MAIN SUMMIT

Tuesday, March 7, 2017

7:00 – 8:00  Registration & Networking Breakfast

8:00 – 8:10  Welcome and Introduction by the Summit Chair

Kevin J. Reynolds, PE, Principal, Marine Engineering, Glosten

Ballast Water Management Regulation Updates

8:10 – 8:45  Presentation:
IMO BALLAST WATER CONVENTION: LATEST DEVELOPMENTS
In this session, hear the latest developments from MEPC 70 impacting ballast water management and the IMO Ballast Water Convention.

Carleen Lyden-Kluss, Co-Founder/Executive Director, NAMEPA, IMO Maritime Ambassador

8:45 – 9:15  Presentation:
UPDATE ON TYPE APPROVALS FROM THE USCG
*What’s been approved as of the conference date?
* How will the Coast Guard phase out the extension program and start requiring approval?

LT Maria Wiener, Staff Engineer, Machinery Branch, US Coast Guard (USCG)

9:15 – 10:00  Panel:
IMO RATIFICATION V. USCG TYPE APPROVALS – WHAT WILL THE TIMELINE LOOK LIKE AND HOW CAN THE TIMING CHALLENGES BE OVERCOME?
With the IMO Ballast Water Ratification and implementation deadlines looming, and the USCG issuing only very limited type approvals, how do ship owners implement compliant systems within the required timeframes?

What needs to be done and when?

In this panel, join a discussion of key experts who will answer ship owners’ most pressing questions on this important issue.

Moderator:
David A. Tong, Partner, KEEASAL, YOUNG & LOGAN

Panelists:
Carleen Lyden-Kluss, Co-Founder/Executive Director, NAMEPA, IMO Maritime Ambassador
Doug Schneider, Vice President, World Shipping Council
LT Maria Wiener, Staff Engineer, Machinery Branch, US Coast Guard (USCG)

10:00 – 10:30 Networking Break

10:30 – 11:00 Presentation:
THE EPA VESSEL GENERAL PERMIT: WHAT WILL VESSEL OWNERS AND OPERATORS NEED TO DO IN ANTICIPATION OF 2018?
In this session, get the latest information on VGPs: key details on the permits, on obtaining authorization under them, and on the latest monitoring and reporting requirements. This session will help the industry gain an understanding of the latest on VGPs to ensure compliance moving forward.

Jack Faulk, Environmental Protection Specialist, Water Permits Division, US EPA

11:00 – 11:30 Presentation:
UPDATE ON THE VESSEL INCIDENTAL DISCHARGE ACT (VIDA)
VIDA is a piece of federal legislation which, if passed in its current form, would create one set of regulations applicable to all the discharges covered under the current 5-year renewable Vessel General Permit (VGP). How will VIDA change the ballast water regulatory process? How will it alter the respective roles of the EPA and USCG in regulating ballast water? What impact might VIDA have on states’ abilities to put their own ballast water programs in place with more stringent standards? Get the answers to these questions and more in this valuable session.

Jim Weakley, President, Lake Carriers’ Association

11:30 – 12:45 Group Luncheon
12:45 – 1:30  Co-Presentation:
CLASS SOCIETIES PERSPECTIVE ON SHIPBOARD INSTALLATION, SURVEY AND CERTIFICATION
*What role are these organizations playing in the implementation process?
*Guidance for scaling of BWMS
*Best practices how to comply

Co-Presenters:
Rafael Riva, Vice President, Business Development Americas, Lloyd’s Register
Erin Thomas, Approval Engineer, Environmental Protection, DNV GL – Maritime

1:30 – 2:30  Panel:
SHIPOWERS AND OPERATORS PERSPECTIVES ON IMPLEMENTATION CHALLENGES
*What are the most important factors for ship owners when assessing what needs to be done?
*What are ship owners and operators looking for from suppliers to ensure successful retrofits?
*What’s top of mind for ship owners and operators in terms of achieving and maintaining regulatory compliance, with regards to both the IMO and USCG standards?
*Progress to date, lessons learned and a look ahead

