

Dredging

Potential Environmental Impacts:

Maintenance dredging is another source of pollutants at marinas. Dredging temporarily disturbs bottom habitat communities, increases turbidity, and may re-suspend contaminated bottom sediments. Improper disposal of dredge spoils may adversely affect marine environment and human health.

Legal Requirements:

DSL dredge, fill, and construction permits	<input type="checkbox"/> Dredging, the erection of structures, and the placement of fill, and work incidental thereto, in the tidal, coastal, or navigable waters of the state waterward of the high tide line are regulated by the Oregon Department of State Lands (DSL). It is necessary to obtain all required authorizations from DSL prior to conducting work such as dredging (including maintenance dredging), construction or placement of new docks, pilings, ramps, floats, piers, travel lift wells, seawalls, bulkheads, rip rap, stormwater outfall pipes, and/or mooring fields waterward of the high tide line in the tidal, coastal, or navigable waters of the state [OAR 340-048].
ACOE dredge, fill, and construction permits	<input type="checkbox"/> The U.S. Army Corps of Engineers (ACOE) has jurisdiction over the above-listed activities in tidal, coastal, or navigable waters as well, pursuant to Section 10 of the Rivers and Harbors Act of 1899 [33 USC §401 et seq.], and Section 404 of the Clean Water Act [33 USC §1344 et seq.]. Call the ACOE at (800) 343-4789 for more information.
Timing	<input type="checkbox"/> The Endangered Species Act (ESA) and other laws prohibit dredging during critical migration or spawning periods of important species of finfish, shellfish, and wildlife. Contact the Oregon Fish and Wildlife Department regarding the set periods when in-stream work can occur.
Fill requirements	<input type="checkbox"/> Comply with local, state and federal fill requirements [CWA §401; OAR 340-048]: <ol style="list-style-type: none">1. Do not manage dredge spoils in a wetland or within a flood plain.2. Store dredge spoils such that rain will not wash sediments back into the water.3. Testing of the sediments is required prior to any maintenance dredging. Only clean sediments can be used as fill.

Best Management Practices:

Use alternatives	<input type="checkbox"/> Marinas requiring maintenance dredging more frequently than once every four years should investigate practicable alternatives to increase circulation or reduce sediment accumulation.
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Upland disposal	<input type="checkbox"/> When upland disposal is planned (permits may be required): <ol style="list-style-type: none"> 1. Use appropriate measures to minimize water quality impacts, reduce turbidity from return waters, and assess any potential impacts to ground water quality. 2. Use technical documents prepared by the US Corps of Engineers when designing containment facilities. 3. Provide appropriate setbacks between the toe of the slope and marine waters, wetlands, and intertidal flats. 4. Employ sediment and erosion control techniques that prevent erosion of containment dikes and deposition of sediments into wetlands and waters.
Test sediments	<input type="checkbox"/> Conduct appropriate testing of sediments to be dredged in order to evaluate potential impacts from return waters, leachate, and runoff and for selecting an appropriate disposal site and containment design.
Contact DSL	<input type="checkbox"/> Before doing ANY work that you think might be in the state's permitting jurisdiction, contact the Oregon Department of State Lands to discuss the work that you would like to do or to schedule a pre-application meeting. Some of the maintenance work you want to do may not require any prior authorization or may be eligible for a shortened permit process.

Compressor Blowdowns

Potential Environmental Impacts:

Air compressor blowdown water commonly contains lubricating oil or other potential pollutants. These hydrocarbons can contaminate surface and groundwater when improperly managed.

Legal Requirements:

Manage used oil	<input type="checkbox"/> Waste compressor oil, filters and oil/water separator waste must be managed as used oil [40 CFR 279].
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Best Management Practices:

Discharge to sanitary sewer	<input type="checkbox"/> Either discharge air compressor blowdown water to sanitary sewer or contain it in a holding tank. Do not discharge this wastewater into a septic system.
Remove oil	<input type="checkbox"/> Remove or retain any floating layer of oil prior to discharge.
Check for leaks	<input type="checkbox"/> Visually inspect the exterior of air compressor equipment for the presence of oil leaks on a regular basis.
Maintenance schedule	<input type="checkbox"/> Establish a preventative maintenance program which includes, but is not limited to, a schedule for cleaning parts, replacing oil, and replacing filters for the air compressor equipment as recommended in the manufacturer's specifications.
Dehumidifying system	<input type="checkbox"/> Evaluate the need for installing a dehumidifying system in the air compressor that would reduce the moisture content of the compressed air and therefore the volume of wastewater generated. This practice may also prolong the life of the compressor by reducing loss of lubrication and rusting.
Oil-free compressor	<input type="checkbox"/> Investigate purchase of an oil-free air compressor that would eliminate oil from the blowdown water.

Related Sections and Appendices:

⇒ Appendix C for used oil management.

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Bilge Cleaning

Potential Environmental Impacts:

Bilge water can commonly contain oil, fuel, antifreeze, and other contaminants. Even small amounts of such materials introduced into the marina environment can cause environmental problems, especially if they are frequent. Although some oil that spills into the water evaporates, petroleum hydrocarbons can remain suspended in the water column, concentrate on the surface, or settle to the bottom. An oil sheen can block necessary oxygen and light from moving through the surface of the water. According to the EPA, the hydrocarbons in oil harm juvenile fish, upset fish reproduction, and interfere with the growth and reproduction of bottom-dwelling organisms.

Legal Requirements:

Do not discharge oily bilge water	<input type="checkbox"/> Oily bilge water must not be allowed to enter the waters of the state [ORS 468B.305]. <input type="checkbox"/> If oily bilge water cannot be sufficiently cleaned for legal discharge, make arrangements with a waste hauler to properly dispose of the bilge water.
Report oily bilge discharge as spill	<input type="checkbox"/> Any spill or release of petroleum that results in a sheen on the waters of the state or a release of oil onto the ground surface of 42 gallons or more must be reported immediately to the: <ol style="list-style-type: none"> 1. Oregon Emergency Response System (OERS) at 1-800-OILS-911 (or 1-800-452-0311) [OAR 340.142; ORS 466.652] and 2. National Response Center at 1-800-424-8802 [Section 311 of the Clean Water Act; 33 USC 1321].
Dispersants	<input type="checkbox"/> The use of dispersants, such as dishwashing soaps or detergents, on oil or fuel spills or sheen of any size is prohibited in most circumstances [40 CFR 110.4; ORS 468B.315]. Dispersants may only be used with permission from federal or state authorities, and only in rare instances.

