



Environmental Times

A newsletter for Coast Guard environmental management and compliance

2006 Coast Guard Environmental Award Winners

Extraction of Best Practices for Application at Other Coast Guard Units

The winners of the Coast Guard’s Environmental Management Boards’ awards for superior environmental performance have been announced. These awards are intended to recognize long term achievement and commitment as well as outstanding performance for 2005. There are ten areas of excellence that the panel considers both unit and individual achievement. These areas are source reduction, recycling, affirmative procurement, compliance, environmental planning (i.e., NEPA), historic and cultural resources management, prevention / remediation of environmental damage, environmental excellence, natural resources protection and management, and pollution prevention.

Note: Some of the best practices mentioned below are also performed by other individuals / units in the Coast Guard as well as the winning units cited. It is expected that these best practices can be made universal at all units in the Coast Guard, where applicable.

INDIVIDUALS:

Ms. Katie Moore of the Atlantic Area received the award for Natural Resource Management and Protection. Ms. Moore worked in a complicated area of marine protected species by creating working partnerships with NOAA and communicating information for protecting threatened and endangered species.

LT Bradford J. Crowley of Sector Portland received the award for Pollution Prevention and Recycling. LT Crowley networked with industry and regulators to identify improper and irresponsible waste oil management practices on several bulk carriers, resulting in reduced dumping of waste oil in and around Sector Portland’s AOR. He also created a base-wide recycling plan which has reduced the Coast Guard’s contribution to the local landfill, and communally promotes improved environmental practices including use of biodiesel fuel in his own private vehicle.



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and more...

Mr. Daniel H. Guenther of ISC Kodiak received the award for Source Reduction. Mr. Guenther introduced software that allowed consolidation of two separate HAZMIN Centers, improving inventory control for both ISC and the Air Station. Better management of issuance reduced material returned as regulated hazardous waste with a significant waste stream reduction.

TEAM:

A Process Improvement Team at **ISC Honolulu** was formed to reduce the use of anecdotal information that was contributing to large discrepancies in their HAZMAT program. The team gathered information through interviews, inspections, process mapping, and focus groups and met their goal of reducing the average monthly HAZMAT discrepancy rate by 25% per quarter until it was under control. The team's systematic approach revealed some root causes of discrepancies that were not initially known. Another finding validated training as a major concern throughout the unit.

UNIT (LARGE):

ISC Seattle's Shop Towel Program eliminates sending oily rags to the local landfill as non-regulated waste, resulting in significant annual disposal cost savings. At a cost of seven cents per towel, a vendor supplies and picks up shop towels, which are then cleaned and reused. The environmental benefits are exceeded only by the program's simplicity and ease of operation, enabling the unit to post recurring savings annually while eliminating one of their larger waste streams of oil and paint rags. The effort represents an extraordinary level of cooperation among the units serviced by the ISC.

The Facilities Engineering Department at **A/S Borinquen** has initiated a community-wide energy reduction program resulting in significant reductions in electricity use in housing and elsewhere on the property. A local award program integrates the Morale program with community energy awareness, resulting in significant energy reductions and a steady contribution of new and innovative ideas for further reductions. Improvements so far include: widespread use of low wattage compact fluorescent bulbs; testing of in-line / on-demand water heaters in housing; waterless urinals that save thousands of gallons of water annually; and bio-based solvent usage in the Aviation and Facilities Engineering Departments. Another innovative best practice includes buying a refrigerant recycling machine which removed used refrigerant from their waste generation stream.



ISC Portsmouth has eliminated a hazardous waste stream by converting the clinic to digital X-rays. The unit also: (1) shifted to a recyclable toner cartridge program where the vendor provides all shipping and packaging services; (2) avoided DRMO disposal fees by using a local company that takes recyclable batteries off the base with no packing or shipping charges; and (3) with an overgrown waterfront area, placed easily readable signs on all outfalls on the base to improve environmental awareness.

The **Coast Guard Yard** continues its annual ISO 14001 recertification since 2000, using an active Environmental Management System audit to successfully transition to the ISO 2004 standard. Year-to-year partnering with local organizations to address area-wide health and safety concerns continue to benefit Chesapeake Bay and neighbors in Curtis Bay.

ISC Miami minimizes petroleum use in transportation by extensive use of electric vehicles, procurement of alternative fuel vehicle replacements, and operation of two commuter buses that stop at other Coast Guard units in the area, thereby reducing emissions, fuel usage, and congestion.

