M/T "VSLNAME"
IMO No: 9999999

COMPLIANCE PROGRAM WITH THE VESSEL GENERAL PERMIT (VGP)

For Discharges Incidental to the Normal Operation of Commercial Vessels

SAMPLE

ALPHA MARINE CONSULTING
MARINE CONSULTANTS & SURVEYORS
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PLAN HISTORY				
REV.	DWN.	CHK.	DESCRIPTION	DATE
0	ED	PT	ORIGINALLY PREPARED FOR APPROVAL	01/01/2026

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TOTAL 118 SHEETS WITH COVER, EXCL. APPENDICES

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TITLE:	COMPLIANCE PROGRAM WITH THE VESSEL GENERAL PERMIT (VGP)				
HULL NO.:	XXXXX				
IMO NO.:	9999999				
SHIP TYPE:	300,000 DWT CRUDE OIL TANKER				
SHIP NAME:	**VSLNAME**				
SIZE:	A4	DWG. NO.:	XXXX-VGP-0	DATE:	01/01/2026
		REV. NO.:	0	SCALE:	NONE

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1. INTRODUCTION

1.1. Scope

This Manual sets out the procedures implemented onboard the vessel with the aim of ensuring compliance with the U.S. Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) General Permit for Ships. It is written in full compliance with the 2013 Vessel General Permit terms and requirements, issued by the EPA.

1.2. Background

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2. ABBREVIATIONS / DEFINITIONS

2.1. Abbreviations

AFFF	Aqueous Film-Forming Foam
AFS	Anti-Fouling System
BAT	Best Available Technology
BCT	Best Conventional Pollutant Control Technology
BMP	Best Management Practice
BPT	Best Practicable Control Technology
COTP	Captain of the Port
CWA	Clean Water Act
EAL	Environmental Acceptable Lubricants
EPA	United States Environmental Protection Agency
EEZ	Exclusive Economic Zone
ICCP	Impressed Current Cathodic Protection
SMS	Company's Safety Management System
MARPOL 73/78	International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978
MSDS	Material Safety Data Sheet
NANPCA	Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990 *[Source: 33 C.F.R 151.2025]*
NBIC	National Ballast Information Clearinghouse operated by the Coast Guard and the Smithsonian Environmental Research Center as mandated under NISA *[Source: 33 C.F.R 151.2025]*
NCR	ɲformity Report
NISA	National Invasive Species Act of 1996, which reauthorized and amended NANPCA *[Source: 33 C.F.R 151.2025]*
NLS	Noxious Liquid Substance
NOBOB	No ballast onboard
NPDES	National Pollutant Discharge Elimination System
NRC	National Response Center
OCM	Oil Content Monitor
ORB	Oil Record Book
OWS	Oil Water Separator
PM	Particulate Matter
PMS	Planned Maintenance System
STEP	Shipboard Technology Evaluation Program
TBT	Tributyltin
TMDLs	Total Maximum Daily Loads
UWILD	Underwater Inspection in Lieu of Dry-docking
VGP	Vessel General Permit

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2.2. Definitions

A

"Active Substance" means a substance or organism, including a virus or a fungus, which has a general or specific action on or against harmful aquatic organisms and pathogens. [Source: *BW Treaty Reg A-1(7)]*

"Alternative Management System" means the meaning given to ballast water treatment systems given by the U.S. Coast Guard under *33 CFR 151.2026.*

"**Appropriate Regional Office**" means the regional Office listed in Part 13 of the permit responsible for the waters where the vessel spends the most time or is based in a home port.

"**Aqueous Film-Forming Foam**" (AFFF) means the firefighting foam and seawater mixture discharged during training, testing, or maintenance operations. *[Source: 40 C.F.R 1700.4]*

"**Atlantic or Gulf Coastwise Trade**" means vessels engaged in coastwise trade along the Atlantic coast or Gulf of Mexico coast of the United States, or in between those coasts, operating in and between ports on these coasts.

"**Atlantic or Gulf Nearshore Voyages**" means voyages by any vessels engaged in the Atlantic or Gulf Coastwise trade and vessels transiting between Atlantic ports (including those in the Caribbean Sea) or Gulf of Mexico ports that travel between more than one Captain of the Port Zone, and all other vessels that sail from foreign, Atlantic, or Gulf of Mexico ports, which do not sail further than 200 nm from any shore, and that discharge or will discharge ballast water into ports on the Atlantic or Gulf coasts.

B

"**Ballast Tank**" means any tank or hold on a vessel used for carrying "ballast water", whether or not the tank or hold was designed for that purpose. *[Source: 33 C.F.R 151.2025]*

"**Ballast Water Exchange**" see "Exchange".

"**Ballast Water**" means the seawater and associated suspended sediments taken into or discharged from "ballast tanks" to maintain the stability of the vessel. *[Modified from: 40 C.F.R 1700.4]*

"**Ballast Water Capacity**" means the total volumetric capacity of any tanks, spaces, or compartments for carrying, loading, or discharging "ballast water", including any multi-use tanks, space or compartment designed to allow carriage of "ballast water".

"**Bilgewater**" means the wastewater from a variety of sources that accumulates in the lowest part of the vessel (the bilge).

"**Bioaccumulative**" means the opposite of "**Not Bioaccumulative**".

"**Biocide**" means a substance or organism, including a virus or a fungus that is introduced into, or produced by, ballast water treatment systems to kill or eliminate organisms as part of the ballast water treatment process.

"**Biodegradable**" means the following for purposes of the VGP:

- Regarding environmentally acceptable lubricants and greases, biodegradable means lubricant formulations that contain at least 90% (w/w (weight in weight concentration)) or grease formulations that contain at least 75% (w/w) of a constituent substance or constituent substances (only stated substances present above 0.10% shall be assessed) that each demonstrate either the removal of at least 70 percent of dissolved organic carbon, production of at least 60 percent of the theoretical carbon dioxide, or consumption of at least 60 percent of the theoretical oxygen demand within 28 days.

SAMPLE

Acceptable test methods include: Organization for Economic Co-operation and Development Test Guidelines 301 A-F, 306, and 310, ASTM 5864, ASTM D-7373, OCSPP Harmonized Guideline 835.3110, and International Organization for Standardization 14593:1999. For lubricant formulations, the 10% (w/w) of the formulation that need not meet the above biodegradability requirements, up to 5% (w/w) may be no biodegradable (but not bioaccumulative) while the remainder must be inherently biodegradable. For grease formulations, the 25% (w/w) of the formulation that need not meet the above biodegradability requirement, the constituent substances may be either inherently biodegradable or non-biodegradable, but may not be bioaccumulative. Acceptable test methods to demonstrate inherent biodegradability include: OECD Test Guidelines 302C (>70% biodegradation after 28 days) or OECD Test Guidelines 301 A-F (>20% but <60% biodegradation after 28 days).