Best Management Practices:

Before pumping	<input type="checkbox"/> Before pumping out a bilge, visually inspect the bilge water to determine whether there is a visible sheen of oil. <input type="checkbox"/> Use oil absorbent materials to remove oil before pumping a bilge. <input type="checkbox"/> Use an oil/water separator to remove oil from bilge water. <input type="checkbox"/> Don't use soaps and detergents to clean up oily bilge water.
Require bilge pad use	<input type="checkbox"/> Require the use of bilge pads to help keep bilge water discharge clean. Have bilge pads on hand for sale to marina patrons, or direct your tenants to a marine supply store in your area.
Pumping to sanitary sewer	<input type="checkbox"/> Some pump-out stations may allow bilge water to be pumped out to the sanitary sewer after the oil has been physically removed. Prior approval of the local sanitary sewer authority is required. Large municipal sewer systems often have sophisticated requirements.

Train employees	<input type="checkbox"/> Train employees and contractors on bilge cleaning best management practices.
Educate customers	<input type="checkbox"/> Educate customers to keep their engines properly maintained, to continually check and fix all leaks, and to keep an absorbent pad or pillow in the bilge to absorb small drips and spills.

Relevant Sections and Appendices:

- ⇒ Appendix C for used oil management.
- ⇒ Appendix E for state and federal spill reporting requirements.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.

Pressure Washing

Potential Environmental Impacts:

When the marine organisms that accumulate on the bottom of a vessel are removed, fragments of bottom paint and hull materials are often chipped off in the process. In a concentrated form, these untreated particles can have localized water quality impacts. Pressure washing in particular removes antifouling paint from boat bottoms, which can get washed into the marina basin. Sediments contaminated with copper or other toxic ingredients in antifouling paints can result in future problems and expenses for the marina operator when faced with dredge material disposal.

Legal Requirements:

Paint chip and sludge disposal	<input type="checkbox"/> After pressure washing, the paint chips and sludge in holding tanks or treatment units is a special waste that can only be disposed of at an approved facility [OAR 340-101-0040].
NPDES wash water permit	<input type="checkbox"/> A NPDES wash water permit may be required if more than 8 boats and or other vehicles are washed per week [OAR 340-45]. <input type="checkbox"/> For additional information, contact your local DEQ office.

Best Management Practices:

Use low pressure water	<input type="checkbox"/> Encourage boat washing with low-pressure water only. Where practical, use a regular garden-type hose and a soft cloth.
Don't use chemicals	<input type="checkbox"/> Do not use soaps, solvents, and other chemicals. This allows more options for reuse or discharge of treated wash water and protects water quality.
Collect and treat wash water	<input type="checkbox"/> Collect and treat wash water. The following are options for collection and treatment: <ol style="list-style-type: none"> 1. Wastewater from the washing operation can be collected and reused through a closed loop pressure wash system, or can be used after treatment to irrigate landscaped portions of the marina. 2. Collect all of the wash water, treat it, and discharge to sanitary sewer or store for hauling to a sewage treatment plant. Discharge to the sanitary sewer or on-site septic system requires approval. 3. Pressure wash water can also be directed to a holding or settling tank for treatment. If the wastewater does not contain chemical additives, it may be diverted into wetpond detention basins, vegetated buffers, or swales. 4. If none of the above-mentioned practices is feasible and the only apparent option is to discharge pressure washing wastewater to a surface water or storm drain, wash water should be treated prior to discharge. Options for treatment include filtering the wash water through catch basin inserts that will separate out debris, paint chips, and sediment. The use of filter fabric, oil/water separators, or sand filters should also be considered.

<p><u>Alternatives:</u></p> <p><i>Wash over permeable surface with filter fabric</i></p> <p><i>Wash away from waterbody</i></p>	<p><input type="checkbox"/> If collecting and treating wash water is not feasible:</p> <ol style="list-style-type: none"> 1. Wash boats on a level permeable surface (lawn, crushed stone, or sand) so that the wash water can infiltrate into the ground, if there is no drinking water well on the property. 2. Place filter fabric over the permeable surface to collect solids and sediments. <ul style="list-style-type: none"> ▪ A hazardous waste determination should be conducted on collected pressure wash wastewater to establish whether or not disposal of the collected material is subject to hazardous waste regulations [40 CFR 262.11]. 3. To ensure that the wash water has enough time to settle into the ground, pressure wash boats as far away as possible from the water, preferably over a grassed or otherwise vegetated area. Add a row of hay bales between the water's edge and the pressure washing operation. 4. If it is not possible to wash boats over a permeable surface, pump the wash water to a permeable surface for infiltration.
If well nearby	<p><input type="checkbox"/> If there is a well nearby, pressure wash boats on an impervious surface as far as possible from the well, and treat the wash water to collect solids and sediments before discharge, preferably to the sanitary sewer.</p>
Contain chemical discharges	<p><input type="checkbox"/> If chemical additives, such as solvents or degreasers, are used, the pressure washing must be conducted in self-contained systems that prevent any discharge to storm drains.</p>
Minimize water use	<p><input type="checkbox"/> Minimize the amount of water used when boats are pressure washed out of the water. For example, wash the hull above the waterline by hand.</p>
Prohibit in-water bottom cleaning	<p><input type="checkbox"/> Prohibit in-water bottom cleaning or hull scraping or any process that occurs underwater which removes antifouling paint from the boat hull. This practice makes it impossible to treat what is cleaned from the boat bottom.</p>

Relevant Sections and Appendices:

- ⇒ Appendix B for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Hazardous Waste section.

Winterizing Vessels

Potential Environmental Impacts:

The activity of preparing a vessel for winter storage may contribute to nonpoint source pollution through the use of heavy equipment (fork lifts, cranes and travel lifts) as well as through various storage procedures (use of antifreeze and battery storage).

Legal Requirements:

See other sections	<input type="checkbox"/> Please see sections referenced below for legal requirements for specific winterizing activities.
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Best Management Practices:

Antifreeze	<input type="checkbox"/> Use propylene glycol antifreeze (usually pink), which is less toxic than ethylene glycol (usually green), to winterize all systems except “closed” or freshwater cooling systems. <input type="checkbox"/> Re-use or recycle antifreeze. Store spent antifreeze in a container clearly marked “Spent Antifreeze Only.”
Bilges	<input type="checkbox"/> Inspect and clean bilges prior to extended vessel storage. Clean all water, oil, or foreign materials from the bilge using absorbent material.
Do not use toxic cleaners	<input type="checkbox"/> Avoid the use of heavy-duty detergents containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, acids, or lye.
Use dry rack storage	<input type="checkbox"/> Encourage use of state-of-the-art dry rack storage facilities. They minimize the need for more intensive forms of hull maintenance. <input type="checkbox"/> Prior to lowering a vertical lift or marine railway, clean up the device to prevent contamination of the receiving waters from oil or any hazardous substance.
Gasoline	<input type="checkbox"/> To reduce waste from contaminated gasoline in fuel tanks, store boat motors according to manufacturers’ guidelines. <input type="checkbox"/> Top off the tanks if the boat is stored in water, or empty and purge the tank if stored on land. Topping off tanks in the summer can result in spills due to fuel expansion. Top off in the summer just when you are taking her out.