UNIT (SMALL):

WLR Support Detachment Hickman directly assists CGC CHENA with guidance on waste disposal and hazardous materials disposal, allowing for more environmentally friendly operation and maintenance of a busy working vessel.

MSD Port Canaveral has partnered with State and local clean water programs via a MOU, participates in training for preventing pollution, and educates local industry and communities about the importance of waste stream compliance.

We encourage other units to contact these winners to learn how you can make a difference in protecting the environment while achieving your mission. Individuals can be contacted at their global address. Please contact Ken Malmberg (CG-443) at (202) 267-6214 for current POCs for units listed. Several of these have also been nominated for the DHS Environmental Achievement Award and for the White House Closing the Circle Award.

USCG Environmental Award Winners / ALCOAST 026/06

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ALCOAST 026/06
COMDTNOTE 5090
SUBJ: CG 2005 ENVIRONMENTAL AWARD WINNERS

A. ENVIRONMENTAL AWARDS PROGRAM, COMDTINST 5090.5B

1. ON BEHALF OF THE COMMANDANT AND THE COAST GUARDS ENVIRONMENTAL MANAGEMENT BOARD, I AM PLEASED TO ANNOUNCE THE AWARDS FOR SUPERIOR ENVIRONMENTAL PERFORMANCE. THESE AWARDS RECOGNIZE LONG TERM ACHIEVEMENT AND COMMITMENT AS WELL AS OUTSTANDING PERFORMANCE IN 2005.

2. IAW REF A, THE TEN ENVIRONMENTAL AREAS OF EXCELLENCE CONSIDERED BY THE AWARDS PANEL ARE: SOURCE REDUCTION, RECYCLING, AFFIRMATIVE PROCUREMENT, NATURAL RESOURCES PROTECTION AND MANAGEMENT, POLLUTION PREVENTION, COMPLIANCE, ENVIRONMENTAL PLANNING (E.G. NEPA), HISTORIC AND CULTURAL RESOURCES MANAGEMENT, PREVENTION/REMEDICATION OF ENVIRONMENTAL DAMAGE, AND ENVIRONMENTAL EXCELLENCE. IN ADDITION, RECOGNITION IS GIVEN BY THE PANEL FOR UNITS OR INDIVIDUALS WITH OUTSTANDING PERFORMANCE WHICH IS EXTRAORDINARY BUT DOES NOT MEET REQUIREMENTS OF REF A.

3. THE WINNERS ARE:

A. INDIVIDUAL	CATEGORY
MS. KATIE MOORE (ATLANTIC AREA)	NATURAL RESOURCE MANAGEMENT AND PROTECTION
LT BRADFORD J. CROWLEY (SECTOR PORTLAND)	POLLUTION PREVENTION AND RECYCLING
MR. DANIEL H. GUENTHNER (ISC KODIAK)	SOURCE REDUCTION
B. TEAM	
ISC HONOLULU	SOURCE REDUCTION
C. UNIT (LARGE)	
ISC SEATTLE	SOURCE REDUCTION
A/S BORINQUEN	POLLUTION PREVENTION
ISC PORTSMOUTH	OVERALL ENVIRONMENTAL EXCELLENCE
CG YARD	COMPLIANCE
ISC MIAMI	AFFIRMATIVE PROCUREMENT AND MINIMIZING PETROLEUM USED IN TRANSPORTATION
D. UNIT (SMALL)	
WLR SUPPORT DETACHMENT	POLLUTION PREVENTION
MSD PORT CANAVERAL	PREVENTION AND REMEDY OF ENVIRONMENTAL DAMAGE

4. I APPLAUD THE AWARD WINNERS AND OTHER NOMINEES AND APPRECIATE YOUR CONTRIBUTIONS TO THE SUCCESS OF THE ENVIRONMENTAL PROTECTION PROGRAM. I ENCOURAGE OTHER UNITS TO CONTACT THESE WINNING UNITS, TEAMS, AND INDIVIDUALS AND MODEL YOUR ENVIRONMENTAL AND NATURAL RESOURCES PROTECTION EFFORTS AFTER THEIRS.

5. THE ACCOMPLISHMENTS OF THE WINNERS WILL BE SUMMARIZED IN A FUTURE EDITION OF THE ENGINEERING AND LOGISTICS QUARTERLY.

6. INTERNET RELEASE AUTHORIZED.

7. RADM D. G. GABEL, ASSISTANT COMMANDANT FOR ENGINEERING AND LOGISTICS, SENDS.

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Proposed Decommissioning of USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167)

The Coast Guard is proposing to decommission USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167). Documentation under the National Environmental Policy Act (NEPA) is underway. Section 106 consultation pursuant to the National Historic Preservation Act (NHPA) is also being conducted with various State Historic Preservation Officers (SHPOs).

