

From: Jones, Enesta [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=65B8E6C6E5CA4A7A9AE85D98A4C8EEDB-EJONES02]
Sent: 5/14/2018 9:11:06 PM
To: Ex. 6
CC: Press [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=b293283291dc44e0b5d1c36be9281d8a-Press]
Subject: Vessel Incidental Discharge Act

Sam,

On background:

Can you explain the biggest environmental concern with vessels discharging ballast water in the Great Lakes, or our inland waterways?

Aquatic nuisance species are the primary concern related to ballast water discharges.

The Vessel Incidental Discharge Act (VIDA) was supported by shipping interests and gives the Coast Guard authorization to regulate ballast water discharges. What are some problems the EPA sees with the Coast Guard solely handling regulation?

EPA does not comment on pending legislation.

Does the EPA feel that it's beneficial for individual states to each have their own regulations governing ballast water discharge? Why or why not?

EPA does not comment on pending legislation.

How does the EPA currently regulate ballast water discharges on Great Lakes/inland waterways and has this approach been successful? Why or why not?

EPA regulates ballast water discharges from non-military, non-commercial vessels through a National Pollutant Discharge Elimination System permit called the Vessel General Permit ("VGP"). Please see <https://www.epa.gov/npdes/vessels-vgp> for more information.

Does the EPA support VIDA?

EPA does not comment on pending legislation.

What does the EPA want to see change about the proposed VIDA legislation as it stands now, if anything?

EPA does not comment on pending legislation.

From: Sam B Ex. 6
Date: May 11, 2018 at 4:15:02 PM EDT
To: drinkard.andrea@epa.gov
Subject: **Vessel Incidental Discharge Act**

Hi, Andrea -

It's Sam, with Professional Mariner. Glad we got to speak just now. As I explained on the phone, I'm writing an article on the Vessel Incidental Discharge Act (VIDA), which was intended to streamline regulations pertaining to vessel ballast water discharges. The Act was stalled by the Senate recently, but my article will focus on what this act means for the shipping industry, and what environmental concerns surround ballast water discharge (which is where the EPA comes in).

I have a few questions, which I've copied below. Feel free to forward to the appropriate person and have them (or you) email me some responses.

Questions:

1. Can you explain the biggest environmental concern with vessels discharging ballast water in the Great Lakes, or our inland waterways?
2. The Vessel Incidental Discharge Act (VIDA) was supported by shipping interests and gives the Coast Guard authorization to regulate ballast water discharges. What are some problems the EPA sees with the Coast Guard solely handling regulation?
3. Does the EPA feel that it's beneficial for individual states to each have their own regulations governing ballast water discharge? Why or why not?
4. How does the EPA currently regulate ballast water discharges on Great Lakes/inland waterways and has this approach been successful? Why or why not?
5. Does the EPA support VIDA?
6. What does the EPA want to see change about the proposed VIDA legislation as it stands now, if anything?

Thanks,
Sam

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Sam Bojarski
Freelance Writer

Ex. 6