Relevant Sections and Appendices:

- ⇒ Appendix C for used oil and antifreeze management.
- ⇒ Antifreeze section.
- ⇒ Bilge Cleaning section.
- ⇒ Pressure Washing section.
- ⇒ Decommissioning Engines section.
- ⇒ Oil section.
- ⇒ Battery Replacement section.

Boat Disposal

Potential Environmental Impacts:

Sunken or abandoned vessels can pose environmental and safety risks by leaking oil and fuel in a concentrated area. They can also cause navigational and safety hazards. If boats are properly disposed of before they become unseaworthy, the chances that the vessel will become an environmental risk are reduced.

Legal Requirements:

	<input type="checkbox"/> There are no legal requirements specifically for boat disposal.
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Best Management Practices:

Boat fuel	<input type="checkbox"/> Empty the boat's fuel tanks and reuse or dispose of used gasoline as hazardous waste.
Remove and recycle	<input type="checkbox"/> Remove and recycle the following boat parts and fluid: 1. Used oil 2. Used antifreeze 3. Boat engine (recycle as scrap metal) 4. Any metal with reuse value, such as lead, zinc, aluminum 5. Refrigerants
Mercury parts	<input type="checkbox"/> Remove all mercury-containing devices (i.e., some electronic equipment, bilge pump switches, old ship's barometers) and handle as hazardous waste. If removed by the boater, the mercury containing devices can be managed as household hazardous waste.
Hull pieces	<input type="checkbox"/> Reduce the size of the hull into smaller pieces as directed by the solid waste facility. The smaller the pieces, the easier it is for the facility to take.

Relevant Sections and Appendices:

- ⇒ Appendix B for hazardous waste management information.
- ⇒ Hazardous Waste section.

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Fueling Station Operation

Potential Environmental Impacts:

The small spills that occur during boat fueling can accumulate and become a much larger problem. According to the EPA, complex hydrocarbon compounds in oil and gasoline are toxic to marine life, upset fish reproduction, and interfere with growth and reproduction of bottom dwelling organisms. Oil and gas that are ingested by one animal can be passed to the next animal that eats it. In a marina, petroleum will also deteriorate the white Styrofoam in floats and docks, and discolor boat hulls, woodwork, and paint. Gasoline spills are also a safety problem because of the product's flammability. A single pint of petroleum product released into the water can cover one acre of water surface area and can seriously damage aquatic habitat.

Legal Requirements:

NFPA requirements	<input type="checkbox"/> All marine service stations are subject to the National Fire Protection Association's (NFPA) <i>Automotive and Marine Service Station Code</i> (NFPA 30A). These requirements are adopted locally. Check with your municipal fire marshal for local requirements.
<u>Fuel station requirements:</u> <i>Nozzles</i> <i>Attendant</i> <i>Extinguisher</i> <i>Signs</i> <i>Before fueling</i> <i>During fueling</i>	<input type="checkbox"/> The following requirements are listed in NFPA 30A as pertaining to marine service stations. It is not intended to be a complete list of requirements: <ul style="list-style-type: none"> <input type="checkbox"/> Dispensing nozzles must be of the automatic-closing type without a latch-open device or holding clip [NFPA 30A, Section 10-4.2]. Remove old fuel nozzle triggers that lock in the "on" position. <input type="checkbox"/> All marine service stations must be attended by an employee responsible for supervising, observing, and controlling the dispensing of liquids whenever the station is open for business [NFPA 30A, Section 10-4.7]. <input type="checkbox"/> At least one fire extinguisher with the minimum classification of 40-B:C must be located within 100 feet of each pump, dispenser, and pier-mounted liquid storage tank [NFPA 30A, Section 10-8.1]. <input type="checkbox"/> Signs with the following legends printed in 2-inch (5cm), red block capital letters on a white background must be posted in the dispensing area of all marine service stations [NFPA 30A, Section 10-11.8]: <ul style="list-style-type: none"> ▪ BEFORE FUELING: <ul style="list-style-type: none"> ○ Stop all engines and auxiliaries ○ Shut off all electricity, open flames and heat sources ○ Check all bilges for fuel vapors ○ Extinguish all smoking materials ○ Close access fittings and openings that could allow fuel vapors to enter enclosed spaces of the vessel ▪ DURING FUELING: <ul style="list-style-type: none"> ○ Maintain nozzle contact with fill pipe ○ Wipe up spills immediately ○ Avoid overfilling ○ Fuel filling nozzle must be attended at all times

<i>After fueling</i>	<ul style="list-style-type: none"> ▪ AFTER FUELING: <ul style="list-style-type: none"> ○ Inspect bilges for leakage and fuel odors ○ Ventilate until odors are removed
SPCC Plan	<input type="checkbox"/> If your facility stores a certain amount of gas or oil, it may require a Spill Prevention Control and Countermeasure (SPCC) Plan [40 CFR 112].
Report spills	<input type="checkbox"/> Any spill or release of petroleum that results in a sheen on the waters of the state must be reported immediately to the: <ol style="list-style-type: none"> 1. Oregon Emergency Response System (OERS) at 1-800-OILS-911 (or 1-800-452-0311) [OAR 340.142; ORS 466.652] and 2. National Response Center at 1-800-424-8802 [Section 311 of the Clean Water Act; 33 USC 1321].

Best Management Practices

Fuel dock location	<input type="checkbox"/> Locate fuel docks in protected areas to reduce potential for accidents due to passing boat traffic, and design them so that spill containment equipment can be easily deployed to surround a spill and any boats that may be tied to the fuel dock.
Spill materials at fuel dock	<input type="checkbox"/> Store spill containment and control materials in a clearly marked and easily accessible location, attached or adjacent to the fuel dock. <input type="checkbox"/> Keep oil absorbent pads and pillows available at the fuel dock for staff and customers to mop up drips and small spills.
Sell spill materials	<input type="checkbox"/> Carry vent line whistles, vent cups, oil absorbent fuel collars and other fuel spill preventative devices in your ships store.
Personal watercraft	<input type="checkbox"/> Provide a stable platform for fueling personal watercraft, if your facility services significant numbers of them.
Inspect hoses	<input type="checkbox"/> Routinely inspect and repair fuel transfer equipment, such as hoses and pipes.
Fuel connections	<input type="checkbox"/> Place plastic or nonferrous drip trays lined with oil absorbent materials beneath fuel connections.
Train staff	<input type="checkbox"/> Train fuel dock staff to handle and dispense fuel properly. Fuel dock staff should be trained to: <ol style="list-style-type: none"> 1. Fill tanks slowly and carefully. Prevent overfilling of gas tanks by listening to or keeping a hand at the air vent, if possible; a pronounced flow of air is emitted when the tank is nearly full. 2. Remember that fuel expands in warm weather and to leave at least 5% of space in a fuel tank to allow for that expansion. 3. Use a fuel collar or fuel bib and keep an absorbent pad or pillow ready to catch spills, drips, or overflow. 4. Put a drip pan under portable fuel tanks. If possible, fill portable fuel tanks ashore. 5. Prevent spills as well as respond to spills. 6. Give information and direction to customers.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix E for state and federal spill reporting requirements and SPCC Plan information.
- ⇒ Spill section.

