



Environmental Times

A newsletter for Coast Guard environmental management and compliance

Coast Guard Wins White House Environmental Awards

Two Coast Guard units were among the winners of the White House Closing the Circle (CTC) Awards. Announced on Earth Day, April 22, the awards were presented to ISC Kodiak and Base Elizabeth City in the Model Facility and Waste/ Pollution Prevention categories.

ISC Kodiak was honored for their comprehensive environmental program addressing all aspects of their facility operations. The unit consolidated procurement processes, improved the handling of oil and

lead acid batteries, purchased environmentally preferable parts and cleaners for their maintenance and repair shops, and reduced their solid waste disposal by 8% over the past 4 years. They were also honored for their innovation Household Hazardous Materials Reuse Program, aggressive water leak detection efforts, and sponsorship of an archeological dig to preserve the legacy of the surround lands around them.

Base Elizabeth City was honored for their successful implementation of new HAZMART programs. The unit established a unique

Hazardous Substance Management System that tracks the reduction of hazardous materials. The system monitors the real-time usage of hazardous materials via a link with digital scales that weigh each container before and after it is used. Air emissions can also be tracked to maintain compliance with Air Quality Permit limitations. The unit also purchased several biodiesel-fueled engines for transport of these materials around its 822-acre facility and for other applications.

(See related article on page 8).

In This Issue

Greening the Environment Executive Order 13148	3
DoD Issues New Environmental Policy	4
Coast Guard Joins DOD Maritime Sustainability Steering Committee as Advisory Member	4
Coast Guard Presents ATON Battery Recovery Paper at International Conference	4
John L. Howard Designated as the New Federal Environmental Executive	4
New ISEERB-Approved Environmental Training	4
Ozone Action Days	6
Creative Funding and Contracting Solutions for an Alternative Energy Project	7
Coast Guard Wins DOT Environmental Achievement Awards	8
American Petroleum Institute Loading and Unloading Cargo Tank Motor Vehicles Recommended Practices	9
State Hydrocarbon Cleanup Standards	9
Commandant Instructions of Wetland Preservation and Flood Plain Management Now Online	9

Revised Environmental Compliance Evaluation Program Instruction

Submitted by Mr. Mark Zill, U.S Coast Guard, G-SEC-3

In April 2002, RADM Silva signed the thoroughly revised COMDTINST 16478.5A, Environmental Compliance Evaluation (ECE) Program. This effort was begun a few years ago as a result of a realization that the existing instruction on ECE's resulted in inconsistent approaches to environmental auditing. Executive Order 13148 *Greening the Government through Leadership in Environmental Management*, while not the driving force for this instruction, has many requirements that factored into the policy decisions that were made in drafting the instruction.

EO 13148 requires all Federal agencies to conduct Environmental Management System (EMS) self-assessments at the agency and facility level, depending on the facility's size, complexity, and operations. EO 13148 requires that the EMS assessments be based upon an EMS framework. The Coast Guard has identified the Code of Environmental Management Principles (CEMP) as the foundation of its ECE program.

The CEMP is a collection of five broad principles and underlying performance objectives for environmental management. The principles are Management Commitment, Compliance Assurance and Pollution Prevention, Enabling Systems, Performance and Accountability, Measurement and Improvement. CEMP has strong backing within the government, and is fast becoming the U.S. Government standard. The EPA developed CEMP. The fact that EPA is one of the primary agencies regulating Coast Guard facilities, factors in selecting CEMP.

Continued on page 2.

Revised Environmental Compliance Evaluation Program Instruction

(continued from page 1)

The Coast Guard ECE program is more than just an audit program. Traditional environmental audits are field evaluations of facilities and operations to determine areas of noncompliance. The ECE program will provide the following benefits:

- ❑ Early identification and correction of non-compliance to protect human health and the environment, and assure alignment with the Commandant's Environmental Stewardship Challenge.
- ❑ Avoidance of Notices of Violation (NOVs) and enforcement actions, including fines and penalties.
- ❑ Constructive, specific, professional recommendations for corrective action.
- ❑ A centrally maintained and accessible ECE database.

The updated instruction is written for Unit Commanders and their staffs, in addition to professional engineers who conduct the inspections—who were primary target audience for the previous instruction. It is the Unit Commander that bears ultimate responsibility for the violations at his or her unit. The instruction advises Unit Commanders of the ECE standards and what to expect from the process.

