

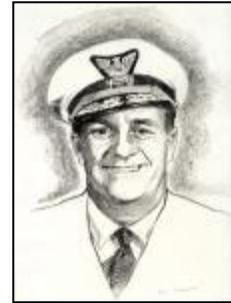


Environmental Times

A newsletter for Coast Guard environmental management and compliance

The Rear Admiral William M. Benkert Marine Environmental Award for Excellence

The U.S. Coast Guard is soliciting for applications for the biennial Rear Admiral William M. Benkert, Marine Environmental Protection Award for Excellence. The program recognizes corporations and businesses involved in marine facility or vessel operations that have demonstrated sustained excellence and outstanding achievement in protecting the marine environment. It also encourages innovations in operations, maintenance, cargo handling, refueling, training, and provides a means for award recipients to share their successful methods and techniques with others in industry.



Applications will be accepted from December 1, 2005 to March 31, 2006. Information on the application process is available on the award website at [www.uscg.mil/hq/g-m/mor/mor-1/benkert award/overview.htm](http://www.uscg.mil/hq/g-m/mor/mor-1/benkert_award/overview.htm) to receive information on the application process. If you have any questions, comments, or concerns, please contact the program coordinator LT Alexis Tune at (202) 267-0426 or via e-mail: Atune@comdt.uscg.mil.

The 2004 Benkert Award presentations were held during the American Petroleum Institute (API) Tanker Conference in San Diego, CA on June 28, 2004. We are pleased to announce the 2006 award presentations will once again be presented during the API Tanker Conference at the Rancho Bernardo Inn in San Diego, CA from June 27-29, 2006.

The Era of Green

Submitted by Ashley Welter, CG-443 Intern

According to the Department of Energy, buildings consume 39% of the energy used in the U.S., more than cars or manufacturing plants. Our country is increasingly using more of our resources that are being depleted as an outcome. Air pollution is a problem in more cities, not to mention indoor air pollution. Fortunately, as we move into a new era of "green", people are making a difference by building more eco-friendly products and ideas.

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Executive Order 13123 ("Greening the Government through Efficient Energy Management"), which was signed in June 1999 by President Clinton, encouraged all federal agencies to expand the use of Green Power by developing renewable energy projects, and supporting the development of renewable projects by other federal land and purchasing electricity from renewable energy sources. Green Power is electric power derived from renewable resources such as wind, sun, and biomass (including burning of wood waste, plant materials, and landfill gas).

The U.S. Green Building Council (USGBC) was founded in 1993 to make the buildings that we construct, more environmentally friendly and healthy. The USGBC began an accreditation program called Leadership in Energy and Environmental Design, or LEED, where to meet certain levels (i.e., Certified, Gold, Silver, or Platinum) you had to get a certain amount of credit. LEED provides a complete framework for assessing building performance and meeting sustainability goals. Points are gained by meeting or exceeding each credit's technical requirements.

LEED looks at sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and innovation and design of both new constructions and renovated buildings. To make a site sustainable, certain things need to be done, for example, control erosion to reduce negative impacts on water and air quality, brownfield redevelopment, and reduce pollution and land development impacts from automobile use.

One of the most well known devices for saving energy are photovoltaic cells, which directly convert sunlight into electricity. Wind turbines and solar panels also use natural sunlight and convert it into energy that can be used within the building. Using daylighting optimizes natural sunlight entry into a building to minimize the need for artificial lighting. Energy-efficient lighting is the use of artificial light to receive the optimal level of light for the lowest energy investment. The extra cost of building green is only an extra \$7 per square feet.

The overall use of recycling can help keep buildings more efficient, while keeping their surrounds clean. By purchasing items with recycled content, you encourage manufacturers to use your recycled materials in their processes. Many items can be made from recyclable material including fleeces, hats and T-shirts, refuse sacks, window frames, newspapers, toilet paper, notepads, and cards among many others.

Benefits achieved from recycling include conserving resources for our children's future, preventing emission of many greenhouse gases and water pollutants, saving energy, supplying valuable raw materials to industry, creating jobs, stimulating the development of greener technologies, reducing the need for new landfills and incinerators. By calling your local Office of Recycling, you can start a recycling program where you work (e.g., the [Office of Recycling in Washington D.C.](#)).

For more information on this topic, please see the article titled “Do the Right Thing, Build Green” on page 23 of the *U.S. Coast Guard Engineering, Electronics & Logistics Quarterly* (Fall 2005).

Update: 2006 White House Closing the Circle (CTC) Awards

The Green Purchasing category of the 2006 White House Closing the Circle (CTC) awards will be focused on biobased product purchasing. The goal is to reward trailblazers and leaders in biobased purchasing. While the criteria have not been officially set, the nominees must demonstrate how they started to purchase biobased products through pilot projects, product testing, education and outreach to facility staff, development of solicitation or contract language, and more. It will focus on non-fuel biobased product purchasing as we will still have the fleet category (e.g., petroleum reduction, alternative fuel vehicles, alternative fuels). This category will not require that an agency have an affirmative procurement plan for biobased – or added biobased to a green purchasing plan – but there will be a preference for agencies or facilities that have plans. Facilities that have won CTC awards in the past for their biobased efforts will not be eligible for this year’s awards. The other categories will remain the same as last year.

CEU Miami Charter Team—2010 Ozone Depleting Substance (ODS) Compliance

Charter Mandate: In order to meet the 31 December 2010 deadline to eliminate the purchase and use of Class I ozone-depleting substances (ODS), CEU Miami will develop a phased method to plan, budget and execute the necessary projects to be in full compliance for all Coast Guard owned facilities throughout the District 7 and 8 AORs.

[Executive Order 13148](#), “Greening the Government Through Leadership in Environmental Management”, provides guidelines for phasing out the procurement of Class I ODS.