Fuel Storage

Potential Environmental Impacts:

Fuel spills are very damaging to the marina environment. According to the EPA, the complex hydrocarbon compounds in oil and gasoline are toxic to marine life, upset fish reproduction, and interfere with growth and reproduction of bottom dwelling organisms.

Legal Requirements:

Facility storing >10,000 lbs fuel	<input type="checkbox"/> If your facility stores 10,000 pounds or more of gasoline, diesel fuel, and/or fuel oil, either above- or underground for dispensing or for on-site use, you must report storage of that substance under the Emergency Planning and Community Right-to-Know Act of 1986 [42 USC 11001, and 42 CFR 355].
Storage tanks NFPA	<input type="checkbox"/> Both above and underground storage tanks and their piping systems are subject to the National Fire Protection Association's (NFPA) <i>Automotive and Marine Service Station Code</i> (NFPA 30A). These requirements are adopted locally. Check with your municipal fire marshal for local requirements.
<u>Underground storage tanks (USTs)</u> <i>Requirements</i>	<input type="checkbox"/> Underground Petroleum Storage: Tanks with ten percent or more of total volume below grade (including the volume of connected underground pipes) are considered Underground Storage Tanks (USTs) and must meet certain requirements [OAR 340-150; 40 CFR 280]. The general requirements are that: <ol style="list-style-type: none"> 1. Owners and operators of USTs maintain inventory logs of daily use versus product level to identify abnormal loss or gain of liquid. 2. The tank and piping be constructed of noncorrosive materials or externally coated cathodically protected steel and installed according to manufacturer's specifications; 3. The facility has an approved method of leak detection which includes the maintenance of all activity records for 5 years; 4. Fill-pipes on tanks have means to collect spills from delivery hoses; 5. The tanks have overfill protection, such as automatic shutoff devices which activate at 90% UST capacity and restrict flow during deliveries; 6. The tank must be registered with the Oregon DEQ. 7. If a facility has a total underground buried storage capacity of more than 42,000 gallons of petroleum product, it may require a Spill, Prevention, Control, and Countermeasure (SPCC) Plan [40 CFR 112.1].
Underground tank removal	<input type="checkbox"/> There are additional requirements for facility owners or operators when they are closing USTs through removal or in-place abandonment [OAR 340-150-0180].

<p><u>Aboveground petroleum storage</u></p> <p><i>SPCC plans</i></p>	<p><input type="checkbox"/> Aboveground Petroleum Storage: If your facility stores a certain amount of gas or oil in aboveground tanks (in excess of 660 gallons in any one tank or a total aggregate volume greater than 1,320 gallons) it may require a Spill Prevention, Control and Countermeasure (SPCC) Plan [40 CFR 112.1], which outlines a facility-wide plan to prevent spills and contingency plans in case of spills.</p> <p><input type="checkbox"/> SPCC plans require [40 CFR 112.1]:</p> <ol style="list-style-type: none"> 1. The aboveground storage tank should be located within a dike or over an impervious storage area. 2. The tanks require secondary containment of 110% of the volume of the largest container. 3. A professional engineer must approve written spill prevention and response measures as adequate.
Report spills	<p><input type="checkbox"/> Any spill or release of petroleum that results in a sheen on the waters of the state or a release of oil onto the ground surface of 42 gallons or more must be reported immediately to the:</p> <ol style="list-style-type: none"> 1. Oregon Emergency Response System (OERS) at 1-800-OILS-911 (or 1-800-452-0311) [OAR 340.142; ORS 466.652] and 2. National Response Center at 1-800-424-8802 [Section 311 of the Clean Water Act; 33 USC 1321].
Make hazardous waste determination	<p><input type="checkbox"/> A hazardous waste determination must be conducted on any materials used to clean a spill to determine whether or not disposal of the materials is subject to hazardous waste regulations [RCRA; 40 CFR 262.11; OAR 340-102-0011].</p>

Best Management Practices:

Secure areas when not in use	<input type="checkbox"/> Fueling facilities and storage areas must be secured when not in use by appropriate shutdown devices and security locks.
Spill Contingency Plan	<input type="checkbox"/> Even if you are not required to, develop a Spill Contingency Plan for all fuel storage and dispensing areas.
Post phone numbers	<input type="checkbox"/> Post emergency phone numbers in an obvious location.
Inspect for leaks	<input type="checkbox"/> Regularly inspect aboveground fuel storage tanks and associated piping for leaks.
Tank roof	<input type="checkbox"/> If possible, cover the tank with a roof to prevent rainwater from filling the containment area.

Relevant Sections and Appendices:

- ⇒ Appendix A for hazardous substance management information.
- ⇒ Appendix B for hazardous waste management information.
- ⇒ Appendix E for spill plan and reporting information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Hazardous Waste section.

Fuel Tank Disposal

Potential Environmental Impacts:

According to the EPA, the complex hydrocarbon compounds in petroleum products are toxic to marine life, upset fish reproduction, and interfere with growth and reproduction of bottom dwelling organisms. Improperly disposed fuel tanks can also impact groundwater supplies and pose a serious fire safety risk.

Legal Requirements:

Tank removal	<ul style="list-style-type: none"><input type="checkbox"/> If a portable or fixed tank for gasoline or an oil and gasoline mixture is empty, meaning drained of all material that can be removed from the container by normal methods like pouring or pumping, AND no more than one inch (or 3% by weight) of residue remains in the container, it can be disposed of as regular solid waste or can be recycled as scrap metal [40 CFR 261.7].<input type="checkbox"/> If a tank is not empty, it must be disposed of as hazardous waste [40 CFR 262.11].
Contact DEQ	<ul style="list-style-type: none"><input type="checkbox"/> Prior to closing underground storage tanks (UST) through removal or in-place abandonment, you must notify DEQ and follow applicable regulations [OAR 340-150].

Best Management Practices:

Leftover fuel	<ul style="list-style-type: none"><input type="checkbox"/> Use, recondition or recycle all usable fuel before disposing of the tank.
Keep away from heat	<ul style="list-style-type: none"><input type="checkbox"/> Store tanks awaiting disposal away from ignition sources like heat or sparks.
Label tanks	<ul style="list-style-type: none"><input type="checkbox"/> Clearly label tanks "Waste Gasoline."
Fuel canisters	<ul style="list-style-type: none"><input type="checkbox"/> Large fuel canisters should be devalved with a fire marshal permit or taken to a hazardous waste collection facility.
Disposable canisters	<ul style="list-style-type: none"><input type="checkbox"/> Disposal propane canisters should have their pressure released using an official puncturing device and used as scrap metal. These pressurized canisters could explode dangerously and should not be punctured with any other device. If you do not have the appropriate device, take the canisters to a hazardous waste collection facility.