The updated instruction establishes uniformity without imposing one-size-fits-all solutions on the Coast Guard's array of units. The instruction requires a uniform format and certain minimum required data elements, while continuing to allow discretion as to whom will conduct the ECE's.

Though the Coast Guard has adopted CEMP as the foundation for its ECE program, this does not mean that Coast Guard units may not also pursue ISO 14001 certification. CEMP and ISO 14001 are complementary programs that, in practice, result in considerable similarities.

Elements of Successful Environmental Compliance Audit Programs

EPA defines an environmental compliance audit as “a systematic, documented, periodic, and objective review of facility operations and practices related to meeting environmental compliance.” The following are a few common elements of successful Federal and corporate environmental compliance audit programs.

- ❑ Standardized audit protocols for Federal, State, and local regulations.
- ❑ Audit frequency based upon facility size, complexity, and the environmental aspects of facility operations.
- ❑ Auditor qualifications and training.
- ❑ Documenting, reporting, and analyzing findings data to revise program guidance and budgets.
- ❑ Tracking findings until corrective action is taken.
- ❑ Conducting Quality Control/Quality Assurance assessments.
- ❑ Documentation retention and releasability policies.

The Coast Guard is planning several initiatives to support the CEU's/Unit's ability to implement a successful ECE. To facilitate data collection and reporting by audit teams, each CEU will be provided access to software that will enable it to implement a standardized audit protocol to ensure uniformity in compliance across units and eliminate compliance “gaps.” The software, called *Assessment Manager*, is currently being used by the National Guard. The standardized audit protocol that will be used is called *The Environmental Assessment and Management (TEAM) Guide*. The TEAM Guide addresses Federal, State, and local regulations in 13 areas of environmental compliance. The TEAM Guide leverages work already being done by the Army's Construction Engineering Research Laboratory (CERL). All documents are constantly available on DENIX and are updated regularly. CEU's will have the discretion to use another tool if they wish, so long as the data is reported in a specified format. For more information about the Assessment Manager software, see <http://www.plateauinc.com>.

In addition to *Assessment Manager*, G-SEC will manage a centralized ECE database, which is currently proposed to be a web-based application. Headquarters will be able to use the database to generate data needed for budgeting and response to questions from Congress without always having to send data calls to the CEU's. Facilities, Districts, and Areas will also use the database to generate reports for their own environmental management purposes. The database will contain several useful reports that can provide current status or historical compliance data for a facility, or to compare a facility to other facilities. A demonstration is currently being planned.

The revised ECE instruction also provides other useful tools that provide guidance on Corrective Action Tracking, root cause analysis, and Quality Control/Quality Assurance (QA/QC).

Greening the Environment Executive Order 13148

A recent series of Greening the Government (GTG) Executive Orders have directed Federal executive agencies to take definitive steps to conserve energy and natural resources (EO-13123), prevent pollution (P2), reduce waste generation and reduce the usage of toxic chemicals (EO-12856), eliminate use of ODSs (EO-12843), purchase recycled, energy efficient, and environmentally preferable products (EO-13101) and use alternatively fueled vehicles (EO-13031).

The latest and conceivably the most comprehensive GTG EO, signed April 21st, 2000, sets a course for

federal agencies to emphasize organizational performance in environmental management, environmental compliance, pollution prevention (P2) and public right-to-know.

COMDTINST 16478.5A provides Coast Guard personnel with guidance on the implementation of EO 13148. Additionally, RADM R. F. Silva, Assistant Commandant for Systems released an ALCOAST regarding EO 13148. The ALCOAST, can be viewed in full at www.denix.osd.mil/denix/Public/Library/EMS/Documents/dodems-040502.pdf

The following chart relates EO 13148 to the Coast Guard's goals and missions.

