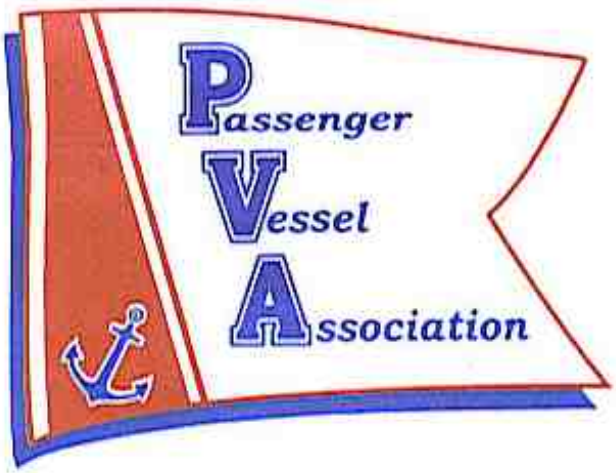

PVA Manual for Compliance with the EPA Vessel General Permit (VGP) for Discharges Incidental to the Normal Operation of a Vessel

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Part 1

Introduction

The Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) Vessel General Permit (VGP) for discharges incidental to the normal operation of a vessel is a set of requirements that apply to 26 types of vessel discharges. Compliance with NPDES requires a vessel operator to include Best Management Practices for each authorized discharge that is generated by a vessel, as well as requirements for corrective actions, inspections, recordkeeping and reporting. PVA staff has developed this Manual to assist members in complying with the permit requirements. While PVA has taken care to ensure that this Manual accurately reflects the requirements of the VGP, a vessel operator should not rely on this document alone but should also review the specific terms of the VGP.

This document discusses the authorized discharges that are typical for most vessels of PVA members. However, it does not address some of the more unusual discharges authorized by the permit, that are not typical to a passenger vessel or small passenger vessel.

The Manual has not been reviewed or approved by the EPA. A user of this Manual retains responsibility for reviewing the VGP and ensuring full implementation of all applicable requirements of the permit. To review the VGP in full and its supporting documents, visit http://www.epa.gov/npdes/pubs/vessel_vgp_permit.pdf.

The terms of the Vessel General Permit will go into effect on Friday, February 6, 2009.

Part 2

Determine Vessel Applicability

Follow these questions to determine if a vessel is subject to the Vessel General Permit:

Is the vessel a commercial vessel?

This Permit is for commercial vessels only; recreational vessels are not subject to this permit.

If the answer is yes, continue on.

Does the vessel operate in "waters of the United States"?

These are U.S. domestic waters including most inland rivers and lakes, the U.S. Great Lakes and coastal waters that extend three nautical miles out from shore. The Permit applies to vessels that operate in these defined waters.

If the answer is yes, continue on.

Is the vessel 79 feet or greater in length* or does the vessel discharge ballast water?

A vessel of less than 79 feet (24.08 meters) in length is not subject to the permit, unless it discharges ballast water. A vessel of less than 79 feet that discharges ballast water is subject only to the ballast water provisions in the permit. A vessel of 79 feet or greater is subject to all the provisions of the permit.

*Although the VGP does not so specify, PVA believes that length stated on the U.S. Coast Guard Certificate of Documentation should be used.

If the answer is yes, continue to ***Part 3***.
If the answer is no, stop here as a permit is not needed at this time.

The operator of a vessel subject to the permit must determine if additional requirements apply by looking at the following boxes.

Is the vessel a "medium cruise ship"?

(EPA defines a medium cruise ship as a vessel with overnight accommodations for 100-499 passengers)

See *Part 6* for additional requirements.

Is the vessel a "large ferry"?

(EPA classifies a ferry vessel as having a capacity to carry 100 tons or more of land based vehicles or if it is authorized to carry 250 or more passengers. See definition of "ferry" on page 107 of the VGP.)

See *Part 7* for additional requirements.

Does the vessel operate in a state that has imposed additional requirements?

See *Part 10*.