Relevant Sections and Appendices:

⇒ Appendix B and Hazardous Waste section for hazardous waste management information.

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Oil

Potential Environmental Impacts:

Even small amounts of oil introduced into the marina environment can cause environmental problems, especially if they persist. Although some oil that spills into the water evaporates, petroleum hydrocarbons can remain suspended in the water column, concentrate on the surface, or settle to the bottom. Because of the properties of oil, a cup of oil can spread a very thin sheen over more than an acre of calm water. An oil sheen can block necessary oxygen and light from moving through the surface of the water. According to the EPA, the hydrocarbons in oil harm juvenile fish, upset fish reproduction, and interfere with the growth and reproduction of bottom-dwelling organisms.

Legal Requirements:

Manage oil	<input type="checkbox"/> Manage used oil, and any materials used to clean a spill, in accordance with the requirements specified in Appendix C [40 CFR 279].
Oil storage - SPCC	<input type="checkbox"/> Storage of used oil is subject to all applicable Spill Prevention, Control and Countermeasures [40 CFR 112].
Report spills	<input type="checkbox"/> Any spill or release of petroleum that results in a sheen on the waters of the state or a release of oil onto the ground surface of 42 gallons or more must be reported immediately to the: <ol style="list-style-type: none">1. Oregon Emergency Response System (OERS) at 1-800-OILS-911 (or 1-800-452-0311) [OAR 340.142; ORS 466.652] and2. National Response Center at 1-800-424-8802 [Section 311 of the Clean Water Act; 33 USC 1321].
Do not use dispersants	<input type="checkbox"/> The use of dispersants, such as dishwashing soaps or detergents, on a fuel spill or sheen of any size on the surface water is prohibited in most circumstances. Dispersants may only be used with permission from federal or state authorities, and only in rare instances [40 CFR 110.4; ORS 468B.315].

Best Management Practices:

Keep used oil separate from other liquids	<input type="checkbox"/> Do not allow anything else, such as gasoline, solvents, paint, varnishes, pesticides, or antifreeze to be added to the used oil container. The introduction of these materials will result in the whole mixture having to be managed as a hazardous waste, adding a large expense. <input type="checkbox"/> In general, engine oil, transmission fluid, hydraulic fluid, and gear oil are considered used oil and may be placed in the waste oil container. As a precaution though, <u>check with your recycler before mixing any materials.</u>
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Reuse oil	<input type="checkbox"/> Burn your used oil in an approved used oil fuel space heater. This is a cost saving measure that eliminates the cost of waste oil removal.
Recycle oil	<input type="checkbox"/> Have a registered used oil transporter haul the used oil offsite for recycling. Used oil that is recycled is subject to less stringent regulations than hazardous waste.
Recycle oil filters	<input type="checkbox"/> Recycle used oil filters. Puncture and thoroughly drain them first. If you generate large numbers of filters, consider purchasing a filter crusher.
Spill-proof oil changes	<input type="checkbox"/> Purchase a non-spill vacuum-type system for spill-proof oil changes, or to suction oily water from bilges. <input type="checkbox"/> Slip a plastic bag over used oil filters prior to removal to prevent drips.
Use absorbent pads	<input type="checkbox"/> Use oil absorbent materials to clean up small drips and spills. <input type="checkbox"/> Sell oil absorbent pads in the ships store.
Customer oil collection: <i>Consult DEQ</i> <i>Post signs</i> <i>Separate tanks</i>	<input type="checkbox"/> Install collection facilities for used oil and used oil filters and encourage boaters to use them, or direct boaters to their municipal used oil collection facility, usually at local transfer station. <input type="checkbox"/> Collected oil should be recycled or burned in an approved heater; otherwise the marina may be subject to stricter regulations due to the increased generation of hazardous waste. Contact DEQ Technical Assistance for a consultation visit to ensure there is no change in generator status. <input type="checkbox"/> Post signs indicating how important it is that the used oil not be contaminated. <input type="checkbox"/> Consider providing separate tanks for used oil, one for patrons to use and a secure tank for used oil collected by marina facility staff.
Educate: don't use detergents	<input type="checkbox"/> Educate customers and staff to not use soaps and detergents to clean up oily drips and spills on the water.
Bilge water	<input type="checkbox"/> Avoid pumping bilge water that is oily or has a visible sheen. Use oil absorbent materials or an oil/water separator to remove oil before pumping. <input type="checkbox"/> Purchase a portable or stationary oil/water separator to clean bilge water. These devices draw contaminated water from bilges, capture hydrocarbons in a filter and discharge clean water.

Relevant Sections and Appendices:

- ⇒ Appendix C for used oil management.
- ⇒ Appendix E for spill plan and reporting information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Spills section.

Antifreeze

Potential Environmental Impacts:

Antifreeze can pollute groundwater, surface water and drinking water supplies if dumped, spilled or leaked, and is harmful to marine and aquatic life. While in an engine, antifreeze can become contaminated with lead or fuel to the point where it must be managed as a hazardous waste. There are two types of antifreeze. Antifreeze with ethylene glycol, a greenish-yellow, odorless, sweet-tasting chemical, poses a serious health hazard to humans and animals if ingested. Antifreeze with propylene glycol, which is usually pink and marketed as nontoxic, is less toxic and is recommended for use.

Legal Requirements:

Make hazardous waste determination	<ul style="list-style-type: none"><input type="checkbox"/> Waste antifreeze can be either hazardous or non-hazardous, depending upon the levels of contaminants it contains (the most common contaminants are lead, benzene, and zinc). In order to determine which is the case, the generator must either have their waste tested, or utilize reliable "knowledge of process" information for the waste (if available) [RCRA; 40 CFR 262.11; OAR 340-102-0011]. Such information could include testing by haulers or studies by industry trade groups.<input type="checkbox"/> A hazardous waste determination must be conducted on any materials used to clean antifreeze spills [40 CFR 262.11].
Manage hazardous waste	<ul style="list-style-type: none"><input type="checkbox"/> Antifreeze that is hazardous waste must either be recycled or disposed of via a permitted hazardous waste hauler. While stored on-site, it must be managed in accordance with hazardous waste storage requirements [40 CFR 262.11; OAR 340-102].
Do not discharge	<ul style="list-style-type: none"><input type="checkbox"/> Antifreeze that is determined to not be a hazardous waste is still considered a polluting liquid waste and may not be discharged into the waters of the state or placed in a location where it is likely to end up in the waters of the state [ORS 468B.025].

