



# USCG ENVIRONMENTAL TIMES

Issue 01-3

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## AFFECTING YOU

### CEQ LAUNCHES COORDINATED EFFORT TO BOOST INNOVATION, COMPLIANCE

The following was taken from a summary written by Will Garvey, EPA, Federal Facilities Enforcement Office, of a speech by the new CEQ chair

The White House is launching a new program to coordinate regulatory reinvention and flexibility initiatives in an effort to significantly boost use of environmental management systems (EMSs) and other voluntary compliance approaches. The Bush administration hopes the initiative will allow federal officials to stop wasting resources and “chasing after” companies that are already compliant with environmental laws, according to the White House's top environment official.

Jim Connaughton, chairman of the Council on Environmental Quality (CEQ), told state environment commissioners at a meeting in August that he will head up a “central policy development and policy coordinating office” to unite innovation efforts at EPA, the Department of Energy, the Department of Interior, and other agencies. Connaughton made his remarks at the annual meeting of the Environmental Council of the States (ECOS).

*Note: If you currently are receiving a paper copy of this publication and are capable of receiving it electronically, please notify Martin Nguyen at (202) 267-2342 or e-mail [mnguyen@comdt.uscg.mil](mailto:mnguyen@comdt.uscg.mil). Receipt of this publication electronically will help us achieve our goal of a paperless office, thereby reducing costs and minimizing waste.*

“USCG Environmental Times” (*E-Times*) is designed to help you keep up with environmental information relevant to your job. The “USCG Environmental Times” is provided for informational purposes only and does not necessarily reflect official Coast Guard policy.

We welcome and encourage questions, comments, or articles for this publication from personnel, bases, stations, ISCs, and all Coast Guard units. Contact Martin Nguyen at Coast Guard Headquarters, (202) 267-2342 or e-mail [mnguyen@comdt.uscg.mil](mailto:mnguyen@comdt.uscg.mil), or Kim Costner Moore at Potomac Management Group, Inc., (703) 836-1037 or e-mail [kcostnermoore@potomacmgmt.com](mailto:kcostnermoore@potomacmgmt.com).

Articles are due on the 30<sup>th</sup> of the first month of each quarter.

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**Editorial Policy:** “USCG Environmental Times” articles cover the entire range of environmental issues that may confront Coast Guard facilities, operations, project or activity planning, and policy making. The articles are intended to be brief, so they often provide a point of contact for further information. Suggestions for articles are welcome. Articles submitted may be edited for brevity.

Electronic and paper “USCG Environmental Times” distribution includes HQ offices, MLCs, CEUs, FDCCs, independent HQ units, various district offices, and other units as requested.

As part of that effort, Connaughton said the Bush administration was hoping to see a 20-fold increase in the use of EMSs from the 5,000 companies that are already certified under the international EMS structure, known as ISO-14001, to 100,000 companies. Connaughton also said the administration wanted to see a 40-fold increase from the number of projects in the Clinton administration's reinvention program, known as Project XL, boosting the current 26 projects to 1,000.

EMS are systems under which corporations make pollution prevention and control an integral part of all business decisions. Connaughton said the EMS concept will be aggressively promoted through EPA's innovation office, and that he will seek states' help in publicizing the concept throughout the country. He said the next generation of environmental protection would involve a "new era of stewardship and corporate responsibility" aided by regulatory innovations such as market-based approaches, and the dramatic expansion of regulatory flexibility efforts, such as the Clinton administration's Project XL.

The changes reflect the Bush administration's commitment to a new view of federalism based on the involvement of states and deference to their needs and concerns, Connaughton said, while still preserving an appropriate federal role in setting national minimum standards and overseeing the effectiveness of state programs.

In his speech, Connaughton outlined the five themes that would characterize his work at CEQ: stewardship, innovation, science-based decision making, federalism, and compliance. He said that his other high priorities include issues such as climate change, streamlining the permitting of energy-producing facilities, the upcoming farm bill, public lands management, and developing "twenty-first century air pollution legislation."