Part 3

Notice of Intent due September 19, 2009

In addition to meeting the other parts of the VGP, a vessel that meets one of the following specifications will need to submit a Notice of Intent (NOI). A vessel is automatically covered under the VGP until September 19, 2009. If a vessel meets one of the following specifications, an NOI must be filed by that date. EPA will receive NOI's beginning June 19, 2009. A new vessel delivered after September 19, 2009 must submit an NOI 30 days prior to any discharge.

The requirement to submit an NOI applies only if the vessel:

- Has tonnage of 300 or more gross tons
  (Use international tonnage as listed on the vessel's U.S. Coast Guard Certificate of Documentation. An older vessel may not have international tonnage; PVA recommends that the operator of such a vessel default to the regulatory tonnage as listed on the Certificate of Documentation.

Or

- Has the capacity to hold or discharge more than eight cubic meters (2113 gallons) of ballast water.

Or

- Operates in California waters.

Filing a Notice of Intent

Eventually, the Notice of Intent will be available to complete and submit electronically at www.epa.gov/vessels/enoi . As this manual is completed, EPA has not made available the electronic copy of the NOI. If there are questions, contact the NOI Center at 1-866-352-7755. To see the text of the NOI form, see pages 119-121 of the VGP, http://www.epa.gov/npdes/pubs/vessel_vgp_permit.pdf.

Part 4

Best Marine Practices

To comply with the terms of the VGP, an operator need to incorporate into normal operations the following measures, as appropriate:

Daily Operations:

Deck Runoff

- Keep decks clean. Minimize on-deck debris, garbage and residue. Sweep any loose material into a bag or waste container.
- Keep drip pans under deck machinery dry and clean.
- Minimize deck washdowns while in port. Firehoses may be used for washdown if water is drawn immediately adjacent to the vessel.
- Use cleaners and detergents that are non-toxic, phosphate-free, biodegradable and minimally caustic.

Above Water Line Cleaning:

- Minimize production of rust through good maintenance.
- When conducting topside maintenance, keep paint chips, cleaning compounds, paint and paint overspray out of the water.

Bilgewater:

- Discharge of oily bilgewater is prohibited.
- Non-oily discharge must be minimized, discharged ashore or discharged more than three nautical miles offshore.
- Do not add dispersants, detergents or other substances to remove a visible sheen in bilgewater discharges.

Anchoring:

- Thoroughly rinse chain and anchor when hauling anchor aboard.

Firemain and hoses:

- Hoses may be charged and discharged for training, testing and maintenance if intake comes directly from the surrounding waters or from potable water supplies.
- Discharge is permitted for emergency purposes.

Graywater discharge:

- The VGP defines graywater as galley, bath, and shower water as well as wastewater from lavatory sinks, laundry, and water fountains.
- Use cleaners and detergents that are non-toxic, phosphate-free, biodegradable, and minimally caustic.
- Use sinks, showers, washing machines, etc., in accordance with manufacturers' recommendations.
- Minimize graywater production and discharge while in port.

- A vessel that travels no more than one nautical mile from shore must minimize discharge of graywater. If the vessel has graywater storage capacity, it must dispose of untreated graywater onshore if appropriate facilities are available and economical.
- If holding graywater is possible, do not discharge it in Federally Protected Waters or nutrient-impaired waters. If a vessel cannot store graywater, it must minimize production of graywater in these particular waters. Each operator should review the list of Federally Protected Waters found in Part 12 of the VGP http://www.epa.gov/npdes/pubs/vessel_vgp_permit.pdf. Also each operator should review the list of nutrient-impaired waters found at http://www.epa.gov/npdes/pubs/vessel_impair_nutrient.pdf and http://www.epa.gov/npdes/pubs/vessel_impair_copper.pdf. Examples of nutrient-impaired waters include: the Chesapeake Bay, Baltimore Harbor, the Chicago River, the Charles River, the Mississippi River, Lake Coeur D'Alene, and the Allegheny River.
- Certain states have added additional restrictions on graywater discharges. Refer to ***Part 10*** of this Manual for more information.
- The VGP has additional graywater discharge requirements for a medium cruise ship or a large ferry. Refer to ***Part 6*** or ***Part 7*** of this Manual as appropriate.