- Regarding cleaning products, biodegradable means products that demonstrate either the removal of at least 70 percent of dissolved organic carbon, production of at least 60 percent of the theoretical carbon dioxide, or consumption of at least 60 percent of the theoretical oxygen demand within 28 days. Acceptable test methods include: Organization for Economic Co-operation and Development Test Guidelines 301 A-F, 306, and 310, and International Organization for Standardization 14593:1999.
- Regarding biocidal substances, biodegradable means a compound or mixture that yields 60 percent of theoretical maximum carbon dioxide and demonstrate a removal of at least 70 percent of dissolved organic carbon within 28 days as described in EPA 712-C-98-075 (OPPTS 835.3100 Aerobic Aquatic Biodegradation).

"**Boat Engine Wet Exhaust**" means the seawater that is mixed and discharged with small boat propulsion engine exhaust to cool the exhaust and quiet the engine. [*Source: 40 C.F.R 1700.4*]

C

"**Captain of the Port**" (COTP) means the Coast Guard officer designated as the COTP, or a person designated by that officer, for the COTP zone covering the U.S. port of destination. These COTP zones are listed in 33 C.F.R. part 3. *[Source: 33 C.F.R 151.2025]*

"**Chain Locker Effluent**" means the accumulated precipitation and seawater that is emptied from the compartment used to store the vessel's anchor chain. *[Source: 40 C.F.R 1700.4]*

"**Coastal Exchange Zone**" means an area greater than 50 nm from shore and greater than 200 meters in depth.

"Commercial Fishing Vessel" means any vessel which is documented under the laws of the United States or, if under five net tons, registered under the laws of any state, and used for commercial fishing or activities directly related to commercial fishing. (Source: *Modified from 50 CFR §296.2*).

"**Commercial vessel**" means any "vessel" other than a "recreational vessel" or a vessel of the U.S. armed forces.

"**Company**" means "COMPANYNAME".

"Constructed' means a state of construction of a vessel at which:

- the keel is laid;
- construction identifiable with the specific vessel begins;
- assembly of the vessel has begun comprising at least 50 tons or 1 percent of the estimated mass of all structural material of the vessel, whichever is less; or
- the vessel undergoes a major conversion." [patterned after the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, regulation A-1(4)]

SAMPLE

"Control Measure" means any BMP or other method (including effluent limitations) used to prevent or reduce the discharge of pollutants to waters of the United States.
"**Controllable Pitch Propeller Hydraulic Fluid**" means the hydraulic fluid that discharges into the surrounding seawater from propeller seals as part of normal operation, and the hydraulic fluid released during routine maintenance of the propellers. *[Source: 40 C.F.R 1700.4].*
"Cruise Ship" means a passenger ship used commercially for pleasure cruises that provides overnight accommodations to passengers.

D

"**Darkness**" means sunset to sunrise.
"**Deck Runoff**" means the precipitation, washdowns, and seawater falling on the weather deck of a vessel and discharged overboard through deck openings. *[Source: 40 C.F.R 1700.4]*
"**Delivered**' means the date of the owner/operator's formal acceptance of the ship from the builder or another seller or the point in time when custody or ownership of the vessel officially transfers from the builder or other seller to the owner/operator.
"Devices for which high quality data are available" means either:

- any ballast water treatment system type approved by the United States Coast Guard under 46 CFR Part 162.060 or granted alternate management system status by the US Coast Guard under 33 CFR 151.2026; or;
- any ballast water treatment system:
  - type approved by a foreign administration;
  - for which efficacy testing was conducted by an independent third party testing organization, either in accordance with the ETV protocol or in a manner consistent with the ETV protocol with respect to QA/QC procedures, the use of validated methods including appropriate volumes of representative samples, and full description and documentation of test procedures, results and analyses; and;
  - all "Active Substance" or "Biocide" data (e.g., the full data package as submitted to the International Maritime Organization for approval) have all been made available to the US EPA.

"**Discharge incidental to the normal operation of a vessel**" means those discharges that were excluded from the NPDES permitting program by operation of 40 C.F.R. 122.3(a) as in effect on December 29, 2008.
"**Distillation and Reverse Osmosis Brine**" means the concentrated seawater (brine) produced as a byproduct of the processes used to generate freshwater from seawater. *[Source: 40 C.F.R 1700.4]*

E

"**Elevator Pit Effluent**" means the liquid that accumulates in, and is discharged from, the sumps of elevator wells on vessels. *[Source: 40 C.F.R 1700.4]*
"Environmentally Acceptable Lubricants" means lubricants that are "**biodegradable**" and "**minimally-toxic**," and are "not bioaccumulative" as defined in this permit. For purposes of the VGP, products meeting the permit's definitions of being an "**Environmentally Acceptable Lubricant**" include those labeled by the following labeling programs: *Blue Angel, European Ecolabel, Nordic Swan, the Swedish Standards SS 155434 and 155470, Convention for the Protection of the Marine Environment of the North-East Atlantic (OSPAR)* requirements, and EPA's Design for the Environment (DfE).
"ETV Protocol" means EPA's final protocol for verification of ballast water treatment systems published in September 2010 and subsequent revisions.
"**Exchange**" means to replace the water in a ballast tank using one of the following methods:

SAMPLE

"Flow through exchange" means to flush out "ballast water" by pumping in water from the "mid-ocean" or "coastal exchange zone" (as applicable) into the bottom of the tank and continuously overflowing the tank from the top until three full volumes of water has been changed to minimize the number of original organisms remaining in the tank.
"Empty / refill exchange" means to pump out the "ballast water" taken on in ports, estuarine, or territorial waters until the tank is empty, then refilling it with water from the "mid-ocean" or "coastal exchange zone" (as applicable); masters/operators should pump out as close to 100 percent of the "ballast water" as is safe to do so. *[Modified from: 33 C.F.R 151.2025].*
"**Exclusive Economic Zone**" (EEZ) means the area established by Presidential Proclamation Number 5030, dated March 10, 1983 (*48 FR 10605*) which extends from the base line of the territorial sea of the United States seaward 200 miles, and the equivalent zone of Canada. *[Modified from: 33 C.F.R 151.2025].*

F

"Ferry" means a vessel having provisions for deck passengers and/or vehicles operating between two points over the most direct water route, operating on a frequent schedule, and offering a public service of a type normally attributed to a bridge or tunnel. [modified from: *46 CFR §70.10-1*]
"**Firemain Systems**" means the seawater pumped through the firemain system for firemain testing, maintenance, and training, and to supply water for the operation of certain vessel systems. *[Source: 40 C.F.R 1700.4].*
"Fish Hold" means the area where seafood or seafood products are kept once caught and kept fresh during the remainder of the voyage before being offloaded to shore or another tender vessel. The fish hold is typically a refrigerated seawater holding tank, where the seafood product is kept cool by mechanical refrigeration or ice. It can also include continuous flow systems needed to keep certain organisms such as lobster and crab alive until they are unloaded. Fish hold effluent is the water discharged from fish holds.
"**Fouling organisms**" means any aquatic flora and/or fauna which attach to and grow on or in the vessel.
"**Freshwater Layup**" means the potable water that is discharged from the seawater cooling system while the vessel is in port, and the cooling system is in lay-up mode (a standby mode where seawater in the system is replaced with potable water for corrosion protection). *[Source: 40 C.F.R 1700.5(d)].*