## **PRESIDENTIAL COMMISSION ON OCEAN POLICY ELECTS ADMIRAL JAMES D. WATKINS AS CHAIRMAN**

*(The following was abstracted from "A Commission on Ocean Policy PressRelease Wednesday, September 19, 2001.")*

The Commission on Ocean Policy named Admiral James D. Watkins, U.S. Navy (Retired) chairman of the commission during its first meeting, which was held on September 17 and 18, 2001, in Washington, DC.

The 16-member commission, appointed by President Bush, is undertaking an 18-month investigation of ocean-related issues and will make far-reaching recommendations to the president and Congress for a comprehensive national ocean policy, including the Great Lakes. The commission will assess a wide range of challenging issues, including stewardship of fisheries and marine life; responsible use of offshore oil, gas, and non-living resources; coastal storms and other natural hazards; ocean and coastal pollution; marine transportation; the role of oceans in climate

change; oceanographic science and technologies; and international leadership and cooperation in marine affairs.

Established by federal legislation, the Commission is charged with reviewing the effects of federal ocean-related laws and programs. The Oceans Act of 2000 requires the Commission to establish findings and make recommendations for reducing duplication improving efficiency, enhancing cooperation, and modifying the structure of federal agencies involved in the world's oceans. The Act requires the Commission to consider environmental, technical, economic, and scientific factors in the course of its deliberations. The Commission is also charged with assessing the relationship among federal, state, and local governments and the private sector in carrying out ocean and coastal activities.

"Scientific and public policy experts from all sectors are calling for the kind of attention to the oceans of inner-space during the next 50 years that we devoted to outer space during the last 50," Admiral Watkins said. "Today's Commission on Ocean Policy has been challenged by the Congress and the President to help lead the way. That is precisely what we plan to do."

James Connaughton, chair of the White House Council on Environmental Quality, Paula Dobriansky, under secretary of State for Global Affairs, Environmental Protection Agency Administrator, Christine Todd Whitman, and Commerce Secretary Donald L. Evans spoke during the Commission's first meeting and stressed the importance of the oceans to the nation's economy and security and of the need to protect and conserve ocean resources for this and future generations. They reiterated the Administration's support for the Commission.

Within 120 days of delivery of the commission's report, the Act requires the president to submit to Congress proposals and responses to the commission's recommendations.

The next meeting is scheduled for November 13 and 14, 2001, and will be held in Washington, D.C.

## **MERCG ACCOMPLISHES MANY GOALS IN FIRST YEAR**

**By Rachel Canty**

The Marine Environmental Resource Coordinating Group (MERCG) has been functioning (sometimes under different names) for close to a year. In that time, there has been tremendous progress in the coordination of marine environment related topics among the various directorates at CG Headquarters.

In addition to raising awareness regarding the need for this increased coordination within the Coast Guard, the MERCG has already achieved several noteworthy goals, including development of a system for coordinating comments on proposed regulations affecting the marine

environment (whether affecting internal compliance or external enforcement), preparation and successful completion of an informative brief on Coast Guard operations and concerns before the Pew Ocean Commission, and drafting of a high-level Ocean Policy paper. Additionally, the MERCG has been active in a wide spectrum of issues such as illegal, unreported, and unregulated (IUU) fishing, migratory birds, spill response, protected species and essential fish habitat to name just a few.

The success of this group in accomplishing its goal to better coordinate marine environmental issues that cross directorates would not be possible without the support of Coast Guard personnel at all levels. Flag level interest has resulted in chartering of the group by the Joint Operations and Marine Safety Coordinating Committee (JOMSCC) and the close relationship the MERCG enjoys with the Environmental Management Board (EMB). At lower levels, the tireless efforts of different offices within O, M, L, and S are what have truly made the group successful.

I feel privileged to have been the chair of this highly productive group. There has been tremendous progress regarding awareness of the cross-directorate nature of many environmental issues that the Coast Guard is grappling with today. However, there remains much work to be done, and a continued need for heightened sensitivity regarding the issues facing the Coast Guard from both an internal compliance and external enforcement view. I am confident that this group, under the capable leadership of LTJG Loren Friedel in G-LEL will continue to lead the Coast Guard in the right direction. Thank you for all your support of this group.