Cooling water discharge (called seawater cooling discharge in the VGP):

- Although the VGP uses the term "seawater," PVA believes this applies to all vessel raw water cooling.
- Discharge when underway as much as possible.
- Shore power should be used whenever possible.

Seawater piping biofouling:

- Biofouling chemicals used must meet Federal Insecticide Fungicide and Rodenticide Act (FIFRA) standards. Chemicals should be limited in their use. Use as little chlorine as possible.

Wet Exhaust:

- Any wet exhaust must be functioning according to the manufacturer's specification.
- To reduce the concentration of pollutants in the discharge, EPA urges the use of low sulfur or alternative fuels.
- The vessel operator is encouraged to use four-stroke engines instead of two-stroke engines.

Elevator operation:

- Effluent from elevators is assumed to contain oil products, and is not authorized for discharge. Must be handled as oily bilgewater.

Ballast Water:

- A vessel already covered by Coast Guard ballast water regulations as found in Title 33, Part 151 of the Code of Federal Regulations must continue to comply with those

provisions (a vessel with ballast water tanks that has operated outside the 200-mile Exclusive Economic Zone must have a ballast water management plan and must usually conduct a deepwater ballast water exchange. A vessel with ballast water tanks that has not operated beyond the 200 mile EEZ must keep certain ballast water records and file certain ballast water reports with the Coast Guard, except for a vessel that operates solely within one Captain of the Port (COTP) zone, as described in 33 CFR Part 151.2010(b).

- The vessel operator must train the master and appropriate crew on ballast water and sediment management.
- The vessel owner or operator must maintain a written ballast water management plan developed specifically for the vessel.
- Clean ballast tanks regularly under controlled conditions to remove sediments.
- No discharge of sediments from cleaning of ballast tanks into U.S. waters is authorized.
- Discharge only those amounts of ballast water essential for vessel operations.
- Transfer ballast water to onshore receiving facilities, if this can be done practically and economically, instead of discharging it into waters covered by the permit.
- No discharge of any ballast water into Federally Protected Waters or nutrient-impaired waters. Each operator should review the list of Federally Protected Waters found in Part 12 of the VGP http://www.epa.gov/npdes/pubs/vessel_vgp_permit.pdf. Also each operator should review the list of nutrient-impaired waters which is found at http://www.epa.gov/npdes/pubs/vessel_impair_nutrient.pdf and http://www.epa.gov/npdes/pubs/vessel_impair_copper.pdf. Examples of nutrient-impaired waters include: the Chesapeake Bay, Baltimore Harbor, the Chicago River, the Charles River, the Mississippi River, Lake Coeur D'Alene, and the Allegheny River.

Maintenance:

Cathodic Protection:

- The discharge of zinc, magnesium and aluminum should be used as appropriate to protect the vessel.
- Clean and replace anodes to minimize discharge. Use magnesium as the first choice whenever possible, aluminum second, zinc third.
- Use Impressed Current Cathodic Protection (ICCP) if possible.

Seals at Oil/Water Interfaces:

- Protective seals of controllable pitch propellers, propulsion pods, rudder bearings, paddle wheel propulsion and other seals must be maintained in good operating order.
- Promptly repair any leaks.
- Maintenance should be done in drydock, whenever possible. If maintenance or emergency repair must occur while vessel is in the water, use an oil boom and have clean-up equipment such as oil absorbent pads on hand to clean up any spillage.
- Consideration should be given to environmentally preferable lubricants (i.e. vegetable oil) whenever possible. No lubricants are authorized for discharge.

Cooling water piping/system:

- Maintain all piping and cooling systems in good working order to avoid cross contamination of overboard discharge.