G

"**Gas Turbine Water Wash**" means the water released from washing gas turbine components. *[Source: 40 C.F.R 1700.4].*
"**Graywater**" means galley, bath, and shower water, as well as wastewater from lavatory sinks, laundry, and water fountains. *[Modified from: 40 C.F.R 1700.4 but removed shop sinks].*
"Gross Ton" means the size of the vessel as calculated using the formula set by the International Convention on Tonnage Measurement of Ships, 1969. GT = K * V where V = total volume in m^3 and K = a figure from 0.22 up to 0.32, depending on the ship's size (calculated by: K = 0.2 +0.02 * log10V).

H

"Hazardous materials" means, for purposes of the VGP, any hazardous material as defined in *49 CFR § 171.8*.
"High quality data" see "Devices for which high quality data are available".

SAMPLE

"**Hull Coating Leachate**" the constituents that leach, dissolve, ablate, or erode from the paint on the hull into the surrounding seawater. *[Source: 40 C.F.R 1700.4].*

I

"**IMO Guidelines**" mean the Guidelines for the Control and Management of Ships' Ballast Water to Minimize the Transfer of Harmful Aquatic Organisms and Pathogens (*IMO Resolution A.868 (20*), adopted November 1997) or the 'Guidelines for Ballast Water Management and Development of Ballast Water Management Plans' (*IMO Resolution MEPC.127(53)*, adopted on 22 July 2005). [Source: *33 CFR §151.2025*]

"In Port" means, for the purposes of this permit, anchored, moored, or otherwise secured while located in waters subject to this permit which are inside the baseline of the U.S. territorial sea.

J

K

L

"Laker" means Existing Bulk Carrier Vessels built before January 1, 2009, that operate exclusively in Lake Ontario, Lake Erie, Lake Huron (including Lake Saint Clair), Lake Michigan, Lake Superior, and the connecting channels (Saint Mary's River, Saint Clair River, Detroit River, Niagara River, and Saint Lawrence River to the Canadian border), including all other bodies of water within the drainage basin of such lakes and connecting channels).

"Large Cruise Ship" means a passenger ship, used commercially for pleasure cruises, that provides overnight accommodations to passengers, and is authorized by the U.S. Coast Guard to carry 500 or more passengers.

"Large Ferry" means a "ferry" that: a) has a capacity greater than or equal to 100 tons of cargo (e.g., for cars, trucks, trains, or other land-based transportation) or b) is authorized by the U.S. Coast Guard to carry 250 or more people.

"Length of Vessel" means the horizontal distance between the foremost part of a vessel's stem to the aftermost part of its stern, excluding fittings and attachments.

M

"Major Conversion" means a conversion of a vessel, that:

- substantially alters the dimensions or carrying capacity of the vessel;
- changes the type of the vessel; or
- the intent of which, in the opinion of the director, is substantially to prolong its life [modified from 33 CFR §151.05 with the exception language specific to MARPOL removed].

"**MARPOL 73/78**" means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto. *[Source: modified from 40 C.F.R 110.1].*

"Master" means captain, person-in-charge, or other party responsible for operation of the vessel.

"Medium Cruise Ship" means a passenger ship, used commercially for pleasure cruises, that provides overnight accommodations to passengers, and is authorized by the U.S. Coast Guard to carry 100 to 499 passengers.

"**Mid-Ocean**" means waters greater than 200 nm from any shore and greater than 200 meters in depth.

"**Mile**" means nautical mile as used in this permit, or 6076.1 feet or 1.852 kilometers.

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"Minimally-Toxic" means a substance must pass either OECD 201, 202, and 203 for acute toxicity testing, or OECD 210 and 211 for chronic toxicity testing. For purposes of the VGP, equivalent toxicity data for marine species, including methods ISO/DIS 10253 for algae, ISO TC147/SC5/W62 for crustacean, and OSPAR 2005 for fish, may be substituted for OECD 201, 202, and 203. If a substance is evaluated for the formulation and main constituents, the LC50 of fluids must be at least 100 mg/L and the LC50 of greases, two-stroke oils, and all other total loss lubricants must be at least 1000 mg/L. If a substance is evaluated for each constituent substance, rather than the complete formulation and main compounds, then constituents comprising less than 20 percent of fluids can have an LC50 between 10-100 mg/L or a no observed effect concentration (NOEC) between 1-10 mg/L, constituents comprising less than 5 percent of fluids can have an LC50 between 1-10 mg/L or a NOEC between 0.1-1 mg/L, and constituents comprising less than 1 percent of fluids can have an LC50 less than 1 mg/L or a NOEC between 0-0.1 mg/L.

"**Minimally-Toxic Soaps, Cleaners, and Detergents**" means any substance or mixture of substances which has an acute aquatic toxicity value (LE50) corresponding to a concentration greater than 10 ppm and does not produce "byproducts" with an acute aquatic toxicity value (LE50) less than 10 ppm. EPA expects that minimally-toxic soaps, cleaners, and detergents will contain little to no nonylphenols.

"Minimize" means to reduce and/or eliminate to the extent achievable using control measures (including best management practices) that are technologically available and economically practicable and achievable in light of best marine practice.

"**Motor Gasoline and Compensating Discharge**" means the seawater taken into, and discharged from, motor gasoline tanks to eliminate free space where vapors could accumulate. *[Source:40 C.F.R 1700.4].*

N

"New Build" means vessels **"constructed"** after a given date. This permit contains "New Build" dates of December 19, 2008 (See *Part 5.2*), January 1, 2009 (See *Part 2.2.3.5.3.3*), December 1, 2013 (See *Part 2.2.3.5*), and December 19, 2013 (See *Parts 2.2.2, 2.2.9, 2.2.15.2*)

"Niche Areas" for purposes of *Parts 2.2.23, 4.1.3,* and *4.1.4*, means the areas identified in *MEPC.207(62)* found at 7.3 of that document. Thus areas include "propeller thrusters and propulsion units, sea chests, rudder stocks and hinges, stabilizer fin apertures, rope guards, stern tube seals, and propeller shafts, cathodic protection anodes, anchor chain and chain lockers, free flood spaces inherent to the ship's design, sea chest and thruster tunnel grates, echo sounders and velocity probes, overboard discharge outlets and sea inlets, and areas prone to anti-fouling coating system damage or grounding. . ." [source, modified from MEPC.207(62)]

"**Non-Oily machinery wastewater**" means the combined wastewater from the operation of distilling plants, water chillers, valve packings, water piping, low- and high-pressure air compressors, and propulsion engine jacket coolers. *[Source: 40 C.F.R 1700.4].*

"**Non-toxic**" soaps, cleaners, and detergents means these materials which do not exhibit potentially harmful characteristics as defined by the Consumer Product Safety Commission regulations found at 16 CFR Chapter II, Subchapter C, Part 1500.