USCGC STORIS (WMEC-38) is the oldest commissioned cutter in active service, known as the “Queen of the Fleet.” This special status is denoted by gold hull numbers. USCGC STORIS (WMEC-38) is a unique, one-of-a-kind vessel. It measures 230 ft. and is a slightly larger version of the USCG’s 180-ft. buoy tender design. USCGC STORIS (WMEC-38) was commissioned on September 30, 1942 as an ice patrol tender and was converted to a medium endurance cutter in 1972.

On July 1, 1957, USCGC STORIS (WAG-38) departed Seattle, Washington accompanied by USCGC BRAMBLE (WLB-392) and USCGC SPAR (WLB-206) to undertake a circumnavigation of the continent and to collect hydrographic information. USCGC STORIS (WMEC-38) assisted in establishing navigational aids across the northern coast of Alaska and Canada with USCGC BRAMBLE, USCGC SPAR, and Canadian Icebreaker LABRADOR. This historic undertaking established the Northwest Passage, a stretch of water that lies between the Arctic Circle and the North American continent. This Northwest Passage was a route for large ships to cross the northernmost point of North America. The purpose of finding such a passage over the North American continent was to locate a route that would enable ships to escape the Arctic Circle when trapped by thick layers of ice and icebergs or in wartime.

USCGC STORIS (WMEC-38) has been homeported in Kodiak, Alaska since 1957. Previous homeports include Boston, Massachusetts; Curtis Bay, Maryland; and Juneau, Alaska. USCGC STORIS’ (WMEC-38) current area of operation ranges from the panhandle of southern Alaska to the Bering Sea.

USCGC ACUSHNET (WMEC-167) served both the Navy and Coast Guard. On August 23, 1946, Fleet Rescue and Salvage Vessel USS SHACKLE (ARS-9) was commissioned into the USCG and designated USCGC ACUSHNET (WAT-167). USCGC ACUSHNET (WMEC-167) is the USCG’s sole remaining 213-ft. class cutter, the last of the Diver Class, commissioned on August 23, 1946. The vessel is currently homeported in Ketchikan, Alaska as since 1998. Previous homeports include Pearl Harbor, Hawaii; Portland, Maine; San Diego, California; Gulfport, Mississippi; and Eureka, California.

At the USCG Yard in Curtis Bay, Maryland, USCGC ACUSHNET underwent extensive conversion into a search and rescue vessel, later homeported in Portland, Maine until 1968. While in Maine, USCGC ACUSHNET (WMEC-167) served both as a vessel for Search and Rescue (SAR) and as part of the International Ice Patrol.

After seven decades of dedicated service, the USCG proposes to decommission USCG STORIS (WMEC-38) and USCGC Acushnet (WMEC-167) since they have concluded their useful service life based on operational and economic considerations, proposing to decommission the vessels in 2007 and 2008 respectively.

TRIVIA:

“STORIS” is a Scandinavian name taken from a Greenland native eskimo word “sirorssuit” meaning “great ice”.

The word “Acushnet” originates from the Cushena Indian tribe that occupied southern Massachusetts and translates as, “the place to get to the other side.”

Improving RCRA/CERCLA Coordination at Federal Facilities

An EPA policy entitled [*Improving RCRA/CERCLA Coordination at Federal Facilities*](#) was signed by OSWER's then Acting Assistant Administrator Thomas Dunne on December 21, 2005. The policy re-emphasizes the 1996 EPA policy on RCRA/CERCLA coordination, and encourages early and continued coordination between federal facilities and regulatory agencies, including states. EPA encourages regions, states, and federal agencies to integrate cleanup activities and regulatory requirements to ensure that activities proceed expeditiously and efficiently, minimizing duplication of effort and second-guessing of remedial decisions.

HAZMAT Training Requirements

Submitted by TJ Granito

Some of our facility level folks who are shipping hazardous materials may need to take the Department of Transportation (DOT) required training in the packaging, labeling, placarding, emergency response, and shipping paper preparation. The applicable sections of the DOT regulations can be found in Subparts H and I of Title 49 of the Code of Federal Regulations.

Employees must work under the supervision of a trained and knowledgeable HAZMAT employee and complete training within 90 days after employment. The employee must take recurrent training at least once every three years. Training may be provided by the hazmat employer or other public or private sources. Training records must be maintained.