Underwater hull cleaning:

- Vessel owners must minimize the discharge of organisms and hull coatings.
- Use the softest brush or sponge possible to minimize coating removal and biocide release. Use hard brushes only to remove hard growth.
- When possible, use vacuum control technology to minimize the release of coatings and organisms.
- It is permissible for hull cleaning to produce a visible plume of sediment or hull growth in the water, but this plume must be substantially paint-free.

Drydock Inspections:

Antifouling hull coatings:

- Choose coating with the lowest effective biocide release rates. Determine if copper is authorized in your area of operation.
- Chosen coating must be registered under Federal Insecticide Fungicide and Rodenticide Act (FIFRA). Application, maintenance and removal must be in a manner consistent with requirements of the FIFRA label. Avoid using antifouling paint containing organotin compound.
- If the vessel's hull coating has a tributyltin or other organotin compound, the surface must be overcoated or stripped to prevent discharge. Use coatings appropriate to the vessel's operations that are non-biocidal or have the lowest possible biocide release rates or rapidly biodegradable components.

Anchor and chain maintenance:

- Thoroughly clean chain locker during dry dock and remove accumulated sediments.

Cathodic Protection:

- When in drydock inspect sacrificial electrodes to identify large corroded portions of theses anodes and clean or replace these anodes.
- Do not use more anodes than necessary to protect the vessel hull.

Other discharges authorized by the VGP (not likely to be found on a typical vessel operated by a PVA member):

- Watermaker operation
- Discharges of Dry Cleaning Operations
- Discharges of Medical Waste and Related Materials
- Sonar Dome Discharge
- Aqueous Film Forming Foam
- Exhaust Gas Scrubber Washwater
- Gas Turbine Washwater
- Welldeck Operations
- Boiler/Economizer Blowdown

- Freshwater Layup
- Motor Gasoline and Compensating Discharge
- Non Oily Machinery Wastewater
- Graywater Mixed With Sewage from Vessels

Discharges that are outside of the scope of this permit include:

- Sewage (these discharges are regulated under section 312 of the Clean Water Act and 40 CFR part 140 and 33 CFR part 159).
- Used or spent oil (these discharges no longer being used for their intended purpose are not eligible for coverage under this permit).
- Garbage or trash (these discharges are covered by 33 CFR 151 subpart A.)
- Discharge of noxious liquid substance residues (these discharges are covered by 33 CFR part 151)
- Tetrachloroethylene degreasers

Part 5

Inspections and Recordkeeping

Inspections

Inspections should be conducted in conjunction with other routine vessel inspections, such as security sweeps and deckhand rounds about the vessel. During these rounds, ensure that the various areas of the vessel are clear of garbage, oil, any visible pollutants or any materials that would constitute a discharge in any waste stream (deck run-off and bilgewater) and ensure that pollution prevention mechanisms are in good working order. The inspection should also observe the water immediately adjacent to the vessel for visible sheens, dust, chemicals, any abnormal discoloration in the water or foam on the water, and any other indicators of pollution originating with the vessel.

The interval for inspection should be once a week or once a voyage, whichever is more frequent; however, if a vessel makes multiple voyages in one day, then the requirement is once per day.

Quarterly, the operator should collect a sample of any discharge that is not easily and readily inspected during the inspection above. Examine the sample for signs of pollution including but not limited to discoloration, visible sheen, solids, foam or changes to clarity.

Annually, the master or the owner/operator must conduct a yearly inspection. This inspection must include, but is not limited to:

- Vessel hull inspection for living organisms attached to the hull, flaking antifouling paint, and exposed tributytin
- Ballast water tanks, as applicable
- Bilges, pumps, and oily water separator, as applicable
- Seals for lubrication and hydraulic oil leaks
- Oil and chemical storage areas and waste storage areas
- All visible pollution control measures to ensure they are functioning properly

If a portion of the vessel cannot be inspected during the annual inspection, it must be examined during the vessel's next drydock inspection. The vessel operator must document any portion of the vessel which cannot be inspected during the annual inspection.

There must be a report prepared after each drydock inspection. The report must be made available to the EPA upon request. A sample report form is attached.