## **NEWS YOU CAN USE**

### **ODS PHASE-OUT STRATEGY FOR SHORE FACILITIES**

**Submitted by Howard Galliford (G-SEC-3)**

Although Coast Guard vessels and aircraft have been phasing out Class I ozone depleting substances (ODSs) over the years, the recent EO 13148 provides a sharp reminder for shore facilities to continue the effort as well. As a result, the Coast Guard has established an aggressive ODS phase-out strategy for shore facilities.

EO 13148, signed by President Clinton on April 21, 2000, requires the Coast Guard to phase out the procurement of Class I ODSs for all nonexcepted uses by December 31, 2010. The Coast Guard will submit its first report to the White House, through DOT, in March 2002 describing ODS program accomplishments. Although 2010 sounds like a long way off, it actually is not that far off considering the time it takes to get funding, identify equipment replacements, prepare contracts, conduct

procurement and replace equipment. As the Coast Guard sails the seas protecting the environment, the Coast Guard's environmental staff will be doing its part to protect the environment by lessening the impact to the ozone layer.

The ozone layer is found in the stratosphere 10–50 km above the ground. The ozone layer protects us from the harmful effects of ultraviolet (UV) light from the sun. Any significant decrease in ozone in the stratosphere would result in an increase of UV radiation reaching the earth's surface. Increases in levels of UV radiation can result in the increase in skin cancers, suppress the immune system, exacerbate eye disorders, including cataracts, and affect plants, animals and plastic materials. Chlorofluorocarbons (CFCs) reach the stratosphere and cause ozone depletion. This ozone depletion has been dramatically confirmed through the Antarctic "Ozone Hole" discovered in 1985 and observations since then of ozone depletion in the middle and higher latitudes.

The United Nations began addressing ODSs in 1977. In 1985, at the Vienna Convention, governments from around the world committed themselves to protect the ozone layer and to cooperate with each other in scientific research to improve understanding of the atmospheric processes. The Montreal Protocol was then adopted in 1987 to reduce and eventually eliminate the emissions of man-made ozone-depleting substances. The Montreal Protocol has been modified five times: London (1990), Copenhagen (1992), Vienna (1995), Montreal (1997), and Beijing (1999).

Class I ODSs typically found at Coast Guard shore facilities include R-11, R-12, R-13, R-111, R-112, R-113, Halon 1211, and Halon 1301. For example, Activities New York has several galley refrigerators and walk-in boxes currently using R-12. The Coast Guard Academy has over 50 Halon fire extinguishers currently in use, and ISC Kodiak, AK, has approximately 8,700 lbs of Halon 1301 and Halon 1211 in its fire suppression systems.

The USCG has developed a strategy to phase out these Class I ODSs by 2010:

- ❑ The Coast Guard will conduct a service-wide inventory of Class I and Class II ODSs.
- ❑ USCG Headquarters will reduce inventory through directives, program management, technical guidance and funding.
- ❑ Field units and Civil Engineering Units will investigate and repair any leaking systems.
- ❑ Field units and Civil Engineering Units will then contract for replacement systems.
- ❑ Upon replacement, field units will turn in all Class I ODSs to the Defense Supply Center Richmond, VA (DSCR).

The Coast Guard currently is conducting the service-wide inventory of Class I and Class II ODSs. To date, approximately 13,000 lbs of Class I ODSs have been identified. Although this includes some excepted uses

(mission-critical use), this still represents a considerable phase-out task for the Coast Guard. By October, the Coast Guard will be able to make an accurate estimate of the amount of Class I ODSs to be phased out. Mission-critical use is identified in COMDTPUB P6280.3, which can be found at <http://isddc.dot.gov> and in Coast Guard Message R 111524Z JUL 94. Shipboard and aircraft fire suppression systems are a mission critical use and are exempt from phaseout as are some shore facilities such as the 2,400 lbs of Halon 1301 used in the fire-suppression system at the ATC Mobile, AL flight-training center.

As 2010 quickly approaches, the Coast Guard will be working diligently to ensure its own internal environmental integrity. The Coast Guard supports the efforts of EO 13148 to "Green the Government" and reduce the impact the Coast Guard's vital mission has on our environment. For more information contact Howard Galliford at [HGalliford@comdt.uscg.mil](mailto:HGalliford@comdt.uscg.mil) or (202) 267-1944.