"**Noxious Liquid Substance**" ("NLS") has the same meaning given that term by 46 C.F.R. 153.2.

SAMPLE

O

"**Oil**" means oil of any kind or in any form, including but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil. *[Source: 33 C.F.R 154.105].*

"**Oil in quantities that may be harmful**" means any discharge of oil having the effects identified in 40 CFR 110.3, provided that this term does not include those discharges specified in 40 CFR 110.5(a) – (c).

"**Oily mixture**" means a mixture, in any form, with any oil content, including, but not limited to: (1) oily bilge water; (2) slops from oil cargoes (such as cargo tank washings, oily waste, and oily refuse); (3) oil residues; and (4) oily ballast water from cargo or fuel oil tanks. *[Source: 33 C.F.R 151.05].*

"Owner or Operator" and **"Owner/Operator"** mean the owner or operator of any facility or activity subject to regulation under the NPDES program. For purposes of this permit, an "operator" means a party, including a charterer by demise, who:

has operational control over vessel activities, including the ability to modify those activities; or has day-to-day operational control of those activities that are necessary to ensure compliance with the permit or to direct workers to carry out activities required to comply with the permit.

P

"**Pacific Coastwise Trade**" means vessels engaged in coastwise trade along the Pacific Coast of the United States, operating in and between ports in Alaska, California, Oregon, and Washington.

"**Pacific Nearshore Voyages**" means voyages by any vessels engaged in the Pacific Coastwise trade that travel between more than one Captain of the Port Zone, and all other vessels that sail from foreign, Atlantic, or Gulf of Mexico ports, which do not sail further than 200 nm from any shore, and that discharge or will discharge ballast water into the territorial sea or inland waters of Alaska or of the west coast of the continental United States.

"Particulate matter" means any solid or liquid particles found in the air. Some particles are large or dark enough to be seen as soot or smoke, but fine particulate matter is tiny and is generally not visible to the naked eye. Mobile source particulate emissions consist mainly of these very tiny particles, also known as PM2.5, because they are less than 2.5 microns in diameter.

"**Photographic laboratory Drains**" means the laboratory wastewater resulting from processing of photographic film. *[Source: 40 C.F.R 1700.4].*

"**Person**" means an individual, association, partnership, corporation, municipality, State or Federal agency, or an agent or employee thereof. *[Source: 40 C.F.R part 122.2].*

"**Port or place of departure**" means any port or place in which a vessel is anchored or moored. *[Source: 33 C.F.R 151.2025].*

"**Port or place of destination**" means any port or place to which a vessel is bound to anchor or moor. *[Source: 33 C.F.R 151.2025].*

Q

R

"**Recreational vessel**" means a "vessel" being manufactured or operated primarily for pleasure or leased, rented, or chartered to another for the latter's pleasure. *[Source: 46 USC 2101(25)].*

SAMPLE

S

"**Saltwater flushing**" means 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 mixed water, such that the resultant residual water remaining in the tank has as high a salinity as possible, and preferably greater than 30 parts per thousand (ppt).

"Seafood Processing" means the conversion of aquatic animals from a raw to marketable form which involves more than evisceration of fish or other seafood at sea.

"**Seawater Cooling Overboard Discharge**" means the discharge of seawater from a dedicated system that provides noncontact cooling water for other vessel systems. *[Source: 40 C.F.R 1700.4].*

"**Seawater Piping Biofouling Prevention**" means the discharge of seawater containing additives used to prevent the growth and attachment of biofouling organisms in dedicated seawater cooling systems on selected vessels. *[Source: 40 C.F.R 1700.4].*

"**Sewage**" means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes that are discharged from vessels, except that with respect to commercial vessels on the Great Lakes, this term includes galley, bath, and shower water.

"**Sonar Dome Discharge**" means the leaching of antifoulant materials into the surrounding seawater and the release of seawater or freshwater retained within the sonar dome. *[Source: 40 C.F.R 1700.4].*

"**Surface Vessel Bilgewater/Oily Water Separator Effluent**" means the wastewater from a variety of sources that accumulates in the lowest part of the vessel (the bilge), and the effluent produced when the wastewater is processed by an oil water separator. *[Source: 40 C.F.R 1700.4].*

T

"Technical Water" means water that is collected, generated or managed onboard for uses other than potable water.

"Territorial sea" has the meaning assigned by Section 502(8) of the Federal Water Pollution Control Act (33 U.S.C. 1362(8)).

"**Treated Bilgewater**" means bilgewater treated with an oily water separator and having oil concentrations less than 15 ppm and that does not result in a discharge of oil in quantities that may be harmful, pursuant to 40 CFR Part 110.

"**Toxic and hazardous materials**" means, for purposes of the VGP: any substance identified in 40CFR 116.4; any toxic pollutant identified in 40 CFR 401.15; and any hazardous material as defined in 49 CFR 171.8.

U

"**United States**" means the States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the Virgin Islands, and the Trust Territory of the Pacific Islands. *[Source: 33 C.F.R. 151.2025]*

"**Underwater Ship Husbandry Discharges**" means the materials discharged during the inspection, maintenance, cleaning, and repair of hulls performed while the vessel is waterborne. *[Source: 40 C.F.R 1700.4].*

"Untreated Bilgewater" means "Bilgewater" that is not treated or "Bilgewater" with a concentration of oil greater than 15 ppm.

"Untreated Graywater" means graywater that is not treated to the standards found in Part 5.1.2.2 of this permit for large and medium cruise ships and the standards found in part 2.2.15.1(ii) for all other vessels.

SAMPLE

V

"**Vessel**" means every description of watercraft or other artificial contrivance being used as a means of transportation on "waters subject to the VGP."

"Vessels Unable to Voyage More than 1 mile from Shore" or "Vessels Unable to Voyage More than 3 miles from Shore" means vessels operating in waters which do not physically allow them to voyage more than 1 nm or 3 nm (as applicable) from shore (e.g., underway on inland river systems) or vessels which do not possess required certifications from the U.S. Coast Guard to operate more than 1 nm or 3 nm (as applicable) from shore.

"**VGP**" means the EPA Vessel General Permit for discharges incidental to the normal operation of commercial vessels and large recreational vessels.