Please distribute this information to your facilities that may be shipping hazardous materials.

Coast Guard Island Pride

Submitted by CAPT Robert Palombo

Commanding Officer, Integrated Support Command Alameda

Over the next few months you will see the next phase of facility improvements on Coast Guard Island. This phase will include a dramatic landscaping enhancement to the front entrance area and along Campbell Drive.

ISC Alameda, in conjunction with PACAREA, MLC PAC, and CEU Oakland embarked on an Island improvement plan several years ago that included numerous building upgrades, renovation of the barracks, angled and new parking areas for increased spaces, installation of decorative security barriers, construction of the new Learning Center, and upgrades to the galley, locker rooms, gym, and pool. At the same time, we also embarked on an Island-wide beneficial landscaping enhancement program. Through the collaborative input from contracted botanists, landscape managers, environmental specialists, and EBMUD, a Coast Guard Island Master Landscaping Plan was developed. The desired outcome of the plan was to enhance land use areas, replace an inefficient irrigation system, reduce water consumption, reduce or eliminate invasive plants, introduce drought resistant plantings, reduce pruning costs, minimize use of chemicals, and minimize water runoff while introducing a more visually pleasing appearance. The plan included seven phases with a multi-year implementation. Within the last year, we've completed several phases with numerous landscape and irrigation improvements at the entrance circle and causeway approach, new plantings at the parking area between the pool and the MLC Pacific Commander's office, new plantings at the north side of the softball field, and new lawn and plantings at the MSST building. Dead and dying trees have been removed near the galley. In addition, the field east of the Clinic as well as both athletic fields have been re-leveled and reseeded. New trees and ground cover have been planted adjacent to the gazebo, where the grill was repaired, the gazebo re-roofed, and the wooden support columns refinished to make our morale events more enjoyable.

Another added benefit of these improvements is the pride we can all take in working at Coast Guard Island. Maintaining a neat, clean and well-groomed facility requires everyone's assistance however. We cannot do it alone. We ask that all hands police the grounds after events, place cigarette butts and trash in the proper receptacles, properly dispose of excess furniture or equipment, participate in the annual CG Island Earth Day, and submit work orders when something requires repair: <http://cgweb.mlcpcac.uscg.mil/iscalamedaweb/engineering/index.html>



Together we can continue to enhance our workplace and transform the appearance of Coast Guard Island... a place we can all be proud of.

Coast Guard Island Fact Sheet

The Engineering Division is composed of the Housing, Force Protection, Facilities, Industrial, Environmental, and Support Branches.

The **Facilities Branch** is composed of a Mechanical/HVAC, Alarm, Structural, and Electrical Shop. Our primary mission is ensuring the readiness of all operations on Coast Guard Island by providing a serviceable facility and essential utilities. Additionally, we are responsible for the stewardship of all facilities by providing all preventive and recurring maintenance (AFC-30), as well as liaison to CEU Oakland for all non-recurring maintenance (AFC-43) and FD&CC Pacific for Capital Acquisition (formerly AC&I) projects.

The **Industrial Branch** performs depot level and crane services for any requesting government agency, on an operational priority basis, throughout the West Coast. The Industrial Branch is comprised of an Electrical Services, Carpentry, and Metal Fabrication Shops, as well as a buoy maintenance facility on Yerba Buena Island.

The **Environmental Branch** manages and administers all environmental programs, including hazardous material management, hazardous waste disposal, hazardous waste minimization, pollution prevention, health and safety, and environmental permitting.

The **Support Branch** provides procurement and logistical support for Engineering Division operations and projects. In addition, the Branch provides technical representative responsibilities for the Island-wide janitorial, wet and dry garbage, and landscaping contracts.

Port Services provides engineering support and pier side services for four High Endurance Cutters and all visiting ships, including crane services and a paint float.

The **Motorpool** assigns and maintains all unit and GSA vehicles assigned to the ISC and tenant commands.

FY05 MLCLANT Hazardous Waste Training Program

Submitted by Sheri L. Imel

MLCLANT, Civil Engineering Division

INTRODUCTION

Since 1988, MLCLANT Civil Engineering Division has provided hazardous waste management training to an average of 200 personnel per year throughout Atlantic Area. Periodic training for hazardous waste coordinators is required under the Resource Conservation and Recovery Act, Hazardous Materials Transportation Uniform Safety Act, and Occupational Safety and Health Act. MLCLANT offers a basic course for newly designated hazardous waste coordinators and an annual refresher course for returning students.