Charter Team Membership: Five branches of CEU Miami are represented on the ODS Team, which is chaired by Mr. Jon Mann.

Expected Outcome: The Charter Team will develop elements in a plan that will be published on a CG Central Microsite. These elements (or phases) will include a validation, education, training, budget, execution, and maintenance / repair.

Timeline: The Charter Team will have a draft final Plan submitted NLT 31 December 2005.



EPA Publication on Federal Environmental Requirements for the Construction Industry

Managing Your Environmental Responsibilities: A Planning Guide for Construction and Development (Office of Compliance, April 2005, EPA/305-B-04-003) is a useful and comprehensive document for anyone dealing with shore design and construction in the Coast Guard. This EPA publication is a one-stop overview of federal environmental requirements for the construction industry, and may be helpful at the pre-bid, pre-construction, and construction stages. General coverage is provided for stormwater events, dredge and fill requirements, oil spills on the job, solid and hazardous materials and waste, air quality and asbestos, and endangered species effects, in addition to others. It does not supplant applicable federal or state regulations, but clarifies who are responsible parties, and paperwork requirements including essential permits.

Canon Unveils Recycling Program for Consumers

Reprinted from *Environmental News Network*

Imaging and copy giant Canon has announced a recycling program for its products. The recycling of used and obsolete electronic products is becoming an issue throughout the consumer and office electronics products industry.

To recycle eligible Canon products, consumers can log on to estore.usa.canon.com/recycle/recycle.asp and for a nominal fee, order a UPS shipping label by clicking the "Recycle Now" button. The shipping label will be sent via email. If the printer being used does not print labels, customers can call (800) 385-2155 to order over the phone and receive a shipping label by mail.

Consumers will need to provide the Canon model name and product serial number to place the order. Once the product is packed and ready for shipment, take the box to a UPS-designated drop-off facility anywhere in the U.S.

For a list of eligible consumer recycling programs, log on to estore.usa.canon.com/recycle/recycle.asp. For a list of frequently asked questions or for further questions regarding the program, contact Canon by email at recyclesupport@cits.canon.com or by phone at (800) 385-2155.

Clarification on New Rule Adding "Mercury-Containing Equipment" to the List of Universal Wastes

On August 5, the EPA published a final rule that expands the scope of the universal waste regulations to include mercury containing equipment. Previously, only mercury containing thermostats (as well as lamps, batteries, and pesticides) were considered to be universal waste under the federal regulations. This new rulemaking includes all mercury containing equipment as universal waste, including such items as thermostats, manometers, barometers, and mercury containing switches. This final rule goes into effect immediately, so unless your state does not adopt these rules, you can start taking advantage of the new rules now. One of the advantages of the universal waste rules is that you can accumulate for up to one year, rather than the 90-180 day time constraints for fully regulated hazardous waste. Keep in mind that your containers must be structurally sound, kept closed, and marked: "Universal Waste-Mercury Containing Equipment," "Waste Mercury-Containing Equipment," or "Used Mercury-Containing Equipment."

Because this is a federal rulemaking that is less stringent than existing regulations, it does not go into effect in states with authorized RCRA programs until those states adopt this new rule. Moreover, many states have added other wastes to their universal waste programs, such as paint, aerosol cans, consumer electronic devices, antifreeze, etc. Check with your state program before implementing any changes based on this new regulation.

Frequently Asked Questions:

They did not mention thermometers; is there a reason?

It is unknown as to why they did not mention thermometers in the examples of mercury-containing equipment. Since mercury is integral to the function of mercury-containing thermometer, it would seem that thermometers are considered "mercury-containing equipment." According to the preamble for the rule,

there is a more detailed list of equipment in the background document. To get to the e-docket, go to www.epa.gov/edocket and look for Docket ID No. RCRA-2004-0012.

Note:

One very interesting part of this rule is that while it is effective immediately at the Federal level, if your site is located where the state has authority under RCRA then they will have to promulgate rulemaking to incorporate these changes. Additionally, since these changes are considered a “relaxation” of the federal rules, then some states may not even adopt them at all. Others might want to consider advocating to their state contacts that this be adopted in full.

In fact, the preamble notes, “some states are authorized to add wastes that are not federal universal wastes to their lists of universal wastes. Therefore, in some states, spent mercury-containing equipment may already be regulated as universal waste.”

The National Capital Recycling Center

Federal Prison Industries (UNICOR) in conjunction with the Department of Justice, Facilities and Administrative Services Staff, is pleased to announce the opening of The National Capital Recycling Center in Landover, Maryland. The facility will accept electronics that will be recycled by UNICOR at one of their seven Recycling Factories. UNICOR’s recycling activities will be open to government agencies and private corporations within Maryland, Virginia, and the greater Washington, DC area.

UNICOR will accept donations of any electronic item with a circuit card (i.e., no white goods). Below is a sample listing of items that will be accepted regardless of their condition:

- Computer Equipment
- Phones (including Cellular)
- Microscopes
- Printers
- Fax machines
- Cameras
- Monitors
- Test Equipment
- Copiers

Hours of operation are Monday through Friday, 7 AM to 2 PM. For further information about UNICOR’s recycling program and delivery, contact Janice Aragon, Industrial Specialist, at (301) 583-7340 or jaragon@central.unicor.gov.

DOT Expands the Scope of the Hazardous Materials Regulations

Persons who offer hazardous materials for transportation must properly classify, package, mark, label, placard, and prepare shipping papers for their shipments. Moreover, they are subject to training and hazardous material security requirements.

DOT has adopted a new definition for “person who offers or offerer” which has clarified the scope of the regulations applicable to shippers of hazardous materials. The definition, published in the July 28 Federal Register (HM-223A), codifies DOT’s earlier interpretations and administrative determinations of the applicability of the hazardous material regulations.