Moderator:
Kate Kelley, Compliance Manager, O’Brien’s Response Management

Panelists:
J.K. Roy Choudhury, MBA, PMP, Director, Strategic Engineering, Crowley Maritime Corporation
Marc Gagnon, Director, Environmental Affairs and Regulatory Compliance, Fednav Limited
Lee Kindberg, Director, Environment & Sustainability, Maersk Line
Jonas Lyborg, Manager, NSB-USA, LLC
Lisa M. Swanson, Director, Environmental Affairs, Matson Navigation Company
Jim Weakley, President, Lake Carriers’ Association
2:30 – 3:15  *Panel:*

**OPTIMIZING BALLAST WATER RETROFITS: PERSPECTIVES FROM SOLUTION PROVIDERS FROM DESIGN TO IMPLEMENTATION AND COMPLIANCE**

*How to select the best retrofit option, to manage downtime and costs*
*Based on approvals to date, what are the best systems approaches?*
*Key considerations for planning and scheduling the retrofit*
*Challenges in physically integrating the BWM system into the vessel’s other systems*
*Integrating effective risk management*
*Lessons learned*

**Moderator:**

Marcie Merksamer, *Vice President*, EnviroManagement, Inc.

**Panelists:**

Paul N. Pedersen, *Managing Director*, Goltens Miami
Kevin J. Reynolds, PE, *Principal, Marine Engineering*, Glosten
Christopher D. Todd, *Executive Director*, Hyde Marine

3:15 – 3:30  *Networking Break*

3:30 – 4:15  *Panel:*

**BALLAST WATER MANAGEMENT CONVENTION IMPLICATIONS TO SHIPBUILDERS**

As Ballast Water Management Convention enters into force, some of the older tankers will not be useable or deemed unviable for retrofits and it has pushed the orderbook for tankers up during 2015. Last year international shipbuilders received orders for 50 million dwt/tonnes and orders placed so far this year amount to a mere 50 (25,000 dwt & above) equivalent to 7 million dwt and this is in a record low newbuilding price environment. Over the first eight months of 2016, deliveries of new tonnage have amounted to 20 million deadweight and 19 million deadweight is expected to be seen over the remaining four months with potential delays. This session will discuss the BWM Convention impacts to the shipbuilding market and future market outlook for the shipbuilders.

**Moderator:**

Kevin J. Reynolds, PE, *Principal, Marine Engineering*, Glosten
Panelists:
Thomas Hazen, Applications Engineer, Hyde Marine
Kevin Prince, Vice President, Engineering, Gibbs & Cox
Don Stephen, Vice President, Product Management, De Nora Water Technology

4:15 – 4:45  Presentation: FROM A BWTS TO BW COMPLIANCE - THE LAST STEPS.
Presenter: Giles Candy, Owner, Giles Environmental, LLC

4:45 – 5:30  Panel: TYPE APPROVAL TESTING: A LOOK AT CURRENT TEST PROTOCOLS
* Examining the “most probable number” (MPN) USCG decision
* Statistical problems with the staining method that the USCG accepts for determination on type approval
* General validity of other test protocols that are being applied to systems for purposes of seeking type approval
Moderator: Kevin J. Reynolds, PE, Principal, Marine Engineering, Glosten

Panelists:
Bill Davidson, Chief Engineer, USTS Golden Bear and Director, Golden Bear Facility, California State University Maritime Academy (invited)
Rasmus Folsø, CEO, DESMI Ocean Guard A/S
Gitte Ingelise Petersen, M.Sc., Ph.D., Business Development Manager, DHI
Dr. Brian Petri, Research Director, Trojan Technologies
Mario N. Tamburri, Ph.D., Director, Maritime Environmental Resource Center, University of Maryland

