

Sondra Gordon

From: Charles Godbout <chas.godbout@gmail.com>
Sent: Friday, October 27, 2017 4:05 PM
To: Sondra Gordon
Subject: For the record - House Commerce and Trade Committee Meeting 10-31-2017

I am writing in opposition to HB 5095 and ask that the members of the committee vote NO when this bill comes up for a vote. The substitution of the Coast Guard standards for the current Michigan DEQ standards would be a mistake and would lessen the needed protections against invasive species being introduced within the Great Lakes system. Bodies of water that contain 20% of the planets fresh water resources. We cannot allow additional Invasive species like those that that have already reeked havoc with some Great Lakes fish populations and the commercial fishing industry to be introduced into our Great Lakes waters.

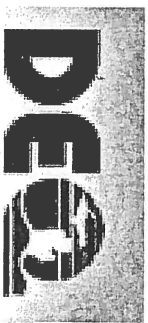
I strongly urge the committee to protect the Great Lakes watershed and vote no on HB 5095.

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Summary of Ballast water regulation



(Canada has signed onto this convention)



Requirements	Timeline
<p>Technologically achievable, numeric concentration based standards for multiple sizes/types of organisms</p>	<p>In effect Enters force 12 months after ratification by 30 States, representing 35% of the world merchant shipping tonnage. Convention entered into force 9/8/17. "Experience building phase"</p>
<p>Technologically achievable, numeric concentration based standards for multiple sizes/types of organisms</p>	<p>Existing vessels: First dry docking after 1/1/2014 for vessels with 1500-5000m³ capacity First dry docking after 1/1/2016 vessels <1500m³ or >5000m³ New vessels: Upon delivery USCG Extensions</p>
<p>Treatments methods, certify no discharge, or request use of an alternative treatment USCG Type approved systems</p>	<p>Effective 1/1/2007</p>



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October 27, 2017

TESTIMONY of

Edward J. Kuss
Eastern Territory Grand Lodge Representative
Chairman IAMAW Seaway Task Force Coalition
International Association of Machinists and Aerospace Workers

**Before the House Committee on Commerce and Trade
Lansing, Michigan October 31, 2017**

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The International Association of Machinists and Aerospace Workers (IAM) represents the employees working for Nicholson Terminal & Dock company at the Port of Detroit. We are offering this written testimony in support of HB 5095, sponsored by Representative Dan Lauwers.

The legislation would modify Michigan environmental laws to ensure that state requirements for vessel discharges are harmonized with federal regulations maintained by the United States Coast Guard. Michigan's regulations hinder exports, therefore limiting opportunity for our members to participate in this economic activity.

Michigan's ballast water regulations have effectively closed the state's ports to export activity. Michigan export cargo is regularly shipped through ports in neighboring states of Ohio and Indiana.

Michigan's current environmental laws have required ballast water discharges from ocean-going vessels to be permitted by the Michigan Department of Environmental Quality (MDEQ) in an effort to control the introduction of aquatic nuisance species. To obtain a permit, vessel operators must demonstrate that ballast water is treated by one of four state-approved technologies. This approach to ballast water regulation is fundamentally different than international requirements, federal requirements and the requirements of neighboring states –all of whom require that a specific water quality standard be achieved. Michigan is the only Great Lakes State with a unique approach that has effectively eliminated export cargo from its ports.

This issue is about Michigan jobs. The IAM supports HB 5095.

Regards

Edward J. Kuss