside the EEZ). The fees cover the Monitoring and Inspection Program, Biological Surveys, and a Review of Treatment Technologies.	<u>Mandatory Reporting Open Ocean Exchange, and Coastal Exchange</u> : Washington SHB2466 went into effect July 2000, and has been amended several times. Ships operating outside the EEZ must conduct an open ocean exchange before discharging into state waters. In addition, coastal vessels (ships not traveling more than 200 nm offshore, but outside the state defined common waters) must exchange ballast water at least 50 nm offshore before discharging into state waters (common waters include the inland waters around Vancouver Island and Oregon).	<u>Mandatory Reporting, Open Ocean Exchange and Coastal Exchange</u> : SB 895 went into effect January 1, 2002. Ships operating outside the EEZ must conduct an open ocean exchange. Coastal traffic operating outside state-defined common waters must exchange ballast water before entering the state-defined common waters (between 40 and 50 degrees North latitude). Unlike the Washington program, there are no distance offshore requirements for coastal exchange in the Oregon program.
BW Report Forms	Ballast water report forms are required for a ship making its first call at a California port after operating outside the EEZ (including Mexico and Canada). Reports are due to the California State Lands Commission after ballasting operations are completed and before the ship leaves a port. A duplicate form should also be sent to SERC to comply with federal requirements.	Ballast water report forms are required for all ships discharging ballast from outside state-defined common waters. Unlike the other programs, ships that will not be discharging ballast water do not need to submit a form, but they do need to notify the authorities that they will not be discharging. Reports and/or notification of non-discharge are due to the Marine Exchange or Merchants Exchange 24 hours before the ship arrives in port. A duplicate form should be sent to SERC to comply with federal requirements.	Ballast water report forms are required for all vessels over 300 gross tons. Reports and/or notification of non-discharge are due to the Merchants Exchange 24 hours before the ship arrives at port. A duplicate form should also be sent to SERC to comply with federal requirements.
BW Standards	Alternative ballast water treatment is approved on a ship-by ship basis.	An interim treatment standard of 95% removal/kill of zooplankton and 99% removal/kill of phytoplankton and bacteria has been proposed in Washington.	
Compliance	During 2001, there was over 90% compliance with reporting and ballast exchange requirements. Most of the ballast exchange violations come from vessels traveling between California and Mexico (Falkner, 2002)	Since October 2001 compliance with the reporting requirement was over 90%. Compliance with the ballast exchange provision is mixed, with the majority of the violations occurring with coastal traffic (Smith, 2002)	Since January 2001 there has been over 90% compliance with the reporting requirement. The coastal exchange requirement has seen 60% compliance (Wylie, 2002).
Pending Changes	The program sunsets on January 1, 2004. New program requirements are anticipated.		
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