5:30 – 6:30  Networking Reception

Wednesday, March 8, 2017
7:00 – 8:00  Registration & Networking Breakfast
8:00 – 8:05  Welcome and Introduction to Day Two by Summit Chair

Kevin J. Reynolds, PE, Principal, Marine Engineering, Glosten

Key Regional Regulatory & Stakeholder Updates

8:05 – 8:30  Presentation:
RECENT AMENDMENTS TO CALIFORNIA’S BALLAST WATER AND VESSEL BIOFOULING MANAGEMENT AND REPORTING REQUIREMENTS
*California’s AB 1312: latest on California’s ballast water discharge performance standards
*Biofouling management regulations
*Compliance enforcement regulations
*Update on the development of protocols to assess the number of living organisms in discharged ballast water
*Implications to vessels and owners in the implementation

Christopher Brown, Senior Environmental Scientist, California State Lands Commission

8:30 – 9:15  Panel:
INTERSECTING CANADIAN AND AMERICAN BALLAST WATER STANDARDS AND THE IMPACT ON FLEETS
In this panel, join a discussion on the differences between the US and Canadian ballast water programs (and relevant state legislation) and the impact on the respective fleet that operates in common waterways (including the Great Lakes covering both lakers and “salties”). What are they required to do, and what should they be required to do, transiting to both US and Canadian waters?

Moderator:
Rafael Riva, Vice President, Business Development Americas, Lloyd’s Register Marine & Offshore

Panelists:
Sonia Simard, Director, Legislative and Environmental Affairs, Shipping Federation of Canada
Adrian Stocks, Chief, Permits Section-Water Quality Bureau, Wisconsin Department of Natural Resources
Jim Weakley, President, Lake Carriers' Association
9:15 – 10:00  Panel:

PORT & STATE PERSPECTIVES
*What impact does BWM and treatment requirements have on port operations and management?
*What are US ports’ key concerns with regards to BWM systems, treatment, and discharge as agreed upon through Port State Control (PSC) per their partnerships with the USCG?
*What kind of infrastructure is being developed at ports to support new BWM standards, treatment, and discharge requirements?
*How state BWM regulatory programs fill federal gaps in resource protection

Moderator:
Nicole Dobroski, Assistant Chief, Marine Environmental Protection Division and Manager, Marine Invasive Species Program, California State Lands Commission

Panelists:
Christina Birdsey, Director of Operations and Engineering, Port of Hueneme
Andrew Jirik, Environmental Specialist, Port of Los Angeles
Allen Pleus, State Ballast Water Program Manager, Washington Department of Fish and Wildlife

10:00 – 10:30  Networking Break

10:30 – 11:00  Presentation

THE BIOLOGY OF A BALLAST TANK

Dr. Nick Welschmeyer, Professor, Biological Oceanography, Moss Landing Marine Laboratories (CSU) and Lead Scientist, Golden Bear Facility (GBF), Cal Maritime Academy (CSU)

Developing Creative Ballast Water Management System Solutions

11:00-11:30  Case Study:

DEVELOPING BALLAST WATER CONTINGENCY PLANS

The presentation will focus on identifying problems that may impact safe operation of the ship and BWMS and then how to incorporate contingency options into ship operations for safe, compliant ship operations. The
presentation will also highlight contingency options that may need to be included in the BWM Convention.

Debra DiCianna, Senior Compliance Engineer CHOICE BALLAST SOLUTIONS

11:30 – 12:00 Presentation:

VGP LEGAL CHALLENGES PUSHING FOR MORE STRINGENT STANDARDS

*Will there be a next step?
*Are standards more stringent than D2 achievable?
*Shore-based ballast water treatment initiatives in CA and beyond

Nicole Dobroski, Assistant Chief, Marine Environmental Protection Division and Manager, Marine Invasive Species Program, California State Lands Commission

12:00 Summit Adjourns