Best Management Practices:

Choose Pink	<ul style="list-style-type: none"><input type="checkbox"/> Use propylene glycol antifreeze (usually pink), which is less toxic than ethylene glycol (usually green), where appropriate. Sell propylene glycol in your ships store.
Transfer Carefully	<ul style="list-style-type: none"><input type="checkbox"/> Use drip pans and funnels when transferring antifreeze to minimize spills and drips.<input type="checkbox"/> Wear eye protection, clothing that covers exposed skin and rubber gloves when transferring antifreeze.<input type="checkbox"/> Pour slowly and carefully to avoid splashing.

Segregate, Cover, and Label	<input type="checkbox"/> Segregate used antifreeze from other wastes. <input type="checkbox"/> Provide well-marked, coverable containers that are in good condition to collect antifreeze. <input type="checkbox"/> Label the containers "Used Antifreeze." <input type="checkbox"/> Never mix antifreeze with other chemicals.
Contain	<input type="checkbox"/> Recover antifreeze used to winterize systems. <input type="checkbox"/> Store antifreeze in a container that can be completely drained with a wide opening. Keep antifreeze storage containers closed at all times. <input type="checkbox"/> Provide containment to prevent spills from entering ground water or stormwater.
Recycle	<input type="checkbox"/> Recycle used antifreeze. <input type="checkbox"/> Recycling options for antifreeze include: <ol style="list-style-type: none"> 1. Purchase on-site recycling equipment and recycle at your facility. Conduct a RCRA hazardous waste determination (i.e., test the residue or filter cartridge) at least one time to verify that the waste is not hazardous before recycling on-site. Keep a copy of the test results in your files; 2. Contract with an on-site mobile recycling service that is permitted by OR-DEQ to recycle antifreeze; 3. Contract with a hauler that recycles the antifreeze off-site.

Relevant Sections and Appendices:

- ⇒ Appendix B for hazardous waste management information.
- ⇒ Appendix C for used antifreeze management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Hazardous Waste section.

Rags and Oil Absorbent Pads

Potential Environmental Impacts:

Contaminated rags that are improperly managed may pose fire, health, and environmental risks. Minimizing contamination of rags reduces health risks to workers and emissions of volatile organic compounds to the air, improves effluent discharge from industrial laundries if you use launderable rags, decreases liability risks, and saves money by minimizing solvent use.

Legal Requirements:

Types of contaminated rags	<input type="checkbox"/> How used cloth rags are managed depends on what the rags are contaminated with [40 CFR 262.11]. <input type="checkbox"/> If the used rag is: <ol style="list-style-type: none"> 1. Dripping with used oil, manage as used oil. 2. Contaminated with used oil, but not dripping, evaluate for hazardous waste then properly manage. 3. Contaminated with paints or solvents, or other hazardous materials, manage as hazardous waste. 4. Contaminated with other material (or only with mild cleaners or soaps), dispose of in regular trash.
Leased rags	<input type="checkbox"/> If you lease rags and have them laundered, and they are contaminated with hazardous waste, you must manage them as hazardous waste until they are picked up for laundering. However, they do not require a hazardous waste manifest [40 CFR 262.11].

Best Management Practices:

Separate rags	<input type="checkbox"/> Keep oily rags separate from rags that have been contaminated with hazardous materials such as solvents.
Wring rags	<input type="checkbox"/> Remove excess solvent from rags by wringing or pressing excess into coverable container.
Reduce solvent use	<input type="checkbox"/> Reduce the amount of solvent used in cleaning through improved work practices. Use solvents only when absolutely necessary. Use non-VOC cleaners.
Recyclable rags	<input type="checkbox"/> Use cloth rags that can be recycled by an industrial laundry service.
Laundry service	<input type="checkbox"/> Contract with a permitted industrial laundry service that will pick up soiled rags and deliver clean rags on a regular basis. The laundry service may require you to limit the solvent and other chemical content of the soiled rags because of the limits on their permit to discharge wastewater into the sanitary sewer.
Rag storage	<input type="checkbox"/> Store ignitable rags in NFPA approved, labeled containers until they can be laundered.
Rags with gasoline	<input type="checkbox"/> Reuse rags or absorbent pads that have soaked up ONLY gasoline.

Rags with oil	<input type="checkbox"/> If rag or absorbent pad has soaked up ONLY diesel or oil: <ol style="list-style-type: none"> 1. If the used oil collector will accept them for energy recovery, place in a covered container in the used oil collection area for pickup. 2. If the rag or pad is dry and the used oil collector will not accept them, check that the landfill will accept them and then double bag and place in trash.
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Relevant Sections and Appendices:

- ⇒ Appendix B for hazardous waste management information.
- ⇒ Appendix C for used oil management information.
- ⇒ Hazardous Waste section.
- ⇒ Oil section.

Degreasing / Parts Washing

Potential Environmental Impacts:

Degreasers used to clean metal parts may be organic solvents (chlorinated or non-chlorinated) or water-based cleaners. Organic solvents usually contain volatile organic compounds (VOCs) which can evaporate quickly. Many VOCs combine with combustion emissions to form ground level ozone, a major component of "smog." Ozone damages lungs and degrades many materials. When solvents are released and reach water, even in very small quantities, they may render the water unfit for human consumption and uninhabitable for aquatic life. Many organic solvents are also combustible, which may pose a fire hazard.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> A hazardous waste determination must be conducted to establish whether or not disposal of waste solvents and parts washer solutions is subject to hazardous waste regulations [RCRA; 40 CFR 262.11; OAR 340-102-0011]. A hazardous waste determination must also be conducted on any materials used to clean a spill.
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Best Management Practices:

Use non-VOC cleaners	<input type="checkbox"/> Use water-based, non-VOC cleaners that are less hazardous than solvent-based degreasers. They are also less toxic and non-flammable. Don't use a toxic or flammable organic solvent if you don't have to.
Volatile organic compound (VOC) use procedures	<input type="checkbox"/> Any parts washer that uses VOCs at room temperature should follow these equipment design and operating procedures: <ol style="list-style-type: none">1. The cover must be easily operated with one hand and closed whenever the parts washer is not being used for 2 minutes or more.2. Parts must be covered during draining.3. Waste solvent must be stored in covered containers.4. Cleaned parts must be drained for at least 15 seconds, or until dripping ceases, whichever is longer.5. Degreasing solvent must be sprayed as a compact fluid stream (not a fine, atomized, or shower type) and at a pressure that does not exceed 10 psi.6. Operation must cease at the occurrence of any visible solvent leaks.7. Post labels on or near each unit summarizing the applicable operating requirements.8. Keep monthly records on the amount of solvent added to each unit.
Contain solvents	<input type="checkbox"/> If using VOC-based solvents is unavoidable, catch excess solvents in a pan and reuse.
Separate solvents	<input type="checkbox"/> Do not mix or add other types of solvents to any degreaser.