Under this rule, which became effective on October 1, 2005, “person who offers or offerer” means any person who performs or is responsible for performing any pre-transportation function required by the DOT Hazardous Materials Regulations, or who tenders or makes the hazardous material available to a carrier for transportation in commerce.

The rule points out that a carrier is not an offerer when it performs a function as a condition of accepting a hazardous material to another carrier for continued transportation without performing a pre-transportation function.

The final rule states that there can be more than one offerer of a hazardous material and it performs or is required to perform. Each offerer or carrier can rely on information provided by a previous offerer or carrier knows or, a reasonable person acting in the circumstances and exercising reasonable care would have knowledge that the information provided is incorrect.

Expanded Beach Water Quality Data Released

EPA released the most recent data on beach closings and advisories which show that only four percent of beach days were lost in 2004 due to advisories or closures triggered by monitoring for bacteria. Most of the closures were relatively short in duration – 2,700 of these closings were two days or less.

The number of beaches monitored has more than tripled – 3,574 in 2004, compared with 1,021 in 1997, the first year that EPA began collecting beach-monitoring program data. Of the beaches reported to EPA in 2004, 942, or 26 percent, had at least one advisory or closing during the 2004 season.

The differences are attributable both to greater state participation in the program and also to improved measurement and monitoring made possible by grant money from EPA. For the past five years, EPA has provided nearly \$42 million in grants to 35 coastal and Great Lakes states and territories. The grants help improve water monitoring and fund public-information programs that alert beach-goers about the health of their beaches.

To further its commitment to reducing the risk of exposure to disease-causing bacteria at recreational beaches, the Office of Water posted its latest data about beach closings and advisories for the 2004 swimming season on its web site. Information about specific beaches is available at www.epa.gov/waterscience/beacon/. General information about EPA's beaches program, including a listing of all 35 coastal and Great Lakes states and territories, is available at www.epa.gov/beaches/.



Agencies Oppose Maritime Speed Limit Regulation

According to *The Atlanta Journal Constitution* shipping interests are resisting efforts to impose speed limits to protect the North Atlantic right whale. “The Georgia Port Authority sees no proof that the proposed rulemaking will result in better protection or reduce collisions with ships, and until such a time that reduced speeds can be proved to reduce ship strikes, we do not support the proposed rulemaking,” wrote Hope Moorer of the Savannah-based agency. Port authorities, shipping companies, maritime unions, and other interests filed objections over NOAA’s proposal to set speed limits that enter U.S. waters during seasons with the North Atlantic right whales are present. They felt that these speed limits would result in costly delays and would adversely affect “the economic strength of individual ports and port communities. For the entire article on this issue, please go to www.ajc.com/metro/content/metro/0705/25rightwhales.html.

Atlantic Whale on the Critical List

According to an article in *The Vermont Guardian* there are only approximately 350 North Atlantic Right Whales and their deaths are exceeding births by less than 1 percent per year. North Atlantic right whales live mostly in heavily trafficked and fished coastal waters off the North American eastern seaboard from Florida to Canada. The Department of Commerce and NOAA are promoting emergency measures that include reducing ship speeds and rerouting commercial and military traffic. For the full text of this article, please see www.vermontguardian.com/dailies/0904/0809.shtml.

Marine Scientists Challenge NOAA, Government to Enforce Endangered Species Act

Senior researchers within the marine science community have issued a challenge to the U.S. government to enforce the Endangered Species Act.

The North Atlantic right whale is at serious risk of extinction and is not receiving adequate protection under the Endangered Species Act, as reported in the Friday, July 22 issue of the journal *Science* by marine scientists from the New England Aquarium.

Despite protection under both the League of Nations (1935) and the Endangered Species Act (1973), right whales have not recovered from intensive whaling practices, and remain one of the most endangered whales in the world. Scientists estimate that less than 350 North Atlantic right whales remain alive today, and that populations are declining by at least two percent per year.

Today, the whales are most threatened by ship strikes and fishing gear entanglements. Of the 50 dead right whales reported since 1986, at least half were killed by one of these human-induced causes. "These animals rarely get the chance to die a natural death," says Dr. Michael Moore, Woods Hole Oceanographic Institution veterinarian and coauthor of the *Science* article.

The Endangered Species Act was created in 1973 to conserve the ecosystems upon which endangered and threatened species depend, and to conserve and recover listed species. The list currently contains more than 1,200 species, including mammals, birds, reptiles, amphibians, fishes, mollusks, crustaceans, insects, arachnids, and plants. Critics cite a low rate of success for the Endangered Species Act, pointing to the small number of species that have been removed from the list over the years. Proponents disagree, and note that very few of the listed species have actually gone extinct.

For further information on this issue, please contact Cristina Santiestevan at csantistevan@neaq.org or visit www.neaq.org/temp/rwpics/.

U.S. Army Environmental Center (USAEC) Releases Bullet Trap Performance Criteria

The U.S. Army Environmental Center (USAEC) has released a brochure titled "Bullet Trap Performance Criteria" that provides information for range managers to consider prior to procuring bullet traps for use on ranges. Bullet traps are increasingly being marketed to Army installations as a means of addressing potential environmental issues on ranges. However, trap damage or wear produced by military rounds can be significantly greater than the wear produced by commercial rounds and may lead to increased maintenance requirements and higher operating costs. Often, important environment, safety, and occupational health issues are overlooked, limiting the use of the trap and or exposing the range environment and personnel to even more lead than if bullet traps were not used.

The brochure suggests alternatives to bullet traps and provides performance criteria to be considered prior to procurement and implementation if bullet traps are the best option. The bullet trap brochure suggests investigating some use issues such as: the possible generation of lead dust, lifecycle operation and maintenance costs, possible hazardous waste disposal, and the long-term effects resulting from exposure to the outdoor environment. The performance criteria put forth in the brochure are not meant to be inclusive but are offered as a baseline for decision-making in the procurement effort. The Army Environmental Center believes that considering the guidelines offered in the brochure could mitigate future potential environmental compliance burdens.