### **NEW EPA STANCE ON RESIDENTIAL LEAD-BASED PAINT ABATEMENT**

**Submitted by Dustin Bitterman (G-SEC-3)**

According to a recently issued EPA memo, contractors may dispose of hazardous lead-based paint (LBP) wastes from residential lead paint abatements as household garbage subject to applicable state regulations. This is primarily a result of an effort to encourage more lead abatement activities by making it easier and less costly to dispose of these wastes generated during LBP activities.

The aforementioned memo iterates that residential activities included in the Resource Conservation and Recovery Act (RCRA) were excluded from the household waste segment of 40 CFR 261.4(b)(1). A summary of the EPA memo and a link to the actual memo is available at [www.epa.gov/lead/fslbp.htm](http://www.epa.gov/lead/fslbp.htm).



## **P2 AND YOU**

### **EPA PROPOSES PROCUREMENT GUIDELINES FOR 11 NEW PRODUCTS**

EPA Administrator Christine Todd Whitman has proposed to designate 11 recycled-content products that government agencies are required to purchase. By purchasing these recycled products, government agencies provide a strong incentive to manufacturers to expand their use of recovered materials.

The action, known as the Comprehensive Procurement Guideline, covers five product categories: vehicular, construction, transportation, non-paper office, and miscellaneous products. Specifically, EPA is proposing to designate rebuilt motor parts, roofing materials, piping, cement and concrete containing both silica fume and cenospheres, nylon carpet, modular threshold ramps, tires, office furniture, bicycle racks, and blasting grit. These items contain materials commonly recovered in municipal recycling programs such as glass, metals, plastics, and wood.

In a related action, EPA is making available a Recovered Materials Advisory Notice containing the Agency's recommendations for purchasing the designated items. For most of the designated items, the recovered materials notice includes recommended recovered materials content levels.

Under the RCRA and EO 13101, federal agencies are required to purchase EPA-designated items containing recovered materials whenever those products meet their performance specifications and are available at a reasonable cost. RCRA also applies the buy-recycled requirement to state and local government agencies that use appropriated federal funds to purchase a designated product and purchase \$10,000 or more worth of any designated item.

For further information and copies of the Comprehensive Procurement Guideline or recovered materials advisory notice, call the RCRA/Superfund Hotline at (800) 424-9346 or visit <http://www.epa.gov/cpg> or contact Dr. Ken Malmberg, Environmental Management Division, Office of Civil Engineering, U.S. Coast Guard at (202) 267-6214.

### **JIFFY LUBE OFFERS RE-REFINED MOTOR OIL FOR GOVERNMENT VEHICLES**

Drivers of Federal government vehicles now have the convenience of being able to visit Jiffy Lube service centers to follow requirements for oil changes. Seventy-one of the fast lube industry leader's locations in San

Francisco, San Jose, Santa Clara, Santa Cruz, Sacramento and surrounding regions are now offering re-refined motor oil for Federal government vehicles, the type of oil that has been mandated for use in such vehicles.

Jiffy Lube technicians will check license plates to confirm GSA vehicle status and, in most cases, will honor Voyager cards for payment. The re-refined oil will be part of Jiffy Lube Signature Service® for government vehicles, which provides overall vehicle preventive maintenance.

Re-refined oil is used motor oil that has undergone extensive re-refining to remove all contaminants; it is not recycled motor oil. Re-refined oil is the result of a process of cleaning and purification similar to crude oil refining. Dirty oil is turned into base oil and then is blended with proven additive systems. Use of re-refined motor oil

conserves a non-renewable resource and reduces dependence on imported oil.

It has been fully tested according to EOLCS criteria that it meets the same quality standards as virgin motor oil. Chrysler, Ford, and General Motors have all approved the use of API-certified re-refined motor oils in their regions.

