

## Marine Engineer with Ballast Water Treatment Systems Expert



**Vancouver, Mar 2, 2019 ([Issuewire.com](http://www.Issuewire.com))** - In the world threatened by the introduction of invasive aquatic life through ships moving around the globe, Mr. Sunil Sarangi holding a degree in Ocean Engineering having his expertise in Ballast Water treatment is very effective in providing us the right solutions. Sunil Sarangi is carrying vast experience in the field of Ballast water treatment that extends

over a decade. Mr. Sunil has been working in the field since 2005, while throughout the length of his work he had the pleasure of working with [Ecochlor](#) and [Nei-marine](#). While following the international standards for proper use of Ballast Water technology Mr. Sunil is carried profound knowledge of his field and has proven times and times over to be a great asset in making the environment safer and protected from invasive aquatic life.

Through his extensive education work experience, Mr. Sunil as a project manager has been successful in delivering the world's first cargo inerting and Ballast water treatment system. Educationally Mr. Sunil is holding degrees of BS Marine Engineering, MS ocean Engineering and an MBA (Project Management) as well. Mr. Sunil through his work experience has shown the capacity of effectively handling the full project cycle, sales, manufacturing and project management in both the companies he has previously worked with as he delivered project worth \$40 million dollars.

With the increasing worldwide emphasis upon the preservation of the aquatic environment, Mr. Sunil through his expertise and broad work experience that followed the global standards proves to be very useful in dealing with the issue at hand. Being the pioneer in development of ballast water treatment technology he stands out of the crowd due to his extensive work experience that is filled with historical events of continuous engineering successes, Sunil has worked as senior project manager during which he has been very successful in handling the production, sales and effective delivery of the treatment systems.

With the steady increase in the size and number of ships taking part in international shipping. These ships carry tons and tons of water stored in their ballast, as they need it to maintain buoyancy and stability. The water in ballast is taken in and out as the ships are unloaded and loaded respectively when docked. The water can contain millions of aquatic organisms in it. When the untreated water gets released in the environment it can often result in the introduction of the foreign invasive organism in local aquatic biosphere which may result in algal blooms, severe infrastructure damage, and algal blooms. Historically seen the zebra mussel was introduced through ballast water in Windsor, Canada by the ships arriving from Black sea. To prevent any mishap like that Canada and America have invested millions of dollars into this field. Sunil Sarangi carries expertise in mitigating this problem as he has successfully developed and deployed ballast treatment systems while working with NEI and Ecochlor. While the litigation binding the use of ballast water treatment globally is under development by IMO (International Maritime Organization). It is soon to be expected that every transport ship would be bound to have Ballast Water treatment installed to continue operation. Sunil Sarangi is committed to making oceans safe and ecologically protected in the attempt of which as a marine engineer having expertise in ballast water treatment, he proves to be a very valuable asset to the world.

Ballast water treatment not only helps in making the aquatic life safer, but it also helps to mitigate the problem of corrosion in the ballast chamber which is very susceptible to corrosion due to very humid environment and presence of oxygen in the chamber resulting in the formation of iron oxide (rust) in the ballast chamber. Ballast equipment costs are repaid in the form of life extension of the ballast chamber.

Methods have been developed over the period to treat Ballast water, using inert oxygen to decrease oxygen levels in the chamber which kills all forms of biotic life in the chamber, also protecting the environment and walls of the chamber from rust formation. This method is not the only risk-free but also extensively profitable with regards to protecting the integrity ballast chamber for longer periods of time reducing the maintenance cost as well as increasing the life span of the ship.

Mr. Sunil having the work experience with **Nei-marine** as a senior project manager has proven to be capable to build such elaborate and effective systems that can help a lot in maintenance and

preservation of the aquatic environment.

**Ecochlor** addresses the issue of marine water contamination through a different methodology, their developed equipment involves the use of CLO<sub>2</sub> as a decontamination agent to eradicate all forms of aquatic life in the chamber. The method involves a perfect balance between affordability and certified effectiveness. As Mr. Sunil carries work experience with Echochlor, he can prove to be a valuable asset in addressing the issue with this approach as well.

Being the pioneer in the development and delivery of Ballast water treatment technology, Mr. Sunil's services to the global community and specifically to the marine engineer's community carry great importance. He has proven to be the inevitable person in dealing with the rising issue of water contamination through invasive organisms. Eradication of invasive organisms is crucially important as it carries the risk of disturbing the local ecosystem of local aquatic life.

The release of invasive aquatic species via ballast water has emerged as one of the most serious problems in preservationist of the marine environment. Ballast water (BW) carried by ships for stability and structural integrity. 80% of the world's trade occurs via ships, while the ballast water used in the process amounts up to 5 billion tons. Ballast water is rich in multiple aquatic organisms which involves various forms of phytoplankton and zooplankton etc. Most of the species do not survive the extensive voyage and majority of the surviving ones get eliminated upon introduction into the new, unfamiliar environment while some carry the potential to od thriving in the new environment and become pests in the region which pose various Ecological, economic and human health impacts. It's estimated that roughly 3000 aquatic species are transported by ships each day. While multiple events of the introduction of invasive aquatic life have raised the concern for the maintenance of the marine environment, leading to legislation on it. As shipping is amongst the most internationalized industries there emerged a need to introduce a standardized system as of IMO. The convention took place on 13th February 2004. The convention will be adopted after twelve months when ratified by 30 states which represent a total of 35% global shipping tonnage.

In the emerging industry of ballast water treatment, expertise and experience are crucially necessary to meet the stringent industrial demands. Sunil Sarangi carries all the aforementioned qualities and can deliver the needs up to the mark. He has proven his worth clearly depicted through his elaborate work experience and is crucially important for future developments of ballast water treatment technologies across the world as the need and awareness about the imminent need of this technology is realized around the globe.





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Source : Sunil Sarangi

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