EXECUTIVE ORDER 13148 Greening the Government Through Leadership in Environmental Management
RESPONSIBILITY Each Federal Agency Head (Commandant) is responsible for ensuring the environmental accountability is incorporated into day-to-day decision-making and long term planning processes, across all agency missions, activities and functions.
GOAL AND ACTIONS <ul style="list-style-type: none">• Establish a CG strategy to support environmental leadership, explicitly supported by senior management.• Incorporate environmental leadership into agency GPRA Annual performance plans.• Establish a realistic unit baseline of "covered facilities" from which to measure success.• Employ an environmental audit (ECE) program that emphasizes P2 to ensure & maintain compliance with environmental regulations.• Exhibit community leadership by reporting and striving to reduce or eliminate sources of contamination.• Emphasize P2, effective facility management & sound acquisition practices to reduce HM use 50% by 2006.• Comply with EPCRA HAZMAT reduction and acquisition requirements.• Phase out ozone depleting substances (ODSs) by 2010 & promote sustainable management of properties by beneficial landscaping.• Place high priority on obtaining funding & resources to properly implement the GTG EO including funding to address "findings" of environmental audits (as required by OMB A-11).• Establish "pilot programs" (like HAZMIN Centers Pharmacies, beneficial landscaping, P2 innovative technologies) to assess practicality, transferability, and life-cycle costs to determine return on investment.• Institutionalize P2 as the preferable method to address compliance and correct deficiencies.• Implement facility Environmental Management programs that compare Life Cycle Analysis (LCA) cost with current practice costs.• Incorporate EO goals into agency-wide (as well as facility) policy.• Participate in Interagency Workgroup to ensure CG concerns are recognized.• Ensure annual reporting of Coast Guard compliance with components of the EO.• Conduct environmental management system (EMS) self-audits, implement EMS pilot projects, and finally implement CG-wide EMS.• Develop environmental awards program to recognize outstanding leadership.• Incorporate environmental training and environmental stewardship in PDs & performance evaluations.• Cooperate with EPA on compliance assurance and assistance programs.

DoD Issues New Environmental Policy

Abstracted from U.S. Department of Defense News Release, April 23, 2002

On 23 April 2002, the Department of Defense (DoD) announced a policy requiring implementation of an Environmental Management System (EMS). The purpose of the EMS will be to facilitate systematic integration of environmental management into all its missions, activities, and functions. The Department will adapt existing management processes to systematically identify and reduce the environmental risks inherent in mission activities. This approach will make compliance with environmental laws simpler, less costly, and a routine part of mission planning and execution. It will enhance mission performance while it reduces environmental costs and liabilities.

For more information see the full news release at http://www.defenselink.mil/news/Apr2002/b04232002_bt201-02.html.

Coast Guard Joins DOD Maritime Sustainability Steering Committee as Advisory Member

The Coast Guard recently joined the DOD Maritime Sustainability Steering Committee (MSSC) as a non-voting advisory member. The MSSC was established by the DoD Services to coordinate efforts to promote a balance between military readiness and environmental protection. Coast Guard's participation in the MSSC will facilitate information exchange, regulatory review, the development joint policies on key legislation, and maritime research and development that will help the Coast Guard better conduct operations in compliance with environmental regulations. Further, in its role as steward and regulator for the maritime environment, the Coast Guard will advise the MSSC on its position regarding maritime environmental protection and the regulations enforces.

The Deputy Under Secretaries of Defense for Readiness and Environmental Security and DoD Representative for Ocean Policies Affairs were also extended invitations for membership to MSSC.

Coast Guard Presents ATON Battery Recovery Paper at International Conference

Ed Wandelt, Chief, Environmental Management Division, was selected as a member of a nine person contingent representing the U.S. Coast Guard at the XVth Conference of the International Association of Marine Aids to Navigation and Lighthouse Authorities. The conference was held in Sydney, Australia from March 10-15, 2002, and was attended by approximately 400 people representing 50 countries. The theme of the meeting was enhancing the safety of shipping and seafarers, and protecting the marine environment. Captain Charles Lancaster (G-OPN) headed the U. S Coast Guard contingent. Other members represented G-MWV (1&2), G-OPN (2&3) and G-SEC-2.

Mr. Wandelt wrote a paper that was published in the conference proceedings, and gave a presentation about the Coast Guard's AtoN battery recovery program. Many countries have used the same AtoN technologies that have been used in the U.S., and undertook the same maintenance practices for battery disposal. The U.S., however, appears to be a world leader in its efforts to rectify its past practices. Mr. Wandelt has been providing assistance to the Canadian Coast Guard, which is now engaging in a similar program. Other countries present at the conference expressed great interest in the Coast Guard's approach to managing the problem.

John L. Howard Designated as the New Federal Environmental Executive

On 24 April 2002, the Office of the Federal Environmental Executive announced that the President intends to designate John L. Howard as the Federal Environmental Executive (FEE). Mr. Howard currently serves on the Council of Environmental Quality, which helps develop the Administration's environmental policies. The FEE is expected to have an important role in implementing EO 13148.

