



Fact Sheet

Date: August 31, 2005

Environmental Standards Division
www.uscg.mil/environmental_standards

BALLAST WATER MANAGEMENT PRACTICES FOR NOBOB VESSELS

In a notice of policy, published in the Federal Register on August 31, 2005, the Coast Guard established best management practices for vessels entering the Great Lakes that declare No Ballast Onboard (NOBOB). These best management practices are designed to reduce aquatic nonindigenous species (NIS) introductions into the Great Lakes.

The masters, owners, operators, or persons-in-charge of vessels equipped with ballast water tanks and a voyage plan including transits to ports or places in the Great Lakes (including the Hudson River, North of the George Washington Bridge), should do the following:

- Conduct mid-ocean ballast water exchange during ballast-laden voyages in an area of 200 nautical miles from any shore and in water 2000 meters deep whenever possible, prior to entering the U.S. EEZ.
- For vessels unable to conduct mid-ocean ballast water exchange, conduct saltwater flushing of their empty ballast water tanks in an area of 200 nautical miles from any shore, whenever possible. Saltwater flushing is the addition of mid-ocean water to empty ballast water tanks; the mixing of the flush water with residual water and sediment through the motion of the vessel; and the discharge of the mixed water, such that the resultant residual water remaining in the tank has as high a salinity as possible, and preferably is greater than 30 parts per thousand (ppt). The vessel should take on as much mid-ocean water into each tank as is safe (for the vessel and crew) in order to conduct saltwater flushing. The master of the vessel is responsible for ensuring the safety of the vessel, crew, and passengers.
- NOBOB vessels that conduct these best management practices should incorporate them into their required ballast water management plan onboard their vessels. The requirements for ballast water management plans are found in 33 Code of Federal Regulations (CFR) § 151.2035(a)(7). Also, NOBOB vessels are reminded that there are required ballast water management practices for vessels equipped with ballast water tanks that operate in U.S. waters regarding avoiding ballasting operations in certain situations, sediment removal, and the cleaning of ballast tanks. These requirements are found in 33 CFR § 151.2035(a).

The Coast Guard will monitor NOBOB vessels engaging in the best management practices during normal pre-arrival processing (or when updated ballast water reporting forms are obtained). NOBOB vessels that conduct these best management practices should indicate that they have done so when submitting their Ballast Water Reporting Form (OMB Control No. 1625-0069).

The Coast Guard will take samples of residual water from the ballast tanks of NOBOB vessels in order to determine the success of the shipping industry's implementation of this initiative. If we determine that this program is not effective in preventing the introduction of NIS into the Great Lakes, the Coast Guard may consider other alternatives.

A copy of the notice of policy is located on the Environmental Standards Division's website at <http://www.uscg.mil/hq/cg5/cg522/cg5224/bwm.asp>.

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