If during any of these inspections it is determine that pollution has originated from the vessel, then corrective action must be initiated. (See ***Part 8***)

Recordkeeping

The VGP requires that efforts to follow these best practices be documented. However, the VGP does not require any specific format. The VGP allows the use of existing documents, such as a log book. An entry in a vessel's logbook or deck record book will suffice. It should include the following:

- Name of person conducting inspection
- Date and time of inspection
- Vessel areas inspected
- Any problems found

The Master of the vessel or the Master's designee should conduct the inspection. The entry into the log book or deck record book must be signed by the Master or the person conducting the inspection.

All log book entries and drydock reports must be made available to EPA upon request. Retain reports of maintenance on the vessel, such as maintenance of deck surfaces, paints used and application process on vessel, oil-to-sea interface repair and maintenance (stern tubes, controllable pitch propeller maintenance) that are conducted throughout the year. Records are to be retained for three years.

Drydock/Shipyard Inspection Report

To be completed after completion of drydock period:

The chain locker on the vessel is clean of sediment and living organisms	□
The following areas have been inspected for living organisms, if found, were removed and neutralized:	
Vessel hull	□
Propellers and rudders	□
Thruster gratings and sea chests	□
Other surface areas	□
Hull coating have been applied, maintained and removed consistent with FIFRA label, and any exposed existing or any new coating contains only approved biocides and toxics:	□
Cathodic protection , anodes or dialetic coatings cleaned and/or replaced	□
Checked all pollution control equipment to assure proper operation	□

_____ _____
Signature of Master or designated representative Date

_____ _____
Vessel Name Official Number

_____ _____ _____
Gross tonnage Call sign Port of registry

_____
Company Name

_____
Company Address

Part 6

Best Practices for Medium Cruise Ships

Additional requirements apply to discharges from a vessel that provides overnight accommodations to between 100 and 499 passengers.

Graywater

A medium cruise ship built before the effective date of the permit and unable to travel more than one nautical mile from shore is not subject to the VGP's additional requirements for medium cruise ships regarding graywater discharge location and rate. However, the vessel would still have to meet the general graywater requirements of the VGP.

While pierside, appropriate reception facilities for untreated graywater must be used, if reasonably available. If facilities are not reasonable available, the graywater must be treated so that it does not exceed the standards set out in section 5.2.1.1.2 of the VGP (page 49) or the graywater must be held and discharged while the vessel is underway according to specified conditions.

If the medium cruise ship is operating within one nautical mile of shore, and was built on or after the effective date of the permit, discharges of graywater are prohibited unless they meet the effluent standards described for pierside operations. If the vessel is operating between one and three nautical miles of shore, discharges of graywater must either meet the same standards as pierside operations or discharges must be released while the vessel is sailing at a speed of at least six knots (but not in Federally Protected Waters or nutrient-impaired waters).

A medium cruise ship operating in nutrient-impaired waters must not discharge any graywater unless the length of voyage exceeds the vessel's holding capacity for graywater; in that case, the vessel must minimize the discharge of any graywater (this may require minimizing the production of graywater) and treat the excess graywater to the pierside limits or discharge the graywater while the vessel is sailing at six knots or more.

Sculleries and Galleys

Use detergents that are phosphate free. Degreasers must be non-toxic if they will be discharged as part of any waste stream.

Other Materials

Waste from mercury-containing products, dry cleaners, photo processing labs, chemical storage areas and print shops using traditional or non-soy based inks and chlorinated solvents must be prevented from entering the vessel's graywater, blackwater or

bilgewater systems if water from these systems will ever be discharged into waters subject to the permit. Accomplish this by plugging all drains and create alternate waste receptacles or by replumbing drains to appropriate holding tanks.

Vessels must not discharge any toxic or hazardous materials, including acetone, benzene or formaldehyde such as used in a salon. Alternate waste receptacles must be used for these materials and must not be discharged into waters subject to this permit. Discharge would be a violation.

Pools and Spas

If vessel has pools or spas, the vessel must comply with section 5.2.1.2 of the VGP.