"**Visible Sheen**" means a "silvery" or "metallic" sheen, gloss, or increased reflectivity; visual color; iridescence, or oil slick on the surface*. [Source: 58 FR 12507].*

"Voyage" means, for the purposes of VGP Part 4.1.1 (including its routine visual inspection provisions), that a voyage begins when the vessel departs a dock or other location at which it has loaded or unloaded (in whole or in part) cargo or passengers, and ends after it has tied-up at another dock or location in order to again conduct either of such activities. For example, for a barge on the Mississippi River, such voyage would begin when it departs a location at which it has cargo loaded onto it and end when cargo is unloaded at another location. For the purposes of the inspection provisions, an inspection can be conducted while the vessel is at the dock.

For vessels such as mobile oil and gas rigs, which are in a mode of transportation only when relocating between drill sites, a voyage for purposes of VGP Part 4.1.1 begins when the rig departs one site and ends when it arrives at the new site to commence operations which are not transportation-oriented, such as drilling.

For vessels such as harbor tugs, which may be in semi-continuous operation for up to a week within the same harbor and do not carry passengers or cargo, for purposes of VGP Part 4.1.1 a voyage begins when the crew or master takes charge of the vessel and ends when that crew or master are replaced by another crew or master, at which point a new voyage would begin due to the arrival of the new crew or master. For example, if crew changes occur every seven days on a harbor tug, the voyage begins with crew arrival, ends on day seven with departure of that crew, and a new voyage begins on day seven with arrival of the new crew.

SAMPLE

W

"***Waters of the United States***" are the waters as defined in 40 CFR 122.2 (extending to the outer reach of the 3 mile territorial sea as defined in Section 502(8) of the CWA).

"***Waters federally protected wholly or in part for conservation purposes***" are the following:

Marine Sanctuaries designated under the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.) and implementing regulations found at 15 CFR Part 922 and 50 CFR Part 404 or Marine national monuments designated under the Antiquities Act of 1906 (see Appendix I for a list of such areas);

A unit of the National Park System, including National Preserves and National Monuments (see Appendix II for a list of such areas);

A unit of the National Wildlife Refuge System, including Wetland Management Districts, Waterfowl Production Areas, National Game Preserves, Wildlife Management Area, and National Fish and Wildlife Refuges (see Appendix III for a list of such areas);

National Wilderness Areas (see Appendix IV for a list of such areas);

Any component designated under the National Wild and Scenic Rivers System (see Appendix V for a list of such areas); and

Any waterbody designated as an Outstanding National Resource Water (ONRW) by a State or Tribe (see Appendix VI for a description of such areas).

National Parks (see Appendix II) and Wildlife Refuges (complete list in Appendix III), and;

The following Marine Sanctuaries under the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.) and National Marine Monuments Designated under the Antiquities Act of 1906:

Channel Islands (California)
Gulf of the Farallones (California)
Hawaiian Islands Humpback Whales (Hawaii)
Florida Keys (Florida)
Stellwagen Bank (Massachusetts)
Monitor (North Carolina)
Flower Garden Banks (Texas)
Cordell Bank (California)
Monterey Bay (California)
Papahanaumokuakea Marine National Monument (Hawaii)
Grays Reef (Florida)
Thunder Bay (Michigan)
Olympic Coast (Washington)
Fagatele Bay (American Samoa) (U.S.)

"**Waters subject to the VGP**" means the "*waters of the United States*".

"**Welldeck Discharges**" means the water that accumulates from seawater flooding of the docking well (welldeck) of a vessel used to transport, load, and unload amphibious vessels, and from maintenance and freshwater washings of the welldeck and equipment and vessels stored in the welldeck. *[Source: 40 C.F.R 1700.4]*

X

Y

Z

SAMPLE

3. SCOPE / COVERAGE UNDER THE VGP

This manual is applicable to discharges incidental to the normal operation of the vessel into the "**Waters of the United States**" as defined in 40 CFR 122.2, which are subject to the VGP. Any waters of the United States in any State, Territory, Indian Country, or the District of Columbia are covered by the VGP, including the territorial seas, defined in Section 502(8) of the CWA, extending to three miles from the baseline. As States or Tribes seek authorization to issue vessel permits, areas covered by the VGP could change.

3.1. Incidental Discharges Subject to the VGP

The following incidental discharges are subject to the VGP. As explained in Section 6, not all of the below type of discharges are applicable to this vessel.

Description / Type of Discharge

1. Deck Washdown and Runoff including Above Water Line Hull Cleaning
2. Bilgewater
3. Ballast Water
4. Anti-fouling Hull Coatings
5. Aqueous Film Forming Foam (AFFF)
6. Boiler / Economizer Blowdown
7. Cathodic Protection
8. Chain Locker Effluent
9. Controllable Pitch Propeller Thruster Hydraulic Fluid and other Oil to Sea Interfaces including Lubrication discharges from Paddle Wheel Propulsion, Stern Tubes, Thruster Bearings, Stabilizers, Rudder Bearings, Azimuth Thrusters, Propulsion Pod Lubrication, and Wire Rope and Mechanical Equipment Subject to Immersion
10. Distillation and Reverse Osmosis Brine
11. Elevator Pit Effluent
12. Firemain Systems
13. Freshwater Layup
14. Gas Turbine Wash Water
15. Graywater – Except that Graywater from commercial vessels operating in the Great Lakes within the meaning of CWA Section 312 is excluded from the requirement to obtain an NPDES permit (see CWA Section 502(6)), and thus is not within the scope of this permit.
16. Motor Gasoline and Compensating Discharge
17. Non-Oily Machinery Wastewater
18. Refrigeration and Air Condensate Discharge
19. Seawater Cooling Overboard Discharge (Including Non-Contact Engine Cooling Water; Hydraulic System Cooling Water, Refrigeration Cooling Water)
20. Seawater Piping Biofouling Prevention
21. Boat Engine Wet Exhaust
22. Sonar Dome Discharge
23. Underwater Ship Husbandry Discharges
24. Welldeck Discharges
25. Graywater Mixed with Sewage from Vessels
26. Exhaust Gas Scrubber Washwater Discharge
27. Fish Hold Effluent

SAMPLE

3.2. Discharges not Subject to the VGP

The following incidental discharges are not subject to the VGP.

3.2.1. Discharges not subject to former NPDES permit exclusion and vessel discharges generated from vessels when they are operated in a capacity other than as a means of transportation

Discharges that are outside the scope of the exclusion from NPDES permitting for discharges incidental to the normal operation of a vessel, as set out in 40 CFR 122.3(a), are ineligible for coverage under the VGP. The VGP does not apply to any vessel when it is operating in a capacity other than as a means of transportation. For any of the discharges identified in the above paragraph 3.1, discharges are not eligible if they contain materials resulting from industrial or manufacturing processes onboard or other materials not derived from the normal operations of a vessel.

In addition, vessels being used as an energy or mining facility, a storage facility, a seafood processing facility, or when secured to the bed of the “waters of the United States” or to a buoy for the purpose of mineral or oil exploration or development are not eligible for coverage under the VGP. Furthermore, “floating” craft that are permanently moored to piers, such as “floating” casinos, hotels, restaurants, bars, etc. are also not covered by the VGP.