For further information on this issue, please contact the USAEC at aec.army.mil/usaec/range/index.html.

FEDCENTER Environmental Management System Links of Interest

FEDCENTER has created an Environmental Management System (EMS) website. The EMS Program Area includes the latest guidance, examples, and resources for the development and implementation of processes and practices that enable an organization to reduce its environmental impacts and increase its operating efficiency. For more information, please go to www.fedcenter.gov/programs/ems/.

CG-443 Attends the American Indian Cultural Communication Course

Ms. Alison Ross of the Environmental Management Division, CG-443, attended the American Indian Cultural Communication course from July 26 through July 28. Sponsored by the Department of Defense (DoD) Native American Lands Environment Mitigation Program (NALEMP) and the DoD/ODUSD (Installations and Environment), the course was attended by 52 nationwide DoD and Coast Guard personnel and their contractors. The semiannual course was held at the Southbridge Hotel and Conference Center in Southbridge, MA.

The purpose of the course was to teach the importance of respectful and responsible consultation with American Indians in DoD and Coast Guard-sponsored projects that occur on lands that are occupied or were formerly occupied or used by Native American peoples. Attendees learned about the history of the unique relationship between the Federal government and American Indians. Instructors of American Indian heritage delivered riveting and highly moving accounts of their experiences growing up as members of native tribes.

A DoD environmental attorney presented the cornerstones and principles of Federal American Indian law. The consultation process was outlined as well as advice on methods of initiating and conducting successful consultation. Protocol for meetings with tribal members was also presented. An environmental director of an American Indian nation presented a case study of an environmental remediation project on an army installation. Class members completed interactive exercises designed to teach awareness and the importance of sensitive and open communication between Federal employees and American Indians.

Instructors included an official from the Wampanoag Tribe of Gay Head (Aquinnah), a trainer in conflict resolution from the Chumash Nation, an educator from the Seneca Nation, an environmental director from the Aroostook Band of Micmacs, and a specialist from the Yakima Nation.

Pigeon Point Lighthouse

Submitted by Sarabeth LeVangie, Environmental Intern, CG-443

The transfer ceremony for the Pigeon Point Lighthouse took place on May 25, 2005 in San Mateo County, CA. U.S. Coast Guard RADM Jody Brekenridge, MLC PAC, attended the ceremony along with aides LTJG Kishia Mills and LT Scott Medeiros. Also in attendance were State Parks' Director Ruth Coleman, California State Parks Foundation President Elizabeth Goldstein, NPS Regional Director John Jarvis, GSA Regional Administrator Peter Stamison, Peninsula Open Space Trust President Audrey Rust, and U.S. Lighthouse Society President Wayne Wheeler.

During the ceremony, Secretary of the Interior Gale Norton signed official documents which transferred Pigeon Point Lighthouse to the California Department of Parks and Recreation. The Department of Interior and GSA assist USCG with the National Historic Lighthouse Preservation Act Program that allows for the transfer of historic lighthouses to non-profit entities. Pigeon Point is the 22nd lighthouse to be recommended for transfer from the U.S. Coast Guard by the Department of Interior and National Park Service.

At 115 feet, Pigeon Point is the tallest lighthouse on the Pacific Coast and one of the tallest in the United States. Once named Punta de las Balenas (Whale Point) after the groups of gray whales who passed by the point during their migration, Whale Point was renamed Pigeon Point in memory of a shipwreck disaster involving the Boston clipper ship Carrier Pigeon in 1853.

After the disaster, the U.S. Coast Guard performed a survey of the area and recommended a light be placed at Pigeon Point or the nearby Ano Nuevo site. In 1870, the government purchased the Pigeon Point site and completed construction in 1872. The Pigeon Point lighthouse still contains the original first-order Fresnel lens which was lit for the first time on November 15, 1872. The light continues to be lit on that day to commemorate its anniversary.



Federal Agencies Committee (FAC) of Chesapeake Bay Program (CBP) Principals' Meeting

The Federal Agencies Committee (FAC) of the Chesapeake Bay Program (CBP) held a principals' meeting on 7 October 2005 at the Environmental Protection Agency (EPA) Headquarters, Bullet Room. The FAC is composed primarily of representatives of federal agencies that either own land in the watershed and/or have missions that impact water quality or living resources of the Bay and its tributaries. The purpose of the meeting was to re-energize current federal partnership; optimize efficiency and effectiveness of Bay-related programs and funding through interagency collaboration; showcase current and new interagency program initiatives; agree to cooperate with the "Chesapeake Bay Watershed Assistance Network;" engage in collaborative strategic planning for Bay-related programs; and, issue a new resolution.

Mr. Juan Reyes (SES), Director, Office of Safety and Environmental Programs, was the lead representative for Department of Homeland Security (DHS) and Ed Wandelt, CG-443, represented the U.S. Coast Guard (USCG) in a support role.

The CBP was established in 1983 by the signing of the Chesapeake Bay Agreement. The FAC was established by the CBP in 1984 and is chaired by the Director of EPA's CBP. The Federal agencies play an important role in the Bay Program. Their involvement was necessitated as they own land, carry out natural resource management or environmental protection programs, or provide technical assistance for research, monitoring, and other pertinent activities in the watershed. USCG is one of the signatories to the Agreement of Federal Agencies on Ecosystem Management in the Chesapeake Bay on 14 July 1994 and the Federal Agencies' Chesapeake Ecosystem Unified Plan on 5 November 1998. The principals of the FAC signed a new resolution at the 7 October 2005 meeting and a copy of that resolution is shown below.