Unlike commercial hazardous waste management training, MLCLANT's course is Coast Guard oriented. Trainees are provided with and instructed in the use of applicable CFRs and other source material. The goal of this program is to acquaint trainees with the tools needed to perform their jobs and to resolve compliance problems at their units. It has been designed to cover the spectrum of need from those who generate small quantities of regulated or hazardous waste to industrial facilities that are large quantity generators. Course topics include:

- Laws and Regulations
- Chemistry and Toxicology
- Hazardous Waste Identification
- Generator Requirements

- Hazardous Waste Storage and Incompatible Chemicals
- DOT Transportation Requirements
- Hazardous Waste Manifest Requirements
- OSHA Emergency Response Awareness Level
- Preparedness, Prevention, and Contingency Plans

In FY04, MLCLANT made a significant change to its training program by premiering a web-based version of its 12-hour refresher training program. By converting the classroom refresher course to an online refresher course, MLCLANT cut its annual AFC 30T fund expenditure from \$100,000 to \$250,000. Full scale implementation occurred during FY05 wherein Atlantic and Pacific area personnel were trained on hazardous waste management procedures.

MLCLANT conducted two 28-hour basic hazardous waste management courses for newly assigned hazardous waste coordinators from stations, groups, industrial support commands, sectors, and independently moored vessels. The basic course covers laws and regulations, management of hazardous waste, health and safety, and preparation of hazardous waste for shipment. This course was not offered to shore and vessel tenant commands because of their limited compliance responsibilities. Instead, tenant command coordinators took web-based training. The online system also served as a refresher course for those who received hazardous waste management training in the past. Online training provides a review of the regulatory requirements and updates to laws, regulations, and Coast Guard policy. Seven sessions were conducted with the assistance of a contract instructor.

COURSE STATISTICS

MLCLANT offered training to 210 personnel in FY05, including over 30 Pacific Area unit coordinators. Sixty hazardous waste coordinators attended the 28-hour course and 150 coordinators took web-based training. Distribution of students by unit type is as follows:

Unit Type	Number of Students	Unit Type	Number of Students
Activity	2	Integrated Support Detachment	2
Air Station	12	LORAN Station	7
Aids to Navigation Team	8	Maritime Safety and Security Team	1
Vessels	25	Marine Safety Office	2
Communications Station	1	Naval Engineering Support Detachment	1
Electronic Support Detachment	1	Sector	11
Group	13	WLR Support Detachment	7
HITRON	1	Station	86
Integrated Support Command	5	Training Center	25
		Total	210

Quotas were given out on a first come, first serve basis. Small units, such as stations, were allowed one quota for the basic course and one quota for the online course. Larger units, such as ISCs were permitted to have two quotas for each class type. Of all unit types, stations received most of the quotas. This can most likely be attributed to the fact that there are more stations than other types of USCG facilities. While there are numerous aids to navigation teams, many of them are tenant commands and do not have full compliance responsibilities.

Figure 1 depicts the breakdown of the student population based on USCG status. 159 out of 210 students were E4 – E6, which is not surprising since most hazardous waste coordinators are petty officers. Large units assign hazardous waste coordinators at the E7 – E9, W1 – W4, O1 – O3, and civilian levels as well. Some units appoint E3s as assistant coordinators.

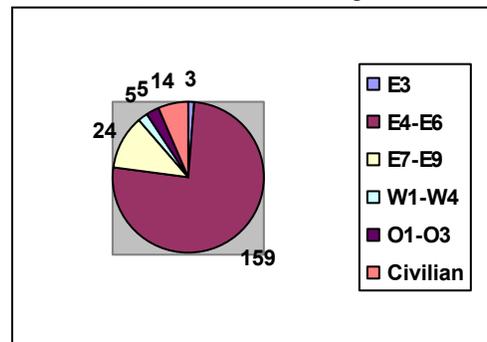


Figure 1: Student Population

TRAINING MEASUREMENTS

Successful classroom hazardous waste management training is gauged by student performance on the end of course exam. The end of course exam tests students on their knowledge of hazardous waste management regulations and their ability to perform as hazardous waste coordinators. All attendees earned a passing grade of at least 75% in FY05.

Performance of the online training system was measured using a pre- and post-test. Students who took the pre-test scored an average of 66.8 points. In contrast, those who completed the post-test scored an average of 83.9 points (see Figure 2). The average test score change is +23 points.