New ISEERB-Approved Environmental Training

Inter-service Environmental Education Review Board (ISEERB) recently approved 10 new environmental training courses, all of which are available to Coast Guard personnel. To become "ISEERB approved," courses are reviewed by DoD subject matter experts and deemed to have suitable content for more than one DoD component ISEERB. The Interservice Training Review Organization (ITRO) organized the ISEERB to provide environmental training to all Department of Defense (DoD) components. ISEERB approval eliminates duplicate courses and maximizes quality environmental

training. ISEERB-approved courses meet the course competencies of all military branches.

Enrollment is on a quota basis through the responsible school. No tuition is charged. Each

course/seminar lasts from 3 to 7 days. A description of the below-listed courses is available on-line at <http://www.hnd.usace.army.mil/earc/iseerb/Iseerb.htm>.

COURSE		SCHOOL / CONTACT
ENV-531	Air Quality Management	Air Force Institute of Technology Ms. Pam Young 937-255-5654 ex. 3587 pamela.young@afit.af.mil
ENV-020	Environmental Compliance Assessment	
ENV-022	Pollution Prevention Program Operations and Management	
ENV-418 *	Environmental Contracting	USAFSAM/EA Mr. Charles Deosdade 210-536-4680 charles.deosdade@brooks.af.mil
B30Z0000E-015 *	Data Quality Objectives	
B30ZY0000E-001	HAZWOPER (e)	
B3AZYNAVEQS-001 *	Environmental Quality Water Sampling	
B3AZYNAVEQS-002 *	Environmental Quality Hazardous Waste Sampling	Professional Development Support Center (PDSC) Ms. Sherry Whitaker 256-895-7425 sherry.Whitaker@usace.army.mil
170/CECC-E33ELRO1A	Environmental Laws & Regulations	
ALMC-EJ	National Environmental Policy Act (NEPA) Implementation Course	Army Logistics Management College (ALMC) Ms. Susan Thomas 410-436-1685 Susan.Thomas@daapqea050.apqea.army.mil
ALMC-HA	Defense HM/HW Handling	
DCPSO00R510	Transportation of HM/HW for DoD	Defense Logistics Agency Training Center (DTC) Ms. Lisa Eaton 614-692-5969 lisa.eaton@dtc.dla.mil
A-4A-0058	Basic Environmental Law	Civil Engineer Corps Officers School (CECOS) Ms. Coral Norton 805-982-2985 nortonca@cecos.navy.mil
A-4A-0070	Introduction to Cultural Resource Management	
A-4A-0073	Historic Preservation Law and Section 106	
A-4A-0072	Environmental Risk Communication Workshop	
A-4A-0087	Natural Resource Compliance	
A-4A-0085	Native American Traditions and Cultures	
A-4A-0081	Ecological Risk Assessment	

* Note: Certain courses are not yet listed on the website.

P2 and YOU

Ozone Action Days

Submitted by Mr. Howard Galliford, U.S. Coast Guard Yard

As the long hot summer days in the Baltimore/Washington DC metropolitan area bring vacations, beach parties, swimming, biking, jogging and hiking, they also bring SMOG. Smog is a term that came about years ago meaning “smoke” and “fog”. Now scientists know that, among other air pollutants, smog contains mostly ground level ozone. Ground level ozone irritates the respiratory system causing coughing, throat irritation, and chest pains. It can also reduce lung function, aggravate asthma, and increase susceptibility to respiratory infections

Ground level ozone (O₃) is formed when volatile organic compounds (VOC) and nitrogen oxides (Nox) from industry, powerplants, paint, gasoline and motor vehicles, photo-chemically react with sunshine. During long hot summer days, urban areas like the Baltimore/Washington DC metropolitan area, exceed the Environmental Protection Agency’s (EPA) air quality standard for ozone of 125 ppm. These are called “Code Red” days. In 2001, there were three Code Red days in Washington DC, and 5 in Baltimore.

Like Los Angeles, Chicago, New York, and elsewhere, the Baltimore/Washington area is attempting to control ground level ozone with a voluntary program called Ozone Action Days (OAD). In this area, the OAD program is a voluntary program sponsored by “Clean Air Partners.” This program was proposed by local air quality regulators. The trend lately is for regulators to encourage voluntary programs, education, and awareness instead of heavy-handed regulations, including stricter vehicle emission inspection standards and industrial air quality controls. It would certainly be wise for communities and employers to take advantage of these voluntary programs keeping the long-term benefits in mind: improved overall health and less regulation.