Don't dump solvents	<input type="checkbox"/> Never discard any degreasing solvent into sinks, floor drains or onto the ground. It will ultimately find its way to local waters, and as little as a thimble full may render thousands of gallons of water uninhabitable for aquatic life or unfit for human consumption. You may be held responsible for remediation costs.
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Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Antifreeze section.
- ⇒ Battery Replacement section.
- ⇒ Oil section.
- ⇒ Rags and Oil Absorbent Pads section for used rag disposal information.

Battery Replacement

Potential Environmental Impacts:

If handled improperly, lead acid batteries pose certain hazards. Battery components are toxic and corrosive, and can also be a fire and explosion hazard. Lead and sulfuric acid can contaminate the air, soil, and water. Direct contact with sulfuric acid can burn the skin and eyes. Exposure to lead in the environment can pose a serious health hazard to children. Lead is also very toxic to aquatic life and can enter marina basins through stormwater when spent lead acid batteries are not managed properly.

Legal Requirements:

<p>Universal Waste Rule:</p> <p><i>Label</i></p> <p><i>Store < 1 year</i></p> <p><i>Keep in container</i></p> <p><i>Contain spills</i></p> <p><i>Package appropriately</i></p> <p><i>Shipment</i></p>	<p><input type="checkbox"/> Marinas that store less than 5,000 kilograms (11,000 pounds) of spent lead-acid batteries would be classified as "Small Quantity Handlers" under the Universal Waste Rule. Such handlers are required to do the following [40 CFR 273 Subpart B]:</p> <ol style="list-style-type: none"> 1. Mark all batteries (or containers holding such batteries) with the words "Universal Waste – Batteries," "Waste Batteries," or "Used Batteries." 2. Store batteries for no more than one year before sending them off-site for recycling. 3. Place any battery that shows signs of leakage, spillage, or damage in a container that is kept closed, is structurally sound, and is compatible with the contents of the battery. 4. Immediately contain any releases of batteries or electrolyte. 5. Before shipping batteries off-site, ensure that they are packaged, marked, labeled, and placarded in accordance with U.S. DOT rules for hazardous materials. 6. Ship the batteries to another Universal Waste handler, or to an authorized destination facility for recycling. Prior to shipment, ensure that the receiving facility agrees to receive the shipment. Any shipments that are rejected must be taken back, or directed to another handler or destination facility. In addition, if you transport batteries from one site to another, you must comply with Universal Waste transporter requirements [40 CFR 273 Subpart D].
<p>Make hazardous waste determination</p>	<p><input type="checkbox"/> A hazardous waste determination must be conducted on spilled acid and broken lead acid batteries, and any materials used to clean a spill, to establish whether or not their disposal is subject to hazardous waste regulations [RCRA; 40 CFR 262.11; OAR 340-102-0011].</p>
<p>If > 500 lbs stored onsite</p>	<p><input type="checkbox"/> If over 500 pounds of batteries are stored on-site, report the chemicals in lead acid batteries (sulfuric acid and lead) as part of your hazardous and toxic chemical inventory and notifications required under the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA) [40 CFR 355].</p>

Best Management Practices:

Limit long term storage	<input type="checkbox"/> Avoid long-term storage of lead acid batteries by sending accumulated batteries to a reclaimer within six months of receipt. Limit accumulation of large quantities of spent batteries. If necessary, ship more frequently.
Store properly	<input type="checkbox"/> Store spent lead acid batteries upright in a secure location, protected from the elements. <input type="checkbox"/> Never stack batteries directly on top of each other. Layer with wood. <input type="checkbox"/> Never drain batteries or crack the casings.
Broken batteries	<input type="checkbox"/> Place cracked or leaking batteries in a sturdy, acid-resistant, leak-proof, sealed container (e.g., a sealable 5-gallon plastic pail). The container should be kept closed within the battery storage area.
Transport properly	<input type="checkbox"/> Strap batteries to pallets or wrap batteries and pallet in plastic during transport.
Keep records	<input type="checkbox"/> Keep written records of weekly inspections of spent lead acid batteries.

Relevant Sections and Appendices:

- ⇒ Appendix A for hazardous substance management information.
- ⇒ Appendix B for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Hazardous waste section.

Upland Engine Operations

Potential Environmental Impacts:

Working on boat engines has potential environmental impacts. If engine fluids are not well managed, they may be transported by stormwater into the marina basin, where they can harm fish and other aquatic life. If certain fluids are mixed, they may become subject to hazardous waste requirements and be more expensive to dispose. Waste fluids from upland engine operations may include: engine oil, transmission fluid, power steering fluid, brake fluid, hydraulic fluid and antifreeze, all of which are recyclable liquids. Many of these fluids can be hazardous, and may pick up contaminants (e.g., lead from bearings) during use in an engine.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> A hazardous waste determination must be conducted to establish whether or not disposal of waste fluids is subject to hazardous waste regulations [RCRA; 40 CFR 262.11; OAR 340-102-0011]. A hazardous waste determination must also be conducted on any materials used to clean a spill.
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Best Management Practices:

Don't discharge fluids	<input type="checkbox"/> Never pour waste fluids down any drains, including stormwater drains, or onto the ground. Exception: waste fluids may be discharged into sealed and permitted blind sumps that capture contaminants for proper treatment and disposal. <input type="checkbox"/> Do not dispose of liquid waste in dumpsters.
Separate and recycle fluids	<input type="checkbox"/> Recycle fluids whenever possible. In general, the purer the waste stream, the higher the value to the recycler. Never mix gasoline, antifreeze, or chlorinated solvents into used oil because it may cause the used oil to become a hazardous waste, therefore requiring higher disposal costs.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Appendix C for used oil and antifreeze management.
- ⇒ Antifreeze section.
- ⇒ Oil section.
- ⇒ Rags and Oil Absorbent Pads section.

Commissioning Engines

Potential Environmental Impacts:

The waste fluids generated when commissioning engines on the upland, if not properly managed, can potentially enter the water in stormwater runoff. Contact with the fluids can harm fish and other marine and aquatic life. If certain fluids are mixed, they may become subject to hazardous waste requirements and be more expensive to dispose. Waste fluids from commissioning engines may include engine oil, gasoline, diesel fuel, and antifreeze.

Legal Requirements:

Gasoline disposal	<input type="checkbox"/> If stale gasoline cannot be reconditioned, dispose of it as hazardous waste [40 CFR 262.11].
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Best Management Practices:

Check for leaks	<input type="checkbox"/> Inspect fuel lines for leaks or potential leaks such as cracks and loose connections. These can be persistent sources of engine fluids to the bilge.
Encourage boaters	<input type="checkbox"/> Household hazardous waste programs may accept unwanted gasoline and gas/oil blends generated by individual boat owners. Encourage marina patrons to dispose of their waste gasoline through their own municipal household hazardous waste collection programs, if appropriate.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste minimization tips.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Antifreeze section.
- ⇒ Oil section.
- ⇒ Rags and Oil Absorbent Pads section.