The USCG has 10 facilities and a total of 501.5 acres of land in the watershed, and has made significant contributions through BayScape initiatives. It is independently undertaking sound land stewardship that benefits the Bay such as the publication of the Beneficial Landscaping Guidance and implementation of the program in its facilities; improving the Aids to Navigation Battery Recovery and Disposal Program that has successfully completed battery recovery operations at nearly 90% of all current AtoN sites including the watershed; issuing the Mandatory Reporting on Ballast Water Management and developing a Shipboard Technology Evaluation Program (STEP); and practicing Environmental Management System (EMS) particularly at the USCG Yard which is the first shipyard in the United States to achieve ISO 14001 Certification, a milestone in keeping the Chesapeake Bay and its waterways "green" or environmentally friendly for present and future generations.

CG-443 represents the USCG at the FAC quarterly meetings.



Mr. Ben Grumbles, Environmental Protection Agency Administrator for Water, presiding over the Federal Agencies Committee (FAC) Principals Meeting on October 7, 2005.



RESOLUTION to Enhance Federal Cooperative Conservation in the Chesapeake Bay Program

WHEREAS, the Chesapeake Bay is a national treasure and historically the most productive estuary in the world, and

WHEREAS, the federal, state, and local governments and citizens of the watershed have worked in partnership to stop the decline and accelerate the restoration of the Chesapeake Bay for over 20 years, and

WHEREAS, the Chesapeake Bay Program is regarded as a national and international model for managing a complex ecosystem, and

WHEREAS, federal agencies have a unique and critical role to play in support of restoration and conservation programs and activities in the watershed, and

WHEREAS, federal agencies have entered into individual agreements in support of the Chesapeake Bay Program, and

WHEREAS, there is a need to enhance federal cooperation for monitoring, management, conservation, and restoration activities in the Chesapeake Bay and its tributaries in order to meet Chesapeake ecosystem protection and restoration goals, and

WHEREAS, in August 2004 the President issued an Executive Order to federal agencies that oversee environmental and natural resource policies and programs to promote cooperative conservation in collaboration with states, local governments, tribes and individuals.



Now, THEREFORE BE IT RESOLVED, that the federal agencies rededicate themselves to cooperative conservation in support of the Chesapeake Bay Program Partnership and will:

- ❖ Strengthen shared goals and performance measures within mutual strategic areas of Bay restoration under the *Chesapeake 2000* Agreement.
- ❖ Cooperate with the "Chesapeake Bay Watershed Assistance Network" to provide resource managers, local governments, watershed associations and landowners with more effective access to appropriate programs of Federal and state agencies, in order to accelerate restoration of the Chesapeake Bay and its tidal tributaries.
- ❖ Convene an annual meeting of federal agency representatives to advise the Chesapeake Executive Council on federal support of the Bay Program, to identify restoration, management or monitoring initiatives of mutual federal interest, and to identify geographic areas of targeted action.
- ❖ Broaden cooperative conservation activities with states, local governments, communities, private for-profit and non-profit organizations, and citizens.
- ❖ Improve communication among agencies and constituencies, and enhance and integrate public and private watershed stewardship.

Date OCT -7 2002

FOR THE ENVIRONMENTAL PROTECTION AGENCY



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Benjamin H. Grumbles, Assistant Administrator for Water

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Donald S. Welsh, Regional Administrator, Region III

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Rebecca W. Hammer, Director,
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FOR THE NATIONAL OCEANIC &
ATMOSPHERIC ADMINISTRATION



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Oceans and Atmosphere, U.S. Department of Commerce

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John Paul Woodley, Jr., Assistant Secretary of the Army,
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FOR THE OFFICE OF THE
FEDERAL ENVIRONMENTAL EXECUTIVE



Edwin Piñero, Federal Environmental Executive



Environmentally Friendly Solvent Causes Nerve Damage

By Abdul H. Khalid, Chemical Engineer, HTIS

Reprinted from *HTIS Bulletin*, JAN – FEB 2005

An environmentally friendly industrial solvent can be highly neurotoxic. One such product, 1-bromopropane (1-BP or known as n-propylbromide), is an industrial solvent that is used to replace ozone-depleting solvent. During the annual meeting of the American Neurological Association held in Toronto on October 5, 2004, Dr. Jennifer Majersik, a neurologist at the University of Utah revealed that long-term exposures to 1-BP vapor in high concentrations could cause nerve damage. The 1-BP (CAS 106-94-5) is a chemical that was introduced to replace chemicals that deplete the ozone layer.

According to Dr. Majersik, several factory workers in Salt Lake City, Utah showed nerve damage, including leg or foot pain with sensory loss, weakness of both legs, and walking problems. These workers were using spray adhesive containing 1-BP to glue together foam cushions. Some workers complained of chronic pain even after they were removed from the job and needed assistance in walking. Perhaps, poor ventilation was the main cause that resulted in the over exposure of 1-BP. Air samples taken by the enforcement agency showed concentrations of 130 part per million (ppm) one day after the company stopped using the chemical. At present, the U.S. Occupational Safety Health Administration has no permissible exposure limit (PEL) for 1-BP. The Environmental Protection Agency (EPA) has set the safe exposure level at 25 ppm.

The compound 1-BP is a highly volatile solvent that can be easily breathed in and also is likely to be absorbed through the skin. Good exhaust ventilation will aid in reducing the inhalation problem. It is the employer who should determine employee's exposures and make recommendations to protect workers from exposure. For more information on chronic exposure to high concentrations of 1-BP, visit Medline website at www.nlm.nih.gov/medlineplus/news/fullstory_20502.html.