These data indicate that MLCLANT's hazardous waste management training program meets its goal to provide hazardous waste coordinators with the information and tools needed to perform their job. MLCLANT continuously improves the basic and online courses to match expanding regulatory burdens. Future web-based training modules will include information on state specific requirements, the Clean Water Act, and the Emergency Planning and Community Right-to-Know Act.

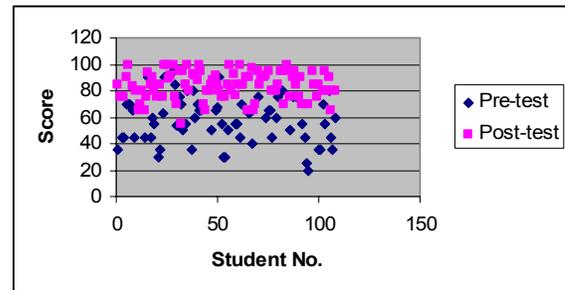


Figure 2: Pre-test and Post-test Score Comparison

Earth Day Celebrations in the Coast Guard / ALCOAST 213/06

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FM COMDT COGARD WASHINGTON DC//CG-4//
TO ALCOAST
BT
UNCLAS //N05090//
ALCOAST 213/06
COMDTNOTE 5090
SUBJ: EARTH DAY CELEBRATIONS IN THE COAST GUARD

1. AS THE ENVIRONMENTAL EXECUTIVE FOR THE COAST GUARD, I INVITE EVERYONE TO OBSERVE EARTH DAY 2006 BY SHOWING OUR STEWARDSHIP FOR THE MARINE ENVIRONMENT IN WHICH WE PERFORM OUR MISSIONS.

2. EARTH DAY IS COMMEMORATED ON 22 APRIL. THIS IS AN IDEAL OPPORTUNITY TO REINFORCE THE SPIRIT OF THE COMMANDANTS DIRECTION TO FOCUS ON READINESS, PEOPLE, AND STEWARDSHIP. UNRELENTING DEMANDS FOR SECURING THE HOMELAND MAKE THIS YEAR A TIME TO REEMPHASIZE OUR PRIDE IN PROTECTING OUR WORKING ENVIRONMENT.

3. COAST GUARD UNITS AND COMMANDS SHOULD USE THIS OCCASION FOR APPROPRIATE OUTREACH ACTIVITIES AND CELEBRATIONS. SUITABLE TALKING POINTS THAT MAY FIT INTO YOUR OUTREACH EFFORTS INCLUDE HOW OUR MISSIONS HELP PROTECT THE ENVIRONMENT.

4. MY COORDINATOR FOR EARTH DAY IS DR. KEN MALMBERG, (202)267-6214, KMALMBERG(AT)COMDT.USCG.MIL.

5. INTERNET RELEASE AUTHORIZED.

6. RADM D. G. GABEL, ASSISTANT COMMANDANT FOR ENGINEERING AND LOGISTICS, SENDS.

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Proposed Implementation of the Nationwide Automatic Identification System Project

The Nationwide Automatic Identification System (NAIS) project is a USCG major systems acquisition that will provide the USCG with the capability to receive and distribute information from shipboard AIS equipment to enhance Maritime Domain Awareness. The project will provide detection and identification of vessels carrying AIS equipment approaching or operating in the maritime domain where little or no vessel tracking currently exists. Implementation of the project involves installing AIS equipment and related support systems on and around communications towers or other structures along 95,000 miles of coastline and inland rivers.

The USCG determined that preparation of a Programmatic Environmental Impact Statement (PEIS) in compliance with the National Environmental Policy Act (NEPA) was needed. The PEIS is a broad-level environmental planning document that will be followed by site-specific or project-specific NEPA review and documentation. Public involvement is a vital component of the NEPA process for vesting the public in the decision making process and allowing for full environmental disclosure. Public involvement for the NAIS project commenced on November 23, 2005 with a Notice of Intent (NOI) to determine the scope of the proposed project published in the *Federal Register* (70 FR 70862). A public scoping meeting and informational open house was held in conjunction with the scoping process at USCG HQ at the end of the public comment period on December 23, 2005. The USCG also mailed an Interested Party letter to over 230 potentially interested parties including federal, state, and local agencies, elected officials, stakeholders, and individuals.

At the December 23, 2005 informational open house preceding the public scoping meeting, representatives from the NAIS project office and environmental staff were available to talk to the public about the proposed project and the NEPA process. USCG also provided fact sheets and handouts on topics including NEPA, the NAIS project, associated technologies, and applicable authorities.