3.2.2. Sewage

3.2.3. Used or Spent Oil

3.2.4. Rubbish, Trash, Garbage or Other Materials Discharged Overboard

SAMPLE

3.2.5. Photo Processing Effluent

3.2.6. Effluent from Dry Cleaning Operations

3.2.7. Discharges of Medical Waste and Related Materials

3.2.8. Discharges of Noxious Liquid Substance Residues

SAMPLE

3.2.9. Tetrachloroethylene (Perchloroethylene) and Trichloroethylene (TCE) Degreasers or Other Products Containing Tetrachloroethylene and Trichloroethylene

3.2.10. Discharges Currently or Previously Covered by NPDES Permits

3.3. Permit Compliance

SAMPLE

4. VESSEL PARTICULARS

4.1. Main Particulars

Ship's Name:	**VSLNAME**
Ship's Type:	
Flag:	
Port of Registry:	
Call Sign:	
IMO Number:	9999999
Official Number:	
Classification:	
Gross Tonnage:	
Net Tonnage:	
Built by:	
Year Built:	
Length O.A.:	
Length B.P.:	
Breadth (mld.):	
Depth (mld.):	
Summer Load Draught (extr.):	
Owner:	
Manager / Operator:	
Company Identification Number:	
Address:	
Telephone:	
Fax:	

SAMPLE

5. GENERAL EFFLUENT REQUIREMENTS / EFFLUENT LIMITATIONS

SAMPLE

5.1. Material Storage

5.2. Toxic and Hazardous Materials

SAMPLE

5.3. Fuel Spills / Overflows

SAMPLE

5.4. Discharges of Oil Including Oily Mixtures

SAMPLE

5.5. Compliance with other Statutes and Regulations

The vessel complies with all applicable United States rules and regulations for foreign vessels. It should be noted that the vessel carries a "Certificate of Compliance" issued by the USCG certifying that the vessel has been examined and found to be in compliance with all applicable United States and International marine safety and environmental protection standards.

Any discharge from the vessel must comply with the following requirements, as applicable.

- **MARPOL 73/78, APPS, and Implementing Regulations.** The International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) is primarily implemented in the U.S. by the Act to Prevent Pollution from Ships (APPS), 33 U.S.C.1901 et seq. The USCG is the lead agency for APPS implementation and has issued implementing regulations primarily found at 33 CFR Part 151. APPS regulate the discharge of oil and oily mixtures, noxious liquid substances, and garbage, including food wastes and plastic.
- **Oil Pollution Control Act (33 U.S.C. 2701 et seq.)** The Oil Pollution Act of 1990 and the associated USCG regulations at 33 CFR Parts 155 and 157.
- **Clean Water Act Section 311 (33 U.S.C. 1321).** CWA Section 311, Oil and Hazardous Substances Liability Act, states that it is the US' policy that there should be no discharges of oil or hazardous substances into waters of the United States, adjoining shorelines, and certain specified areas, except where permitted under Federal regulations (e.g., the NPDES program). As such, the Act prohibits the discharge of oil or hazardous substances into these areas in such quantities as may be harmful. EPA has defined oil quantities that "may be harmful" as those that violate applicable water quality standards or "cause a film or sheen upon or discoloration of the surface of the water or adjoining shorelines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoin shorelines." 40 CFR 110.3. Sheen is clarified to mean an iridescent appearance on the surface of the water.
- **The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)** (7 U.S.C. 136 et seq.). FIFRA regulates the distribution, sale, and use of pesticides. One of the primary components of FIFRA requires the registration and labeling of all pesticides sold or distributed in the United States ensuring that if pesticides are used in accordance with the specifications on the label, they will not cause adverse effects on humans or the environment. It is a requirement of the VGP that any registered pesticide must be used in accordance with its FIFRA label. This is included as a binding permit requirement because FIFRA label requirements are established after research, approved by the EPA Office of Prevention, Pesticides and Toxic Substances, and ensure that the pesticide, when used according to the label, can be used so that it will not cause unreasonable adverse effects on humans or the environment. <u>It should be noted that these regulations are applicable to "pesticides" produced for sale and distribution in the United States.</u>
- **National Marine Sanctuaries Act** (16 U.S.C. Section 1431 et seq. and implementing regulations found at 15 CFR Part 922 and 50 CFR Part 404 (NMSA)). If the vessel sails in and around National Marine Sanctuaries (designated to protect marine resources with conservation, education, historical, scientific, and other special qualities) additional restrictions and requirements may be imposed.

SAMPLE

5.6. Water Quality-Based Effluent Limitations (WQELS)

5.6.1. Dischargers to Water Quality Impaired Waters

SAMPLE

6. SPECIFIC EFFLUENT REQUIREMENTS

6.1. Deck Washdown and Runoff and Above Water Line Hull Cleaning

With the view to minimizing discharges from deck runoff, thus reducing any potential impact, the following BMPs should be implemented onboard:

6.1.1. Scuppers Plugging

6.1.2. Oil Spill Containment

6.1.3. Deck Oil Spill Clean-Up

SAMPLE

6.1.4. Deck Area Cleanliness / Maintenance

SAMPLE

6.2. Bilgewater

6.2.1. Discharge Requirements / Restrictions

SAMPLE

6.2.2. Bilgewater Monitoring

6.2.3. Monitoring / Sampling Record

For those vessels for which monitoring must be conducted, analytical and corresponding OCM monitoring data must be submitted at least once per calendar year no later than February 28 of the year after the data are collected.

SAMPLE

6.3. Discharges of Ballast Water

6.3.1. General

6.3.2. Training

The master, operator, person-in-charge, and crew members who actively take part in the management of ballast water must be trained on the application of ballast water and sediment management and treatment procedures. All above mentioned persons must be trained promptly upon installation of treatment technology and in the event of a significant change in ballast water treatment practices or technology.

Crew must be able to effectively implement all appropriate requirements laid out in a vessel's Ballast Water Management Plan.