RCRA Changes its Regulatory Definition of “Empty” for Large Containers

By Tom McCarley, Chemist, HTIS

Reprinted from *HTIS Bulletin*, MAY – JUN 2005

What constitutes an empty container for purposes of hazardous waste compliance has been a staple of the Resource Conservation and Recovery Act (RCRA) regulations since their beginning in the early 1980s. Those regulations at 40 CFR 261.7 cover the circumstances under which a container and its residue can exit RCRA regulatory control and cover four container situations:

- Smaller “non-bulk” containers – could be anything from a test tube, ampule, syringe, to a can or drum.
- Large “bulk” containers – very large drums to highway and railroad “tank” cars [“tank” is in parentheses because tank in the RCRA sense has a specific meaning and is a stationary device whereas in common usage, we refer to tank cars that would be classified as containers under RCRA].
- Gas cylinders.
- Containers of any size that contain acute hazardous wastes – these are the ‘P’ listed and a few of the ‘F’ wastes that are dioxin precursor related.

It is the second or large container scenario where new regulations will become effective on September 6, 2005. For years, the threshold between smaller and larger containers for 40 CFR 261.7 purposes has been 100 gallons based on 1982 Department of Transportation regulations “bulk” vs. “non-bulk”. But in 1990, the DOT harmonized their regulations to be consistent with the global hazmat shipping community where the distinction is 119 gallons (a conversion from the metric 450 liters) and now the EPA is finally updating their empty container regulation accordingly. As add-on to the March 4, 2005 final rule on hazardous waste manifest regulation revisions, the EPA is changing the large container definition for purposes of 40 CFR 261.7(b)(1)(iii) to 119 gallons. Likewise, the generator marking requirements of 40 CFR 262.32 will be updated to 119 gallons accordingly.

Reference: *Federal Register*, Vol. 70, No. 42, pages 10775-10825, March 4, 2005.

EPA's Short Course on Environmental Management Systems

By Tom McCarley, Chemist, HTIS

Reprinted from *HTIS Bulletin*, JAN – FEB 2005

The Defense Logistics Agency (DLA), like a number of facilities, both governmental and commercial, are studying better ways of doing business and protecting the environment and are finding that the two goals can be compatible. The Environmental Management Systems (EMS) offer both tangible and intangible benefits to installations in developing practices for incorporating environmental compliance and practices with pollution prevention as an integral part of the overall business practices at the installation. The EPA has developed a "short course" on EMS that will aid the viewer in understanding what an EMS is and how the EPA views such systems. The course consists of several modules and nearly 200 web-based slides that can be viewed on the web in some 30-60 minutes at www.epa.gov/epaoswer/hazwaste/permit/ems/ems-101/ems101.htm.

The modules are:

- Introduction
- What is an EMS?
- EPA's Perspective on EMS
- Benefits and Examples of EMS

The course uses a hypothetical company manufacturing the proverbial widget and is presented as a dialogue between company representatives, the EPA, State Environmental Agency representative, and a member of a local environmental group.

As a requirement of section 201 of Executive Order 13148, "Greening of Government Through Leadership in Environmental Management," all federal agencies are required to implement an EMS at their qualifying facilities by the end of 2005. "Qualifying facility" is based on facility size, complexity, and the environmental aspects of facility operations. The full text of EO 13148 can be found at ceq.eh.doe.gov/nepa/regs/eos/eo13148.html. Our Agency, DLA, formally signed its environmental management system policy on July 6, 2004. A copy of the DLA Memorandum is available at www.ofee.gov/ems/training/dla.pdf.

2004 Emergency Guidebook Released

By Tom McCarley and Abdul Khalid, HTIS

Reprinted from *HTIS Bulletin*, MAY – JUN 2005

The 2004 edition of the popular Emergency Response Guidebook (ERG) on hazardous materials has been released and is available as a download from the Department of Transportation (DOT) hazmat website at hazmat.dot.gov/pubs/erg2004/erg2004.pdf. The guide, used by first responders and shippers of hazardous materials, was last issued in 2000. The electronic copy is a 374 page, 2.8 MB file in portable document format (pdf). The Emergency Response Guidebook (ERG2004) was developed jointly by the U.S. DOT, Transport Canada, and the Secretariat of Communications and Transportation of Mexico.

The 2004 ERG contains the familiar four main sections – descriptions from the DOT website:

Yellow-bordered pages: Index list of dangerous goods in numerical order of ID number. This section quickly identifies the guide to be consulted from the ID Number of the material involved. This list displays the 4-digit ID number of the material followed by its assigned emergency response guide and the material name.

Blue-bordered pages: Index list of dangerous goods in alphabetical order of material name. This section quickly identifies the guide to be consulted from the name of the material involved. This list displays the name of the material followed by its assigned emergency response guide and 4-digit ID number.

Orange-bordered pages: This section is the most important section of the guidebook because it is where all safety recommendations are provided. It comprises a total of 62 individual guides, presented in a two-page format. Each guide provides safety recommendations and emergency response information to protect yourself and the public. The left hand page provides safety related information whereas the right hand page provides emergency response

guidance and activities for fire situations, spill or leak incidents and first aid. Each guide is designed to cover a group of materials which possess similar chemical and toxicological characteristics.

Green-bordered pages: This section contains a table which lists, by ID number, TIH materials, including certain chemical warfare agents, and water-reactive materials which produce toxic gases upon contact with water. The table provides two different types of recommended safe distances which are “Initial isolation distances” and “Protective action distances.” The materials are highlighted for easy identification in both numeric (yellow-bordered pages) and alphabetic (blue-bordered pages) lists of the guidebook. The table provides distances for both small (approximately 200 liters or less) and large spills (more than 200 liters) for all highlighted materials. The list is further subdivided into daytime and nighttime situations. This is necessary due to varying atmospheric conditions which greatly affect the size of the hazardous area. The distances change from daytime to nighttime due to different mixing and dispersion conditions in the air. During the night, the air is generally calmer and this causes the chemical to disperse less and therefore create a toxicity zone which is greater than would usually occur during the day. During the day, the chemical is generally dispersed by a more active atmosphere. The chemical will be present in a larger area; however, the actual area where toxic levels are reached will be smaller (due to increased dispersion). It is the quantity or concentration of the chemical vapor that poses problems not its mere presence.”