## **AUTOMOBILE ENGINE RELIABILITY, MAINTAINABILITY AND OIL MAINTENANCE**

**Submitted by Dustin Bitterman, G-SEC-3**

*(The following was abstracted from a paper submitted by Richard D. Young, Naval Sea Systems Command, Annapolis, MD, at the 2000 Proceedings Annual Reliability and Maintainability Symposium)*



Richard D. Young provides an investigation of the effectiveness of the oil change, one of the most basic procedures for automobile preventive maintenance. The analysis in the paper is based on a review of oil, engine, and bearing technologies and on a survey of vehicle operators.

### **Oil Changes**

The results indicate engine reliability is significantly dependent on the period between oil changes. Surprisingly, the survey data show that oil changes, when too frequent, can reduce the expected life of an automobile engine. Changing engine oil at the proper mileage can improve engine reliability and has the potential to reduce nationwide waste and recycled oil by 325 million gallons annually.

Many automobile operators change engine oil more frequently than required by the manufacturer. A query in the operator's manuals is used to determine this mileage and most manufacturers require oil changes at about 7,500 miles for "normal service" or 3,000 miles for "severe service." Young concludes that automobile engine reliability will be improved by using these recommended oil drain intervals with potential results of a significant nationwide reduction in waste and recycled oil.

### **Owner Survey**

Young conducted a survey of automobile owners to assess the influence of oil change mileage (OCM), the interval between oil changes, on engine maintenance and reliability. Data were collected over a period from September to December 1997 and included owners primarily in the Washington DC area. The data collected include automobile year, make, model, engine type and size, oil brand, oil change frequency, automobile purchase and sale (or disposal) mileage, engine repair comments, driving habit notes, name, and phone number. Climate was also factored into the analysis. Seventy-eight owners were contacted, and a total of 166 automobiles were included in the data set. Engine failure information was dominated by

censored data since many of the cars were traded or sold while still operating, or, were still operating at the time of the survey. Twenty-one of the cars experienced engine failure; the remaining automobiles were "operating without failure or were sold, wrecked, traded or disposed." This study considered "an indication of potential engine failure" as engine failure. These indications consisted of smoking, using oil (more than 1 qt./1000 miles), loss of power, or failure of a cam, piston, or bearing.

### **Survey Results**

The study found that about 40% of operators change their oil much more frequently than required, while about 20% change their oil less frequently than required. Analysis of the data set reveals "optimum OCM is at or near the manufacturer's recommended OCM," which conflicts with the popular belief that more frequent oil changes will only help increase engine reliability by reducing wear rates and friction.

### **Bearing Technologies**

The decrease in engine reliability with decreased OCM is potentially caused by the chemical reactions of anti-wear additives. ZDDP is frequently used as an anti-wear/extreme pressure/anti-oxidant additive. The formulation of engine oil requires selecting the proper amount of the additive.

Sufficient concentrations, proper temperatures and proper bearing metals provide the polishing action to remove the microscopic peaks and is activated by localized high temperatures at asperity contact points. Additives are depleted with time when subjected to engine crank case conditions. With higher concentrations, additive-surface reactivity can result in excessive wear. At low concentrations, the bearing surfaces are not adequately protected and wear and/or damage can occur. When oils are replaced too frequently, the additive levels are not allowed to deplete through normal aging and care maintained at concentrations that accelerate chemical wear of engine surfaces.

### **Conclusion**

Extending OCM to the manufacturer's recommended mileage could lower the annual use of oil by approximately 325 million gallons; "damage to the environment could [also] be substantially reduced."

According to Young, maintenance (preventative and otherwise) costs are significantly reduced when OCM is extended to the limits recommended by the manufacturer, in addition to decreasing engine wear due to chemical additives.

## **GSA SHIPBUILDING COATINGS MANUFACTURERS PROVIDE NAVY WITH HAZARDOUS AIR POLLUTANT COMPLIANCE CERTIFICATES**

*(The following was abstracted from an article submitted by Randy Schober, Environmental Engineer, GSA, to the Hazardous Technical Information Services Newsletter Sept -Oct 2001).*

In an effort to comply with EPA regulations that limit the volatile organic hazardous air pollutant (VOHAP) content of several categories of marine coatings, the Navy has determined that it will purchase only National Emissions Standards for Hazardous Air Pollutants (NESHAP) compliant shipping coatings.