Monitoring Requirements

Untreated graywater discharges must be recorded and all estimates of such discharges must include date, location and volume discharged.

A vessel must be able to treat graywater to the effluent standards in section 5.1.1.1.2 of the VGP to discharge within one (1) nautical mile of shore or within three (3) nautical miles of shore while sailing at a speed of at least six (6) knots.

To demonstrate the effectiveness of treatment systems, the vessel operator must take at least five samples over 30 days that are representative of the treated effluent to be discharged within the first 90 days of permit coverage. Samples must be tested for biochemical oxygen demand, fecal coliform, suspended solids, pH, and total residual chlorine. Results must be retained on board for three years. Sampling and testing shall be conducted in accordance with 40 CFR 136. After initial sampling, vessel owners/operators shall collect and analyze one sample per quarter to demonstrate treatment equipment maintenance and compliance with this permit and records must be kept of the results.

The VGP contains more detailed information about required records and testing.

Education and Training Requirements

All vessel crew who actively take part in the management of vessel discharges must receive training regarding shipboard environmental procedures and must be able to demonstrate proficiency in implementing these procedures. Advanced training must be provided for those directly involved in managing discharge types or areas of the ship and these crew members must be able to demonstrate proficiency in implementing these procedures.

Education must include passengers on their impacts such as preventing trash from entering any waste stream, eliminating the addition of unused soaps, detergents and pharmaceuticals to the graywater systems, and minimizing production of graywater.

Owners/operators can educate passengers by posting signage and informational material in guestrooms and common areas, incorporating environmental information passenger orientation presentations at the start of the voyage, incorporating this information into additional lectures and seminars or broadcasting information via loudspeakers.

Part 7

Best Practices for Large Ferries

A ferry is a vessel for hire designed to carry passengers and/or vehicles between two ports, usually on inland, coastal or near-shore waters. "Large ferry" means a ferry that (a) has a capacity greater than or equal to 100 tons of land-based transportation vehicles or (b) is authorized by the Coast Guard to carry 250 or more people.

Every large ferry must meet additional requirements relating to education of crew members and passengers. The crews of large ferries play a key role in minimizing the discharge of pollutants from ferry operations and its passengers. Therefore, crew members of large ferries who actively take part in the management of the discharge or who may affect the discharge must receive training regarding shipboard environmental procedures and must be able to demonstrate proficiency in implementing these procedures. In addition, those crew members who directly manage specific discharge types or areas of the vessel must receive advanced training and demonstrate proficiency in environmental management procedures. PVA believes that this training can be conducted by the ferry operator's own personnel.

Passengers of large ferries must be educated regarding potential environmental impacts of discharges, including the need to minimize production of trash and graywater. Methods of passenger education include signage, written materials for distribution, and announcements via the public address system.

A "large ferry" with a capacity greater than or equal to 100 tons of land-based transportation vehicles must meet requirements relating to deck water. Untreated below-deck water from motor vehicle parking or storage areas must not be discharged; instead, the effluent must first be treated with an oily water separator or similar device. Oily spills and substances must be cleaned up from decks with oil-absorbing cloths or other appropriate spill material. Deck washing effluent may not be discharged into Federally Protected Waters or nutrient-impaired waters.

A "large ferry" authorized by the Coast Guard to carry 250 or more people must meet additional requirements relating to graywater management. If available, pierside reception facilities for graywater are to be used. Otherwise, the graywater is to be held on board (assuming this can be done) and disposed of while the vessel is underway. While operating within three nautical miles of shore, the graywater is to be discharged while the vessel is sailing at a speed of six knots or more, if feasible.

Additional requirements are imposed on a large ferry with coal ash effluent.

Part 8

Corrective Actions

If any of the following problems are identified, action must be taken to ensure that the problem is eliminated and will not be repeated in the future:

- There is a violation of one or more effluent limits or any other requirement of the VGP, or an inspection or examination of the vessel determines that modifications to control measures are necessary to meet the effluent limit;
- The vessel operator becomes aware, or EPA determines, that measures do not control discharges as stringently as necessary to meet applicable water quality standards; or
- The vessel operator finds, or EPA finds, that pollution control measures or best management practices are not being properly operated and maintained, or are not having the intended effect in minimizing pollutant discharges.