Forecasting poor air quality allows for taking actions to reduce air emissions and to minimize exposure to the hazardous health conditions presented by ground level ozone.

For example, at lunchtime on August 9, 2001, at the U.S. Naval Academy in Annapolis, authorities hoisted a black flag outside the dormitories, warning students of the potential heat-related dangers. The flag means plebes don’t have to “chop” or “jog” everywhere on campus and don’t have to do PT, even inside the dorms, which are not air-conditioned.

Ozone is forecasted by statistical models. There are two computer models in use, the MCNC NAQP model operated by the North Carolina Supercomputing center and the Canadian CHRONOS model. Statistical forecast algorithms make use of a variety of meteorological parameters including ground temperature, air temperature, relative humidity, ground wind speed and direction, upper atmosphere wind speed and direction, and the angle of the sun.

Forecasting ground level ozone is very difficult primarily due to “regional transport” and “recirculation.” Regional transport occurs when winds push poor air from one region to another. Recirculation is when poor air quality rises in the evening due to cooling and convection and then re-appears the next day to “add” to the poor air quality created that morning. Up to 100 ppm of ozone can remain aloft at night and add to the small amount (25 ppm) of VOC’s and Nox’s formed in the morning and as a result exceed the 125 ppm ozone standard for that day.

Forecasting, led by the University of Maryland and Meteorologist Bill Ryan, achieved 92% accuracy in 2001. The University operates a web page that explains ozone forecasting. The web page is located at http://metosrv2.umd.edu/~forecaster/ozone_fcst.html. Click on the link “A Closer Look at Tropospheric Ozone” to learn more about ozone and air quality computer modeling.

Additionally, the Maryland Department of the Environment (MDE) maintains a good web site that provides air quality information, real-time data, and forecasting at <http://www.mde.state.md.us/arma/default.asp>. The web site includes a chart and map that indicates current ozone conditions, the previous day’s conditions and a forecast. The “AIRNOW” link includes a mid-range air quality forecast (MRF).

What can you do to help prevent ground level ozone? As an individual you can fuel your vehicle after dark, car-pool, postpone painting and lawn mowing and use public transportation. As a manager, Commanding Officer or Program Manager, you can encourage your operations to limit air pollution. At a recent OAD conference in Baltimore, local industrial, Federal, and commercial facilities presented their OAD activities

from last year. Some of the efforts included providing free soda if employees ate lunch at the facility cafeteria instead of driving to a restaurant, avoiding cutting grass on OAD's and maintaining a large no-mow area and wild-flower program, offering the site as an ozone monitoring station, and using electric and natural gas vehicles. One local federal facility installed a natural gas station and they closed the regular gasoline station on OAD's and fueled only natural gas vehicles on those days.

Last summer Coast Guard Headquarters and the Coast Guard Yard participated in the OAD program. On "Code Red" days, an e-mail was sent to employees notifying them of the OAD. At the Yard, employees were encouraged to take voluntary actions to limit VOC and Nox emissions. At Headquarters, the OAD flag was displayed in the main entrance on OAD's. At the YARD, the OAD flag was displayed on the fence at the main gate.

The long-range ozone forecast for 2002 is that there will be more OAD's than last year. Higher than normal temperatures are expected for this summer, and since temperature and ozone are correlated, higher than normal ozone concentrations are also expected. The continued drought is also expected to result in elevated summer temperatures.

Do your part this summer to reduce air pollution. Lower ground level ozone concentrations will benefit everyone, especially children, the elderly, and those with health problems.



Aids to Navigation (AtoN) Battery Recovery and Disposal Program Brochure

In an effort to educate the public and highlight its commitment environmental stewardship, the Coast Guard recently published a brochure on its Aids to

Navigation (AtoN) Battery Recovery and Disposal Program. The program is a unique nation-wide cleanup project authorized by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) that provides policies and procedures for recovering batteries from fixed, lighted AtoN throughout navigable waters of the U.S, its territories and possessions, and ensures that they are recycled or disposed of properly. The program was formalized in 1995 with a National Plan (COMDTINST 16478.12).