The EPA regulation, found at 40 CFR 63.780, draws its authority from Section 112 of the Clean Air Act, which identifies "Ship Building and Ship Repair" as a source category to be regulated.

The regulation requires that all affected facilities maintain copies of the initial regulatory notification as well as their facility's implementation plan. If a facility opts to use only paints that already comply with regulatory volatile content limits, a certificate of compliance must be generated and maintained.

GSA is currently working to have manufacturers provide the Navy with the necessary compliance certification. Once received by GSA, the compliance certifications will be forwarded directly to the Naval Supply Systems Command Hazardous Material Office in Norfolk, Virginia, where they will be maintained and distributed as necessary.

More information regarding Shipbuilding NESHAP compliance is available in the U.S. Environmental Protection Agency's "A Guidebook on How to Comply with the Shipbuilding and Ship Repair (Surface Coating) Operations National Emission Standards for Hazardous Air Pollutants. (EPA 453-B-97-001)." January 1997, U.S. Environmental Protection Agency.

### **THE U.S COAST GUARD ACADEMY RECEIVES THE GREEN CIRCLE AWARD**

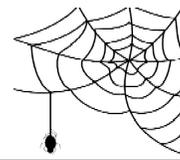
The Connecticut Department of Environmental Protection (DEP) selected the U.S. Coast Guard Academy as a winner of its Green Circle Award. The Green Circle Award is presented to businesses, industries, governments, institutions, and individuals that participate in certain pollution protection activities.

In June of 2000, the Coast Guard Academy partnered with the DEP to conduct a case study on mercury. As a result of this effort, the Academy was able to collect for recycling over 200 lbs. of elemental mercury, 100% of the Chemistry Department's mercury compounds, 37 unused manometers, and over 150 mercury thermometers. The project also improved thermometer storage, prompted the development of a mercury spill procedure, and raised awareness of the hazards of mercury to new levels across the campus.

In April of 2001, the Academy worked with Mr. Tom Metzner of the DEP and with Connecticut College to host a household mercury thermometer exchange that was open to Academy personnel; Connecticut College faculty, staff, and students; and local residents. The event collected 220

mercury thermometers and several mercury thermostats and further served to raise awareness regarding mercury hazards.

For more information on Academy's award winning project, contact Ms. Carrie Cooper at (860) 444-8221. Information the Connecticut DEP's Green Circle Awards Program can be found at <http://dep.state.ct.us/gnrcrc/greencircle.htm>.



### **UNTANGLING THE WEB**

#### **ENVIRONMENTAL CORNER – NEW EPP TRAINING TOOL**

Whether you are looking to gain a general understanding of Environmentally Preferable Purchasing (EPP) or trying to learn how to incorporate EPP into a procurement, the EPA's web-based "General EPP Training Tool" is the resource for you. The tool guides you through a variety of topics covering EPP basics such as defining EPP, explaining EPP policy, and describing EPA's Five Guiding EPP Principles. Additional content includes descriptions of environmental performance characteristics, a discussion of the impact of government purchasing, and explanations of the relationship between EPP and other government purchasing requirements and green programs. The end of each section includes an interactive self-evaluation and a page of additional resources to help you buy green.

The General EPP Training Tool can be found at the following web site:

<http://www.epa.gov/oppt/epp/gentt/index.html>.

In addition, a link to the General EPP Training Tool can be found by accessing G-CPM's web site: <http://cgweb.comdt.uscg.mil/G-CFP/g-cpm/prohome.htm>.

After you reach the G-CPM web site, scroll down until you see "Important Program Information" under the heading "Environmental Purchasing," click on "Environmentally Preferable Purchasing." Select "Tools and Resources," then "Greening Uncle Sam (GUS)," and finally, select "General Training Tool."

For more information, please contact Barbara Latvanas, Commandant (G-CPM-1), at (202) 267-1166.

#### **CARNEGIE MELLON OFFERS FREE LIFE CYCLE ASSESSMENTS OVER THE INTERNET**

*(The following was abstracted from an article submitted by Abdul H. Khalid, Chemical Engineer, HTIS, for the Hazardous Technical Information Services Newsletter Sept-Oct 2001.)*

Carnegie Mellon University has developed a software application called [iolca.net](http://iolca.net) that provides free economic input-output life cycle assessments over the Internet. With

eiolca.net users can estimate the overall environmental impacts of producing a particular dollar amount of any of the 500 commodity or service sectors in eiolca.net's model. Specifically, users can obtain guidance on the resource use and emission impacts of different types of products, materials, services, or industries throughout the U.S.