Problems might be identified through the routine visual inspection or comprehensive annual inspections required by this permit or any other inspection or evaluation of the vessel's operations by the vessel operator a government official or anyone else.

Following the identification of any of these problems, the vessel operator must conduct a corrective action assessment into the nature, cause and potential options for eliminating these problems. The assessment must include the following:

- A description of the problem(s) discovered (e.g. the release of untreated ballast water, spilling oil in quantities that may be harmful) including the date, time and locations on the vessel where it occurred, the types of impacts observed and the name, title and signature of the person who identified the problem and of the person who recorded the problem;
- An explanation of the cause of the problem(s) if known. If unknown at the time of the assessment, provide an indication of what steps will be taken to determine the cause; and
- A description of the corrective actions necessary to eliminate the problem(s) and a schedule of activities for completing such actions with the timeframes established and outlined in the next section;
- An indication whether the corrective action requires the vessel to be in dry dock and, if so, the next planned date the vessel will be drydocked;
- Once the corrective action is implemented, record the date(s) and time(s) of the action, a description of the corrective action implemented, and the name, title and signature of the person recording this information.

Deadlines for Eliminating Problems noted above:

Compliance with many of the VGP requirements can be accomplished immediately. The requirements include, but are not limited to housekeeping and certain operation and maintenance requirements.

Compliance with some requirements may require additional time for the vessel owner/operator to reasonably correct the problem. The following deadlines apply for eliminating the problem depending on the type of corrective action necessary:

- Corrective actions that can be accomplished with relatively simple adjustments to control measures, using existing personnel and resources, and not requiring the vessel to be in dry dock must be corrected as soon as possible but no later than two weeks after the discovery of the problem.
- Corrective actions that require new parts or the installation of new equipment, not requiring the vessel to be in drydock the vessel operator must address the underlying cause of the noncompliance and return to compliance and/or complete necessary repairs no later than three months after the discovery of the problem. However, if completing repairs in three months is impracticable, the vessel operator must complete repairs as soon as possible after three months and document the reason why more time is needed as part of the corrective action assessment.
- For corrective actions that require large or comprehensive renovations, alterations or repairs to the vessel that can only be achieved in drydock: the vessel operator must address the underlying cause of the noncompliance and return to compliance and/or complete necessary renovations or repairs prior to re-launching the vessel from drydock.

The initial occurrence of the discharge problem constitutes a violation of the permit. Conducting the assessment and correcting the problem as described above does not absolve the vessel operator of the original violation. However, failure to comply with the deadlines above constitutes an additional permit violation. EPA will consider the appropriateness and promptness of the corrective action in determining enforcement responses to permit violations.

EPA may impose additional requirements and schedules of compliance, including requirements to submit additional information concerning the conditions triggering corrective action or schedules and requirements more stringent than specified in this permit. Those requirements and schedules will supersede the schedule shown above. EPA may also notify the vessel operator that that the vessel will need an individual permit.

Any person that falsifies, tampers with or knowingly renders inaccurate any monitoring device or method required under this permit shall, upon conviction, be punished for a fine of not more than $10,000 or imprisonment for not more than two years, or both. Any false statement, misrepresentation or certification in any record or document submitted

shall be punished by a fine or not more than $10,000 per violation or imprisonment for not more than five months per violation.

Any noncompliance with the requirements of the VGP constitutes a violation of the Clean Water Act. Each day a violation continues is a separate violation of this permit. Where requirements and schedules for taking corrective action are included in this permit, the time periods are not grace periods but schedules considered reasonable for making repairs. The vessel operator must return to compliance as promptly as possible, but no later than the time period specified in the permit.

Part 9

Notice of Termination

A Notice of Termination (NOT) to end coverage of the permit must be submitted to EPA if:

The original vessel owner or operator was required to submit an NOI

And

Another owner/operator has taken responsibility for the vessel (the vessel was sold to another company).