As of June 2001, the Coast Guard had successfully completed surveys and battery recovery operations at nearly 90% of its 12,200 current fixed AtoN sites. Further, the Coast Guard is proactive in its efforts to prevent additional pollution by nearly eliminating the use of batteries containing mercury, increasing the use of solar powered batteries, implementing a better battery tracking system, and mandating environmental awareness training.

To learn more about the AtoN Battery Recovery and Disposal Program, or to obtain copies of the brochure, contact Mr. Mark Zill at Commandant (G-SEC); 2100 Second Street, SW., Room 6109; Washington, DC 20593-0001.

Creative Funding and Contracting Solutions for an Alternative Energy Project

Air Station Cape Cod (ASCC) wanted to obtain a 250-kW fuel cell to provide electricity and hot water for a BOQ/BEQ barracks. The cost of fuel cell, the design of the installation and construction was estimated at \$1.6 million. Coast Guard funding provided by the Research and Development Center (RDC) and Coast Guard Headquarters Energy Program (G-CFP), however, fell short by \$700,000. To implement this alternative energy project, ASCC and RDC partnered with non-CG funding sources and developed flexible contracting options.

For both expertise and funding, ASCC turned to the U.S. Department of Energy (DOE) National Energy Technology Laboratory (NETL). DOE NETL not only provided funding through its Climate Change Fuel Cell Program, but it also helped identify additional state and industry funding sources: the Massachusetts Technology Park Corporation (MTPC) Premium Power Installation Grant and the KeySpan Energy Delivery Custom Energy Savings and Technology Demonstration Programs. Each funding sources is summarized below:

- DOE NETL Climate Change Fuel Cell Program offers grants of \$1,000 per kW for stationary fuel cell

power plants (FCPPs) generating 3 to 3,000 kW. These grants are available to non-FCPP vendors for FCPPs primarily made in the United States. The DOE NETL grant would provide approximately \$250,000 in funding for the ASCC project.

- ❑ MTPC Premium Power Installation Grant offers up to 25% of the total project cost to install a stationary fuel cell system. These grants are available to private and non-profit companies, as well as public agencies, located in Massachusetts. The MTPC grant would provide approximately \$406,000 in funding for the ASCC project.
- ❑ KeySpan Energy Delivery Custom Energy Savings and Technology Demonstration Program provide incentives to its Massachusetts customers to invest in high-efficiency energy technology. Not only would KeySpan provide natural gas to ASCC, but it also would provide \$100,000 in funding for the ASCC project.

DOE and industry contacts led ASCC to PPL EnergyPlus (PPL), an energy supplier that had an existing agreement with a fuel cell vendor, Fuel Cell Energy, Inc. (FCE), to conduct fuel trials for its FCPPs. PPL was looking for a place to test FCE's fuel cells and ASCC was looking for a fuel cell to test.

With funding sources and a potential prime contractor identified, the RDC, providing both contract and management support to ASCC, would work to develop innovative contracting solutions that met the disbursement rules for the funding sources and the requirements of the Federal Acquisition Regulations (FAR).

As the part of this strategy, PPL would apply directly to DOE NETL for a Climate Change Fuel Cell Grant. The grant monies, if awarded, would be used to fund the line item requirements in the Coast Guard contract. PPL's funding for the grant depended on its signing a contract with the Coast Guard within 90 days of receiving the grant. The Coast Guard contract, however, could not be awarded until PPL's funding was assured. To address this timing issue, RDC initiated action for a sole source contract award to PPL when it applied for the DOE NETL grant; thus, the Coast Guard contract award to PPL would correspond with the PPL's grant award from DOE NETL.

Another part of RDC's contracting strategy involved aligning the project's funding with the contract line items. This allowed the Coast Guard to award line items to PPL as funding became available. For example, part of PPL's monies from DOE NETL would not become available until after the FCPP was

operational for one year, so these funds were allocated for the last option line items.

The purchase of the FCPP was spread across three line items in "progress payments." Progress payments allow line item percentages to be modified according to available funding. For example, in FY01 additional Coast Guard funds were utilized immediately by increasing the FCPP costs in line item 0001 from 20% to 36%.

Invoicing was done by line item, by funding source for direct payment to PPL. For example, in FY02 line item 0004 requires four invoices, one for each funding source (CG, DOE NETL, MTPC, and KeySpan).

PPL was awarded the contract in September 2001. Installation of the FCPP started in October 2001 and it is expected to be operational in June 2002. The FCPP has the potential of save \$75,000 in annual energy costs at FCPP. For their efforts and innovation approach to pursuing alternative energy sources, ASCC received the 2001 Coast Guard Environmental Award, as noted in the previous issue of the *Environmental Times*.