6.3.3. Ballast Water Management Plan

6.3.4. Mandatory Ballast Water Management Practices

SAMPLE

6.3.5. Ballast Water Numeric Discharge Limitations

SAMPLE

6.3.6. Mandatory Ballast Water Management Practices for “Lakers”

SAMPLE

6.3.7. On-shore Treatment of Ballast Water

6.3.8. Ballast Water Management using a Ballast Water Treatment System

6.3.9. Requirements for Ocean Going Voyages While Carrying Ballast Water

SAMPLE

6.3.10. Vessels Carrying Ballast Water Engaged in Pacific Nearshore Voyages

SAMPLE

6.3.11. Vessels with any Ballast Water Tanks that are Empty or have Unpumpable Residual Water

6.3.12. Vessels Engaged in Pacific Nearshore Voyages with Unpumpable Ballast Water and Residual Sediment (including NOBOBs)

SAMPLE

6.3.13. Vessels Entering the Great Lakes

SAMPLE

6.3.14. Discharge Prohibitions

6.3.15. Exemptions

6.3.16. Records

SAMPLE

SAMPLE

SAMPLE

6.3.17. Ballast Water Monitoring

6.3.17.1. Functionality Monitoring

6.3.17.2. Ballast Water monitoring equipment calibration

SAMPLE

6.3.17.3. Effluent Biological Organism Monitoring

SAMPLE

6.4. Anti-Fouling Hull Coatings

6.4.1. Compliance with the AFS Convention

6.4.2. Selection of an Antifouling System

6.4.3. US Waters Impaired by Copper

6.4.4. Inspection / Maintenance of Antifouling Coatings

SAMPLE

6.5. Aqueous Film Forming Foam (AFFF)

SAMPLE

6.6. Boiler / Economizer Blowdown

6.7. Cathodic Protection

SAMPLE

6.7.1. ICCP

6.7.2. Sacrificial Anodes

6.8. Chain Locker Effluent

6.8.1. Anchor Chain Rinsing

6.8.2. Chain Locker Sump Pump Out

6.8.3. Chain Locker Sump Inspection

SAMPLE

6.9. Controllable Pitch Propeller Thruster Hydraulic Fluid and Other Oil to Sea Interfaces Including Lubrication Discharges from Paddle Wheel Propulsion, Stern Tubes, Thruster Bearings, Stabilizers, Rudder Bearings, Azimuth Thrusters, Propulsion Pod Lubrication, and Wire Rope and Mechanical Equipment Subject to Immersion

The protective seals on controllable pitch propellers, azimuth thrusters, propulsion pods, rudder bearings, or any other oil-to-sea interfaces must be maintained in good operating order to minimize the leaking of hydraulic oil or other oils.

Unless in case of emergency, maintenance activities on oil-to-sea interfaces is being conducted when the vessel is in dry-dock, where oil cannot be released to the environment.

Moreover, before being placed in order and after applying lubrication to wire rope and mechanical equipment subject to immersion, wire ropes and other equipment are being thoroughly wiped-down to remove excess lubricant.

6.9.1. Rudder Bearing Lubrication Discharge

6.9.2. Stern Tube Oily Discharge

SAMPLE

6.9.3. Environmentally Acceptable Lubricants

6.9.4. Recordkeeping

SAMPLE

6.10. Distillation And Reverse Osmosis Brine

6.11. Elevator Pit Effluent

6.12. Firemain Systems

6.13. Freshwater Layup

6.14. Gas Turbine Wash Water

SAMPLE

6.15. Graywater

SAMPLE

SAMPLE

6.15.1. Graywater Monitoring

SAMPLE

6.15.2. Graywater Recordkeeping

6.16. Motor Gasoline and Compensating Discharge

6.17. Non-Oily Machinery Wastewater

6.18. Refrigeration and Air Condensate Discharge

6.19. Seawater Cooling Overboard Discharge (Including Non-Contact Engine Cooling Water; Hydraulic System Cooling Water, Refrigeration Cooling Water)

SAMPLE

6.20. Seawater Piping Biofouling Prevention

6.21. Boat Engine Wet Exhaust

6.22. Sonar Dome Discharge

6.23. Underwater Ship Husbandry Discharges

SAMPLE

SAMPLE

6.24. Welldeck Discharges

6.25. Graywater Mixed with Sewage from Vessels

6.26. Exhaust Gas Scrubber Washwater Discharge

6.26.1. Exhaust Gas Scrubber Washwater Discharge Standards

6.26.1.1 pH

6.26.1.2 PAHs (Polycyclic Aromatic Hydrocarbons)

SAMPLE

Flow Rate (t/MWh)	Discharge Concentration Limit (µg / L PAHphe equivalents)	Measurement Technology

6.26.1.3 Turbidity

6.26.1.4 Nitrates and Nitrites

Flow Rate (t/MWh)	Discharge Concentration Limit (mg/L nitrate + nitrite)

SAMPLE

6.26.2. Inert Gas Generators / Scrubbers

6.26.3. Deck Seal Effluent

6.26.4. Continuous Monitoring

SAMPLE

6.26.5. Analytical Monitoring

6.26.6. Monitoring Reporting

6.27. Fish Hold Effluent

SAMPLE

7. INSPECTION REQUIREMENTS

7.1. General

SAMPLE

7.2. Routine Visual Inspections

SAMPLE

7.3. Comprehensive Annual Vessel Inspections

SAMPLE

7.4. Dry-Dock Inspection Reports

SAMPLE

7.5. Supplemental Inspection Requirements for Oil Tankers

SAMPLE

8. EDUCATIONAL AND TRAINING REQUIREMENTS

8.1. General

8.2. Training on VGP Requirements

8.2.1. Basic VGP Training

SAMPLE

8.2.2. Advanced VGP Training

8.3. Training In Oil Transfer Operations

8.4. Discipline

SAMPLE

9. CORRECTIVE ACTIONS

9.1. General

Corrective Actions should be logged, analyzed, and closed out using the Company's SMS system.

This corrective action Section in no way impairs EPA's or an authorized representative acting on EPA's behalf ability to require remedies to bring vessel owner / operators into compliance. EPA may take enforcement action to require any remedy necessary to achieve compliance as quickly as possible, including more stringent time tables than those listed in this Section.

9.2. Identification Of Problems Triggering the Need for Corrective Action

SAMPLE

9.3. Documenting A Non-Compliance

9.4. Corrective Action Assessment

SAMPLE

9.5. Deadlines For Eliminating Problem

In case of a non-compliance, rectification of the problem can be accomplished immediately. These rectification actions include, but are not limited to housekeeping, reporting, recordkeeping, inspections, and certain operation and maintenance requirements.

However, it might be the case that compliance with some VGP requirements may require additional time for the vessel to reasonably correct the problem. In these cases, the following deadlines apply for eliminating the problem identified in Section 9.1 depending on the type of corrective action that must be taken.

SAMPLE

9.6. Effect Of Corrective Action

SAMPLE

10. REPORTING

10.1. Reportable Quantities of Hazardous Substances or Oil

10.2. Reporting Of Spills and Other Unauthorized Discharges

10.3. Annual Report

SAMPLE

SAMPLE

11. SYNOPSIS

The following table presents the types of discharge, applicable to subject vessel, and the best management practices for each type of discharge.