The data in eiolca.net are derived from a variety of public datasets and are assembled for various commodity sectors. Some of the data sources from which the eiolca.net's datasets were derived are as follows:

- The 1992 commodity/commodity input-output (IO) matrix of the U.S. economy (developed by the U.S. Department of Commerce).
- Conventional Pollutant emissions from the U.S. EPA AIRS web site.
- Greenhouse Gas Emissions calculated by emissions factors from fuel using U.S. EPA AP-42 emissions factors for CO<sub>2</sub> and Methane.
- Toxic Releases derived from the U.S. EPA's 1995 toxic release inventory (TRI).
- CMU-ET, a weighting scheme for toxic emissions to account for their relative hazard.
- RCRA (Resource Conservation and Recovery Act) Subtitle C hazardous waste generation, management, and shipment.
- OSHA Safety Data for the U.S. Bureau of Labor Statistics.

The eiolca.net software is available at <http://www.eiolca.net>.



## **PUBLICATIONS**

### **NEW COMMANDANT INSTRUCTION ON ENVIRONMENTAL AWARDS PROGRAM**

On October 1, 2001, Commandant Instruction 5090.5B established an Environmental Awards Program to recognize significant environmental management contributions by Coast Guard units, individuals, and teams, afloat and ashore. The program underscores the Coast Guard commitment to a proactive environmental management program that supports compliance with environmental laws and regulations, and results in tangible and measurable benefits to the natural environment. COMDTINST 5090B will be available on the EMD website at <http://www.uscg.mil/systems/gsec/gsec-3H.htm> and will be mailed to all commands.

## **MARK YOUR CALENDARS**



**OCTOBER 2001**

### **SWANA HOLDS SOLID WASTE EXPOSITION OCTOBER 15-18**

WASTECON 2001, the only solid waste exhibition run by and for solid waste professionals, is being held October 15-18, 2001, at the Baltimore Convention Center in Baltimore, MD. WASTECON is sponsored by the Solid Waste Association of North America (SWANA) and hosts technical sessions on a variety of topics, exhibits from 250 vendors, and training opportunities. To register for the exhibition, go to <http://www.swana.org/wastecon.asp> or call SWANA at (301) 585-2898.



## **ENVIRONMENT EXTRAS**

My name is Dustin Bitterman. For the past 6 weeks, I have been interning in the Environmental Management Division (G-SEC-3) under Mr. Ed Wandelt and benefiting from the expert tutelage of Dr. Ken Malmberg, my mentor for these enjoyable past few weeks.

Over the course of my internship, I became acquainted with the inner workings of environmental policy as pertinent to the Coast Guard. I picked up on such funny acronyms as QRP (Qualified Recycling Program), LBP (Lead Based Paint), and TSCA (Toxic Substances Control Act). I came to know and love the approval process for new Commandant Instructions. I also came to understand the stress the Coast Guard is put under to make do with outdated systems and limited funding, specifically pertinent to environmental programs. I feel that I have benefited greatly by my visit to the Coast Guard Yard in Baltimore; this gave me a deeper understanding of the demands placed on the Coast Guard on a day-to-day basis.

However, as my internship is coming to an end, I am looking forward to returning to college. I will be a junior this year at Illinois Institute of Technology in Chicago, where I study Electrical Engineering.

I would like to thank the Coast Guard for presenting me with the opportunity to intern with the Environmental Management Division in Civil Engineering. I feel that I have greatly benefited from these past 6 weeks, and will be able to apply this knowledge to future endeavors, whether they be with the Coast Guard or otherwise. I would also like to personally thank all the members of G-SEC-3 for making this experience an enjoyable one, as well as making the transition into the oft-misunderstood world of environmental policy.

Commandant (G-SEC)  
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*"As environmental stewards we must all think ahead in order to minimize the consequences of our actions on the air, land and water."*