For a list of changes in the 2004 ERG from the 2000 ERG, look at hazmat.dot.gov/pubs/erg2004/ERG04Changes.pdf.

The ERG in hard copy is generally available to first response units from your State emergency management coordinator (list of coordinators available at hazmat.dot.gov/pubs/erg2004/statecoord.htm). For the rest of us, a list of commercial vendors for the guidebook is available at hazmat.dot.gov/pubs/erg2004/commsupp.pdf.

Reference: 2004 Emergency Response Guidebook.

Update Military Air Hazmat Manual Published

By Tom McCarley, Chemist, HTIS

Reprinted from HTIS Bulletin, MAY – JUN 2005

Those responsible for shipping hazardous materials by military aircraft have a new regulation dated 12 October 2004. Air Force Manual AFMAN 24-204(i) “Preparing Hazardous Materials for Military Shipments” is available as an 18 MB download at [www.epublishing.af.mil/pubfiles/af/24/afman24-204\(i\)/afman24-204\(i\).pdf](http://www.epublishing.af.mil/pubfiles/af/24/afman24-204(i)/afman24-204(i).pdf). The revised document is 502 pages. The 12 October 2004 document completely supersedes the previous version of 11 December 2001.

This document is one of a quartet of essential hazmat shipping regulations which include the domestic 49 CFR 100-185, the Dangerous Goods Regulations of the International Air Transport Association (IATA) and the International Maritime Dangerous Goods (IMDG) Code of the International Maritime Organization (IMO). The document is a joint service manual with the following designations:

AIR FORCE MANUAL
24-204(I)
TM 38-250
NAVSUP PUB 505
MCO P4030.19I
DLAI 4145.3
DCMAD1,CH3.4
(HM24)

A compilation of the changes from the 2001 to the 2004 version is available in a Word file at www.afmcmil.wpafb.af.mil/HQAFMC/LG/LSO/lot/hazmat/documents/afmanwc.doc.

Reference: AFMAN 24- 204(i) “Preparing Hazardous Materials for Military Shipments”, 12 October 2004.

Update on Recycling CDs

By Muhammad Hanif, HTIS

Reprinted from *HTIS Bulletin*, MAY – JUN 2005

The Department of Defense (DOD) and Federal Agencies receive several sets of information, such as the DOD Hazardous Materials Information Resource System, Federal Logistics Data (FEDLOG), and other software data on compact disks (CDs). Excess CDs or CDs no longer needed for their intended use are being disposed of in the municipal waste stream. However, these CDs can be recycled. Instructions for recycling of CDs are contained in the FEDLOG User's Manual. The Defense Logistics Agency (DLA) has identified a company that will accept new, old, used, or obsolete CDs (whole disks only) and will recycle them at no cost to the Government. The DLA warns, "There are certain requirements that must be followed. If we misuse this resource, we will lose it." The requirements for turn-in are as follows:

- Remove the CD from its sleeve or case.
- Score both sides of the CD with a sharp object, such as a screwdriver, nail, or paper clip to render the disk inoperable. *CAUTION: Do not try to break, cut, fold, or mutilate CDs because they are fragile and will become brittle upon bending and small pieces of broken CD may get into the eyes.*
- Place scored CDs in a package. Remove all instructional materials, mailing envelopes, protective sleeves, etc. before placing in the package.
- Cost of shipping is shipper's responsibility.
- Ship packages (at your cost) to:
Plastic Recycling, Inc.
2015 S. Pennsylvania St.
Indianapolis, IN 46625

The company has advised HTIS that the following items are also accepted for recycling:

- Audio CDs,
- Audio Cassettes,
- Clear plastic jewel cases (the CD case), and
- VHS tapes.

Grinding was described by a company representative as the method used to dispose of the CDs and other plastic. The company also emphasized that all cardboard and paper product must be removed before packing the CDs or tapes for shipment. For additional information, contact Ms. Shelly Harmon, Customer Representative, Plastic Recycling Inc. at (317) 780-6100.

On The Web:

Federal Electronics Challenge Website

Reprinted from *HTIS Bulletin*, JAN – FEB 2005

The Federal government has a clearinghouse with tips and tools for the management of electronics waste at www.federalelectronicchallenge.net. Management tools run from acquisition and procurement and operation and management to those looking at end-of-life management of electronics.

EPA's Hazardous and Solid Waste Publications Now Online

Reprinted from *HTIS Bulletin*, MAR – APR 2005

The EPA's Office of Solid Waste (OSW) has placed its compilation of frequently requested publications related to hazardous and solid waste online at www.epa.gov/epaoswer/osw/catalog.htm.

New Guide on Evaluating Alternative Cleanup Technologies at UST Sites

Reprinted from NEIWPC, L.U.S.T.Line, Bulletin 48, November 2004

U.S. EPA has updated its manual, *How to Evaluate Alternative Cleanup Technologies for Underground Storage Tank Sites: A Guide for Corrective Action Plan Reviewers*, for federal and state UST professionals. The one revised and two new chapters in the manual discuss monitored natural attenuation (Chapter 9), enhanced aerobic bioremediation (Chapter 12), and chemical oxidation (Chapter 13) at UST corrective action sites. The original manual was released in 1994 and then revised in May 1995. A limited number of copies of the manual at no cost (EPA-510-R-04-002, May 2004) are available by calling NSCEP at (800) 490-9198. Copies can be downloaded at OUST's website at www.epa.gov/pubs.