Comments received at the December 23, 2005 public meeting and during the public comment period are being considered by USCG to identify environmental issues to be addressed in the PEIS. Comments primarily addressed one of three categories: 1) coastal zone management coordination; 2) concerns over potential effects on historic or cultural resources; and 3) concerns over potential impacts to migratory birds from construction of shore-based radio frequency sites / towers. The State of Oklahoma was particularly concerned with migratory bird impacts, and the State of Louisiana raised concerns over impacts on storm water and other water quality issues. Also, a single comment was received from the Passenger Vessel Association that addressed concerns about AIS carriage requirements and rulemaking and its potential economic impact on its association members.

The USCG continues the preparation of the draft PEIS. The PEIS will address issues raised during the public scoping meeting and comment period. The draft EIS will also undergo a 30-day comment period and another public meeting in Washington, DC later this summer or in early fall 2006.

New USCG HQ?

*Update on GSA's Proposed Redevelopment of St. Elizabeths Hospital West Campus
Submitted by Susan Hathaway*

The General Services Administration's (GSA) proposal to relocate USCG HQ to historic West Campus at St. Elizabeths Hospital in Southeast DC is ongoing. GSA also recently announced that other elements of DHS would be moving to the campus. GSA is currently preparing an Environmental Impact Statement (EIS) for the Master Plan for the Redevelopment of the West Campus, St Elizabeths Hospital in compliance with the National Environmental Policy Act (NEPA). The draft EIS will be available for public review and comment in August 2006. USCG personnel will be informed via the HSC webpage when the EIS is available for public review and comment. The Master Plan is then expected to be complete in December 2006.

The St Elizabeths site is located approximately four (4) miles from the U.S. Capitol and overlooks I-295 and the Anacostia River. It is situated near the greater Anacostia community and is comprised of 176 acres. The property is bounded by Martin Luther King Avenue to the east, I-295 to the west and residential neighborhoods on the north and south.

GSA received custody and control of the West Campus of St. Elizabeths from U.S. Department of Health and Human Services (HHS) in December 2004. Since then, GSA determined a pressing need for a secure federal office space within the "Central Employment Area" of DC. USCG was subsequently identified as the first potential tenant. The current USCG HQ leases in SW, Washington DC will expire in 2008; thereafter, GSA would extend our current leases to coincide with any move to St. Elizabeths.

St. Elizabeths was established in 1855 as a government hospital for the insane. St. Elizabeths also served as central hospital for Civil War soldiers in the mid-1860's. There is a Civil War cemetery located on the property. The campus is designated as a National Historic Landmark (NHL). As such, GSA also continues Section 106 consultation required by National Historic Preservation Act for the treatment of an historic property. The Section 106 consultation helps determine potential impacts to the NHL resulting from the redevelopment and seeks ways to avoid, mitigate, and/or minimize impacts.

The challenges that GSA faces in the development of the Master Plan for redeveloping the campus includes a variety of competing interests. This includes new construction amongst the historic buildings, identified endangered species around the site, influx of traffic, and basic site access and egress. The District of Columbia expressed their own interests as well and in combination with other initiatives in and around major SE corridors. DC hopes that a Federal Campus at St. Elizabeths will spark commercial development and economic growth along Martin Luther King, Junior Avenue similar to that in NW DC and now along M Street by the Navy Yard. Congresswoman Eleanor Holmes Norton held an All-Community Town Hall Meeting on April 5th in Ward 8, Washington, DC, SE, on the potential development of the west campus of St. Elizabeths. There were approximately 300 community members in attendance. Community members asked questions and expressed concerns regarding jobs and economic growth, potential displacement of residents, transportation, access to the campus and historic buildings.

The development of the EIS and consultation processes aids in addressing these potential benefits and helps in resolving those adverse impacts. GSA is currently engaged in consultation with the DC Historic Preservation Officer, the Advisory Council on Historic Places, and all other parties such as the District Department of Transportation, the National Park Service, the Washington Metropolitan Area Transit Authority (Metro), and community organizations and other interested parties.

USCG HQ personnel participated in a survey to assist GSA in predicting traffic patterns and to identify methods to reduce traffic to the area. The survey also assisted in justifying how many parking spaces would be needed for USCG personnel. With the proposed inclusion of new DHS elements as tenants to GSA's property, additional public meetings and focus groups may convene this summer. USCG personnel would be informed via the HSC website.