Eventually, the Notice of Termination will be available to complete and submit electronically at www.epa.gov/vessels/enoi . As this manual is completed, EPA has not made available the electronic copy of the NOT. If there are questions, contact the NOI center at 1-866-352-7755. To see the text of the form, see page 124 of the VGP, http://www.epa.gov/npdes/pubs/vessel_vgp_permit.pdf.

Part 10

State Requirements

Additional Permit Conditions Imposed by Specific States

Under the federal Clean Water Act, states can "certify" the federal Vessel General Permit and, in so doing, can add additional requirements to the federal permit. A number of states have done so; some have added very minor conditions, but others have imposed substantial requirements.

The following states have added additional conditions.

California	Kansas	New Hampshire
Connecticut	Maine	New York
Florida	Massachusetts	Ohio
Georgia	Michigan	Pennsylvania
Hawaii	Minnesota	Rhode Island
Idaho	Missouri	Utah
Illinois	Nebraska	Vermont
Iowa	Nevada	Wyoming

If your vessel operates in a particular state on the list above, you should familiarize yourself with the conditions imposed by that jurisdiction. They are found in the Vessel General Permit on the web at http://www.epa.gov/npdes/pubs/vessel_vgp_permit.pdf.

Set out below are "thumbnail sketches" of some additional restrictions imposed by some states. Do not rely solely on these descriptions. Be sure to review carefully the complete set of requirements imposed by the state in which your vessel operates. They can be found beginning at page 61 of the EPA' Vessel General Permit.

California

A certification must be submitted that certain hazardous wastes and prohibited wastes (as further described in the California requirements) will not be discharged.

Connecticut

Must use installed ballast water treatment system (if the vessel has one) to treat ballast water to the highest level afforded by such system.

No discharge of graywater if vessel is equipped to hold graywater; such vessels can dispose ashore for processing or discharge outside Connecticut waters.

Effective January 1, 2012, no discharge of graywater from any vessel covered by the VGP unless state officials have granted a vessel-specific extension based on very limited factors.

Georgia

With limited exceptions, discharge of graywater shall be through a marine sanitation device that meets federal standards.

Illinois

No bilge or ballast water shall be discharged unless it meets the effluent standards of section 304 of Title 35 of the Illinois Administrative Code.

Ballast water discharges into Illinois waters of Lake Michigan must meet the International Maritime Organization certified treatment standard according to a schedule.

Massachusetts

If a vessel can store graywater, no discharge of graywater (treated or untreated) in specified areas, including Boston Harbor Islands National Recreation Area and Cape Cod National Seashore, and Essex National Heritage Area.

No discharge of untreated graywater from a vessel of more than 400 gross tons (international) within three (3) nautical miles of the coastline.

No discharge of any graywater (treated or untreated) from a medium cruise ship (overnight accommodations for 100-499 passengers) within three nautical miles of shore unless the discharge meets specified effluent standards, including levels of fecal coliform.

No discharge of any graywater (treated or untreated) from a large ferry (authorized to carry 100 tons of land transportation vehicles or more than 250 people) within three nautical miles of shore unless the discharge meets specified effluent standards.

Michigan

No discharge of blackwater or graywater in Michigan waters.

Minnesota

A state-issued permit for ballast water discharges must be obtained.

New York

Contains extensive restrictions on ballast water discharge and significant future requirements for treatment of ballast water.

As of January 1, 2012, no discharge of treated or untreated graywater in waters of New York Harbor, Long Island Sound, or within three nautical miles of the coast, unless state officials grant a vessel-specific exemption based on stringent criteria.

As of January 1, 2012, no discharge of treated or untreated bilgewater in New York waters, unless state officials grant a vessel-specific exemption based on stringent criteria.

Ohio

Contains extensive restrictions on ballast water discharge and significant future requirements for treatment of ballast water.

For questions or further assistance about the Vessel General Permit please feel free to contact:

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