Ref.	Type of discharge			
6.1	Deck washdown & run off	•		•

SAMPLE

Ref.	Type of discharge			
	Deck washdown & run off			

SAMPLE

Ref.	Type of discharge			
6.2	Bilge Water	•		•

SAMPLE

Ref.	Type of discharge			

SAMPLE

Ref.	Type of discharge			

SAMPLE

Ref.	Type of discharge			
6.3	Ballast water			•

SAMPLE

Ref.	Type of discharge			
	Ballast water			

SAMPLE

Ref.	Type of discharge			
6.3	Ballast Water Management using a Ballast Water Treatment System (BWTS)			
6.4	Antifouling Hull Coating	•		•

SAMPLE

Ref.	Type of discharge			
	Antifouling Hull Coating			
6.5	Aqueous Film Foaming Foams	•		•

SAMPLE

Ref.	Type of discharge			
	Aqueous Film Foaming Foams			
6.6	Boiler/ Economizer Blowdown			

SAMPLE

Ref.	Type of discharge			
6.7	Cathodic protection			

SAMPLE

Ref.	Type of discharge			
6.8	Chain locker effluent			•
6.9	Oil-water interfaces including Control-lable Pitch Propellers, Stern Tubes, etc.			•

SAMPLE

Ref.	Type of discharge			
6.10	Distillation & Reverse Osmosis Brine			•
6.11	Elevator pit effluent			
6.12	Fire main Systems			

SAMPLE

Ref.	Type of discharge			
6.13	Freshwater Layup			
6.14	Gas Turbine Wash Water			

SAMPLE

Ref.	Type of discharge			
6.15	Gray water			

SAMPLE

Ref.	Type of discharge			
6.16	Motor Gasoline & Compen-sating Discharge			

SAMPLE

Ref.	Type of discharge			
6.17	Non-Oily Machinery Wastewater			
6.18	Refrigeration and Air Condensate Discharge	•		
6.19	Seawater Cooling Overboard Discharge			•

SAMPLE

Ref.	Type of discharge			
6.20	Seawater Piping Biofouling Prevention			

SAMPLE

Ref.	Type of discharge			
6.21	Boat Wet Engine Exhaust			•
6.22	Sonar dome discharge			•

SAMPLE

Ref.	Type of discharge			
6.23	Underwater Husbandry Discharges			

SAMPLE

Ref.	Type of discharge			

SAMPLE

Ref.	Type of discharge			
6.24	Well deck Discharges			
6.25	Graywater mixed with sewage from vessels			
6.26	Exhaust Gas Scrubber Wash water Discharge			•

SAMPLE

Ref.	Type of discharge			
6.26.2	Inert Gas System			
6.26.3	Inert Gas Deck Seal Wash Water			
6.27	Fish Hold Effluent			

SAMPLE

Ref.	Type of discharge			

SAMPLE

12. RECORD KEEPING

The below mentioned records must be properly completed and kept onboard as per the VGP requirements. Such records may be kept as per the existing record keeping system of the vessel, while other records may be additional. A description of records to be kept and information to be recorded is provided here below:

	RECORDKEEPING REQUIREMENT	DOCUMENT
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
	i.	
	ii.	
	iii.	
	iv.	
	v.	
	vi.	

SAMPLE

	vii.	
	viii.	
10.		
11.		
12.		
13.		
14.		
15.	A.	

SAMPLE

16.		
17.		

SAMPLE

13. RELEVANT RECORDS / FORMS

Form **VGP-01**	"Weekly / Voyage Inspections"
Form **VGP-02**	"Annual Inspections"
Form **VGP-03**	"Dry-dock Maintenance / Inspections"
Form **VGP-04**	"VGP Inspection Log"
Form **VGP-NCR**	"Corrective Action Assessment Record"
Form **VGP-NCR RGS**	"Non-Conformity register"

SAMPLE

FORM VGP-01 WEEKLY / VOYAGE INSPECTIONS PAGE 1 OF 6

VESSEL _____ **Month/Year:** _____

SAMPLE

FORM VGP-01 WEEKLY / VOYAGE INSPECTIONS PAGE 2 OF 6

SAMPLE

SAMPLE

SAMPLE

FORM VGP-01 WEEKLY / VOYAGE INSPECTIONS PAGE 5 OF 6

SAMPLE

SAMPLE

FORM VGP-02 ANNUAL INSPECTIONS PAGE 1 OF 4

SAMPLE

SAMPLE

SAMPLE

SAMPLE

FORM VGP-03 DRY-DOCKING MAINTENANCE / INSPECTIONS PAGE 1 OF 1

SAMPLE

FORM VGP-04 VGP INSPECTION LOG PAGE 1 OF 1

SAMPLE

FORM VGP-NCR CORRECTIVE ACTION ASSESSMENT RECORD PAGE 1 OF 2

SAMPLE

FORM VGP-NCR CORRECTIVE ACTION ASSESSMENT RECORD PAGE 1 OF 2

SAMPLE

FORM VGP-NCR RGS NON-CONFORMITY REGISTER PAGE 1 OF 1

SAMPLE

APPENDIX I – LIST OF MARINE SANCTUARIES

SAMPLE

APPENDIX II – LIST OF UNITS OF THE NATIONAL PARK SYSTEM

SAMPLE

SAMPLE

SAMPLE

SAMPLE

SAMPLE

APPENDIX III – LIST OF UNITS OF THE NATIONAL WILDLIFE REFUGE SYSTEM

National Wildlife Refuges (including, but not limited to Wetlands Management Districts, Waterfowl Production Areas, National Game Preserves, Wildlife Management Areas, and National Fish and Wildlife Refuges).

As of 9/30/06, there were 547 national wildlife refuges in all 50 states. Neches River NWR in Texas and the Rocky Mountain Front Conservation Area in Montana were the 546th and 547th national wildlife refuges. There were 37 Wetland Management Districts in the Prairie Pothole region of the northern Great Plains. The acreage for the NWRS as of 9/30/06 was 96,369,969.43 acres. The system encompasses 547 national wildlife refuges, 37 Wetland Management Districts (which include Waterfowl Production Areas in 204 counties), and 50 Coordination Areas which are managed by the states.

Refuges that have boundaries in multiple states are listed only in the state where the main visitor entrance is located. Maps of each area can be found by accessing the National Fish and Wildlife Services website at: http://www.fws.gov/refuges/refugeLocatorMaps/index.html

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APPENDIX IV – LIST OF NATIONAL WILDERNESS AREAS

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APPENDIX V – LIST OF UNITS OF THE NATIONAL WILD & SCENIC RIVERS SYSTEM

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APPENDIX VI – OUTSTANDING NATIONAL RESOURCE WATER

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APPENDIX VII – SPECIFIC REQUIREMENTS FOR INDIVIDUAL STATES OR INDIAN COUNTRY LANDS

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Table 1: *Water bodies expected to receive discharges from vessels, current support status*

Region	Water Body	HUC	Support	Pollutants of Concern

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Regional Office	Contact Name	Phone Number	Email

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APPENDIX VIII – LIST OF STATE WATERS THAT ARE COPPER IMPAIRED

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APPENDIX IX – LIST OF STATE WATERS THAT ARE NUTRIENT IMPAIRED

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APPENDIX X – EPA REGIONAL CONTACTS

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APPENDIX XI – EPA'S LIST OF BANNED OR SEVERELY RESTRICTED PESTICIDES

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