New Model Environmental Results Program Workbook for USTs Unveiled

Reprinted from NEIWPC, L.U.S.T.Line, Bulletin 48, November 2004

The U.S. EPA Office of Underground Storage Tanks (OUST) has developed a Model Underground Storage Tank Environmental Results Program Workbooks to help state UST programs and state funds improve owner and operator compliance with UST regulations. States may need to modify the model workbook to reflect their own state laws. States may then request or require tank owners and operators to follow the final, state-specific environmental results program (ERP) workbook, which can help owners remain in or achieve compliance with UST requirements.

ERP is an innovative program that can improve the environmental performance of a large number of small sources within a state's regulatory system. Some states have successfully used ERP to improve environmental performance in other small business sectors, such as auto repair, dry cleaning, printing, and photo processing. ERP consists of three related components – inspection and performance measurements, self-certification, and compliance assistance – which work together to produce an integrated system that holds facility owners accountable for their environmental UST regulations.

The primary audience for the workbook is UST owners and operators who either volunteer or are required to use the workbook to determine whether or not their facilities comply with UST requirements. The 164-page workbook contains general information about ERP, instructions on how to use the workbook, regulatory requirements, best management practices, and compliance checklists for USTs and draft forms and worksheets in the appendices. The workbook is available only on the OUST Web site at www.epa.gov/oust/pubs/erp.htm (EPA-510-R-04-003, June 2004). For more information, contact Paul Miller at (703) 603-7165.

Environmental Forensics: Chemical Fingerprinting Gasoline and Diesel Fuel at LUST Sites

By Scott A. Stout, Allen D. Uhler, and Gregory S. Douglas

Reprinted from NEIWPC, L.U.S.T.Line, Bulletin 49, March 2005

The need to identify, delineate, and differentiate petroleum-derived contaminants resulting from leaking underground storage tanks is often an important part of site investigations where knowledge of the source(s) of contamination is sought, and where an equitable settlement of the resulting remedial liability and damages is at stake. Significant advances have been made over the last 15 years with regard to detailed compositional analysis of petroleum in the environment – often referred to as “chemical fingerprinting.”

Some of the earliest applications of chemical fingerprinting were related to marine oil spills. The Exxon Valdez grounding, for example, was a situation in which knowledge of crude oil or residual fuel geochemistry was applied to identify and differentiate the spilled oil in Prince William Sound and to assess its environmental impacts. In the past few years, continued developments in the chemical fingerprinting of refined petroleum products, such as gasoline and diesel fuel, have aided in answering environmental forensic questions surrounding the source and/or age of contamination resulting from LUSTs.

Environmental forensic investigations at LUST sites are typically asking questions such as: What is the contamination? Where did it come from? When was it released? Answers to such questions are used to determine the responsible party. Definitive answers to these questions are not always achieved, but the questions are best addressed using a combined approach involving chemical fingerprinting, a good understanding of the site-specific geologic and hydrogeologic conditions, and the operational and regulatory histories for the site. This article focuses on the first of these – chemical fingerprinting.

The full article can be read at www.neiwpsc.org/PDF_Docs/lustline_49.pdf.

Internship Experience with the United States Coast Guard

Submitted by Ashley Welter, Intern CG-443

The past ten weeks have been very eventful and an extraordinary learning experience. I was quickly welcomed into the Coast Guard Headquarters Environmental Management Division and was taught the "ins and outs" of the organization. I learned a great deal about working in a "real life" job and with professional colleagues.

While working with Mark Zill and TJ Granito, I became very familiar with Environmental Management Systems (EMS), the Hazardous Waste Manual, the EMS Commanders Guide, the Qualified Recycling Plan, and working with Microsoft Word, Excel, and Outlook. I feel that I've definitely learned how to manage my time by doing multiple tasks throughout the day and getting them done in a timely fashion. I had the pleasure to go to a couple Coast Guard facilities and DHS's Federal Law Enforcement Training Center (FLETC) in Maryland, which was a great opportunity.

I will forever remember my summer in Washington, DC because of the places I've been and the people I've befriended. I feel truly privileged to have worked with such great people and learned so much about the environment through the perspective of a Federal agency.



New Interns at CG-443

The Environmental Management Division (CG-443) is happy to welcome our two new interns: Nathan Hyde and Jennifer Hillman!

Nathan Hyde:

My name is Nathan Hyde and I am interning at U.S. Coast Guard (USCG) Headquarters in the Environmental Management Division (CG-443) located inside the Logistics Department. I am a senior at Indiana University and majoring in Environmental Management inside the School of Public and Environmental Affairs. Projects that I am or will be working on include: decommissioning of USCG vessels in regards to compliance under NEPA, Salvage and Marine Fire Fighting Response that deal with oil spills and aquatic fire fighting foam (AFFF), issues involved with the Northern Atlantic Right Whale, as well as other various environmental topics within Coast Guard's jurisdiction. Being an intern here in the Coast Guard should be a great learning experience for me and an opportunity to apply skills I have learned outside the classroom. I want to thank everyone for the opportunity to be involved in the important work being done within the Coast Guard and being able to play a part in the effort.

Jennifer Hillman:

My name is Jennifer Hillman. I am interning in Environmental Management in the office of Engineering and Logistics (CG-443). I am a senior at Northern Michigan University double majoring in Mathematics and Environmental Science with double minors in Public Administration and Environmental Policy. My expected graduation date is Spring 2007. From there, I will be entering the Peace Corps before pursuing a Masters degree in Environmental Science (Limnology emphasis) as well as a degree in either Chemistry and/or Computer Science. Eventually, I would like to apply all of these areas of study to water monitoring and studies on the Great Lakes and surrounding areas. I am a lifelong resident of Michigan and hope to return to living in the Upper Peninsula when my education is complete.



Homeland Security



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The Environmental Times is a quarterly publication designed to keep Coast Guard personnel apprised of environmental issues impacting Coast Guard facilities, operations, planning, and policy making. We encourage you to share your stories and successes as environmental stewards.