For more information, please visit:

http://www.gsa.gov/Portal/gsa/ep/contentView.do?pageTypeId=8199&channelId=-13338&P=S&contentId=18333&contentType=GSA_BASIC

For information on other Anacostia improvement initiatives, you can also visit:

<http://www.detransitfuture.com/>

<http://www.11thstreetbridgeseis.com/>

<http://www.southcapitoleis.com/>

<http://www.ddot.dc.gov/ddot/cwp/view,a,1249,q,561165.asp>

<http://www.nlm.nih.gov/hmd/medtour/elizabeths.html>

http://www.norton.house.gov/index.php?option=com_content&task=view&id=335&Itemid=

http://www.norton.house.gov/index.php?option=com_content&task=view&id=338&Itemid=

Commandants Direction: Stewardship – Environmental Compliance / ALCOAST 095/06

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COMDTNOTE 5090

SUBJ: COMMANDANTS DIRECTION: STEWARDSHIP - ENVIRONMENTAL COMPLIANCE

A. COMMANDANTS ENVIRONMENTAL STEWARDSHIP CHALLENGE

B. COMMANDING OFFICERS ENVIRONMENTAL GUIDE, COMDTPUB P5090.1A

1. THIS MESSAGE EMPHASIZES THAT COMPLIANCE WITH ENVIRONMENTAL REGULATIONS IS A REQUIREMENT OF GOOD STEWARDSHIP.

2. RECENTLY THERE HAS BEEN A DOWNWARD TREND IN COMPLIANCE WITH SEVERAL MAJOR ENVIRONMENTAL LAWS DEALING WITH CLEAN AIR, CLEAN WATER, HAZARDOUS WASTE, AND OTHERS. AS STATED IN REF A AND IN NUMEROUS DIRECTIVES CITED IN REF B, THE COAST GUARD IS OBLIGATED TO SAFEGUARD OUR NATIONS ENVIRONMENT AND NATURAL RESOURCES. EACH COMMANDING OFFICER OR OFFICER IN CHARGE IS RESPONSIBLE FOR ENSURING THAT THEIR UNIT, WHETHER A SHORE FACILITY OR A VESSEL, IS IN CONTINUOUS COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL ENVIRONMENTAL LAWS, REGULATIONS, AND INTERNATIONAL TREATIES.

3. THE ENVIRONMENTAL MANAGEMENT DIVISION (CG-443) IS SPONSORING A COMPLIANCE ASSISTANCE INITIATIVE, BEING PROTOTYPED IN FY06, TO ASSIST UNITS IN ACHIEVING AND MAINTAINING COMPLIANCE WITH ENVIRONMENTAL REQUIREMENTS. THIS INITIATIVE IS BEING COORDINATED THROUGH MLC AND AREA COMMANDS TO PROVIDE A BASELINE ENVIRONMENTAL PROFILE AT SMALLER UNITS THAT EMULATES PROGRAMS FROM UNITS THAT ARE ALREADY SUCCESSFUL.

4. I WANT TO RECOGNIZE AND COMMEND THOSE WHO HAVE MADE ENVIRONMENTAL PROTECTION AN INTEGRAL PART OF THEIR DAILY OPERATIONS. SIMILARLY, I STRONGLY ENJOIN ALL MEMBERS OF THE SERVICE, WHETHER OPERATING AT SEA, ON LAND OR IN THE AIR TO BE DILIGENT IN ENSURING COMPLIANCE WITH EXISTING POLLUTION AND EMISSION REQUIREMENTS CONTAINED IN THE LAW.

5. NUMEROUS DIRECTIVES SPECIFYING HOW TO COMPLY ARE AVAILABLE AT [HTTP://CGWEB2.COMDT.USCG.MIL/CGDIRECTIVES/WELCOME.HTM](http://CGWEB2.COMDT.USCG.MIL/CGDIRECTIVES/WELCOME.HTM).

6. IF YOU WOULD LIKE MORE INFORMATION OR HAVE ANY QUESTIONS PLEASE CONTACT MR. ED WANDELT, CHIEF, ENVIRONMENTAL MANAGEMENT DIVISION (CG-443), AT (202) 267-2369.

7. PLEASE ENSURE THIS MESSAGE GETS APPROPRIATE DISTRIBUTION.

8. INTERNET RELEASE AUTHORIZED.

9. RADM D. G. GABEL, ASSISTANT COMMANDANT FOR ENGINEERING AND LOGISTICS, SENDS.

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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.