For more information on the ASCC fuel cell project, please see the original article, "Bringing Alternative Energy to Your Coast Guard Facility: A Case Study" by LCDR Michael Walz, in the Spring 2002 edition of the *Systems Times*.

Coast Guard Wins DOT Environmental Achievement Awards

The Department of Transportation (DOT) Environmental Achievement Awards recognize individuals and teams of the DOT who demonstrate excellence and leadership in Waste Prevention, Model Facility, Sowing the Seeds for Change, Educational Outreach, Executive Order 12856, Environmental Preferability, Recycling, and Affirmative Procurement.

Judging recently concluded on the DOT Environmental Achievement Awards. Coast Guard personnel won seven of these awards.

Chris Hajduk, USCG Training Center Cape May, won the individual award for Waste/Pollution Prevention. Hajduk played a pivotal leadership role in designing and executing a waste prevention and recycling program in his Unit. USCG Base Elizabeth City and USCG Air Station Borinquen tied for the team award for Waste/Pollution Prevention. USCG Air Station Cape Cod and USCG ISC Kodiak were recognized for the team award for the Model Facility category.

Additionally, USCG Integrated Support Command Honolulu was honored for its efforts in Education and Outreach. USCG Aviation Training Center Mobile was awarded in the Environmental Preferability category.

In this third year of the award program, the Coast Guard has maintained its pursuit of environmental excellence. As a result they were awarded with 7 awards in four categories. The award ceremony will be scheduled for this fall.

American Petroleum Institute Loading and Unloading Cargo Tank Motor Vehicles Recommended Practices

The American Petroleum Institute (API) recently published recommended practices to help ensure the safe and efficient loading and delivery of petroleum products to service stations and bulk facilities. The publication, *API Recommended Practice (RP) 1007, Loading and Unloading of MC 306/DOT 406 Cargo Tank Motor Vehicles, First Edition*, identifies specific steps to ensure that product can be loaded into tank trucks and unloaded into both underground and aboveground storage tanks in a safe and efficient manner that protects the environment.

API RP1007 was prepared by a joint task force made up of representatives from the API, U.S. Department of Transportation, Petroleum Marketers Association of America, the National Association of Convenience Stores, the Society of Independent Gasoline Marketers of America, and National Tank Truck Carriers, Incorporated.

API RP 1007 can be ordered from TechStreet of Ann Arbor, MI by phone at (800) 699-9277 or online at www.techstreet.com. The cost is \$12.50 for API members and \$25.00 for non-members.

Other helpful information and publications for underground storage tank storage tank management can be found on the EPA Office of Underground Storage Tank website at www.epa.gov/swerust1.

ONLINE

State Hydrocarbon Cleanup Standards

Each year, the Association for Environmental Health and Sciences compiles the results of its state-by-state survey of cleanup standards for hydrocarbon contaminated soil and groundwater to serve as a handy reference for environmental professionals. Survey results for 2001 can be found on AEHS's website at www.aehs.com/surveys.htm. For additional information, contact AEHS at 413- 549-5170.

Commandant Instructions of Wetland Preservation and Flood Plain Management Now Online

COMDTINST 16475.2B, Preservation of the Nation's Wetlands and COMDTINST 16475.3B, Floodplain Management and Protection, have been placed on the DOT Website at <http://isddc.dot.gov/OLPFiles/USCG/010412.pdf> and <http://isddc.dot.gov/OLPFiles/USCG/010411.pdf>.

Commandant (G-SEC)
U.S. Coast Guard
2100 2ND St. SW
Washington, DC 20593-0001



PUBLISHED BY

Commandant (G-SEC)
U.S. Coast Guard
Office of Civil Engineering
Environmental Management Division
2100 2ND St. SW
Washington, DC 20593-0001

EDITORS & CONTACT INFORMATION

Martin Nguyen
U.S. Coast Guard
Environmental Management
Division
(202) 267-2342
mnguyen@comdt.uscg.mil

Kim Costner Moore
Potomac Management Group, Inc.
(703) 836-1037
kcostnermoore@potomacmgmt.com

In support of our environmental mission and goals for a paperless office, if you are currently receiving a paper copy of the publication and are capable of receiving it electronically, please notify Martin Nguyen.

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.