Decommissioning Engines

Potential Environmental Impacts:

The waste fluids generated when decommissioning engines on the upland, if not properly managed, can potentially enter the water in stormwater runoff. Contact with the fluids can harm fish and other marine and aquatic life. If certain fluids are mixed, they may become subject to hazardous waste requirements and be more expensive to dispose. Waste fluids from decommissioning engines may include engine oil, gasoline, diesel fuel and antifreeze.

Legal Requirements:

Gasoline disposal	<input type="checkbox"/> If stale gasoline cannot be reconditioned, dispose of it as hazardous waste [40 CFR 262.11].
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Best Management Practices:

Use pink antifreeze	<input type="checkbox"/> Use propylene glycol antifreeze (usually pink) to winterize all systems except "closed," or freshwater cooling systems. Propylene glycol antifreeze is much less toxic than ethylene glycol antifreeze. Use the minimum amount of antifreeze necessary for the job.
Use stabilizers	<input type="checkbox"/> Where appropriate, add stabilizers to fuel to protect engines against corrosion and the formation of sludge, gum, and varnish. Stabilizers are available for gasoline and diesel fuels, and for crankcase oil. This also eliminates the problem of stale fuel disposal in the spring. Check manufacturer's warranty on engine before adding fuel stabilizers.
Fill fuel tank only 90%	<input type="checkbox"/> Fill fuel tanks to 85-90% full to prevent flammable fumes from accumulating and to minimize the possibility of condensation leading to corrosion. Do not fill the tank more than 90% full if the boat has an external overflow vent. The fuel will expand as it warms in the springtime, and fuel will spill out the vent line of a full inboard tank.
Unwanted gas	<input type="checkbox"/> Household hazardous waste programs may accept unwanted gasoline and gas/oil blends generated by individual boat owners. Encourage marina patrons to dispose of their waste gasoline through their own municipal household hazardous waste collection programs, if appropriate.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste minimization tips.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Antifreeze section.
- ⇒ Battery Replacement section.
- ⇒ Oil section.
- ⇒ Rags and Oil Absorbent Pads section.

Zinc Replacement

Potential Environmental Impacts:

Sacrificial zinc anodes fight corrosion in salt water by deterring corrosion of metal hull and engine parts. Elevated levels of zinc in marina sediments have been found to be associated with boat operation and maintenance. Zinc, in high concentrations, can be toxic to marine life, and can be potentially toxic to humans who eat contaminated shellfish or fish.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> A hazardous waste determination must be performed on waste zinc anodes being disposed of [RCRA; 40 CFR 262.11; OAR 340-102-0011]. However, if the anodes can be recycled as scrap metal, they do not have to be managed as hazardous waste.
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Best Management Practices:

Recycle	<input type="checkbox"/> Recycle zinc anodes with other scrap metals. Scrap metal dealers will take spent zinc anodes.
Storage	<input type="checkbox"/> Store zinc anodes with other recyclable scrap metals in clearly marked containers protected from the elements.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.

Refrigerants

Potential Environmental Impacts:

Refrigerants become an environmental problem when they escape into the air. Chlorofluorocarbons (CFCs, or Freon™) are gases used primarily as refrigerants in motor vehicle air conditioners, building air conditioning units, refrigerators, and freezers. When CFCs are released into the air, they rise into the upper atmosphere where they damage the protective ozone layer in the stratosphere. A single CFC molecule can destroy 100,000 molecules of ozone. The ozone layer absorbs the sun's harmful ultraviolet (UV) radiation and when it is damaged living things on the earth become exposed to harmful UV.

Legal Requirements:

Air conditioner servicers	<ul style="list-style-type: none"><input type="checkbox"/> Everyone who services air conditioners must be certified in the proper use of CFC recovery and recycling equipment [Clean Air Act, Title VI, Section 608 and 609, 40 CFR 82.34].<input type="checkbox"/> The Clean Air Act prohibits release of CFCs and halons. Anyone repairing or servicing motor vehicle air conditioners must recover or recycle CFCs on-site or recover CFCs and send them off-site for recycling [40 CFR 82.34].
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Best Management Practices:

Refrigerant alternatives	<input type="checkbox"/> Investigate alternatives to ozone-depleting refrigerants. These include HFC-134 (or R-134a), R-409a and R-404a.
Repair leaks	<input type="checkbox"/> The EPA does not require that leaks be repaired, although it recommends that vehicle owners consider repairing leaks to reduce emissions and extend the useful life of their air conditioner. Repair of leaking systems will help vehicle owners avoid the need to continue to refill systems with high priced refrigerant.
CFC handling	<input type="checkbox"/> For more information on CFC handling, contact the EPA at (800) 821--1237, or the National CFC Hotline at (800) 296-1996, between 7:00 a.m. to 1:00 p.m. Monday through Friday.

TAB 6: Painting and Fiberglass Repair

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Scraping and Sanding

Potential Environmental Impacts:

Hull paints can contain heavy metals and other toxins. Sanding chips and dust that fall onto the ground can enter a marina basin through stormwater runoff. Paint chips and sanding debris can be particularly dangerous when shellfish ingest them and the shellfish are then ingested by other animals, including humans.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> You must determine if your sanding dust is hazardous and manage accordingly [RCRA; 40 CFR 262.11; OAR 340-102-0011]. <input type="checkbox"/> If the sanding dust is not hazardous, it must be handled as a Special Waste. This waste may be disposed of at a solid waste landfill if the site meets the design criteria of 40 CFR 258.40 for new municipal solid wastes landfill units [OAR 340-093-0190 (f)].
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Best Management Practices:

Designate indoor or upland area	<input type="checkbox"/> Conduct sanding and scraping away from the water's edge. Designate an indoor or upland area for debris-producing maintenance such as scraping, sanding, and sandblasting. The boat maintenance area can be a temporary structure or plastic sheeting provided to minimize the spreading of dust and windblown material. The work area should be well marked with signs.
Use tarps	<input type="checkbox"/> Place drop cloths or tarps under vessels when sanding or scraping. <input type="checkbox"/> Weight the bottom edges of tarps and drop clothes to keep them in place.
Impervious pad	<input type="checkbox"/> Consider installing an impervious pad for conducting debris-producing maintenance.
Clean up immediately	<input type="checkbox"/> Clean up all debris, trash, sanding dust, and paint chips immediately following any maintenance or repair activity. <input type="checkbox"/> When sanding or grinding hulls over a paved surface, vacuuming or sweeping loose paint particles is the preferred cleanup method. Do not hose the debris away. <input type="checkbox"/> Dispose of water-based (non-hazardous) waste paint chips and sanding waste in a covered dumpster or other covered solid waste receptacle.
Non-windy days	<input type="checkbox"/> Avoid scraping or sanding on windy days, unless conducting activity in an enclosed maintenance structure.
Use vacuum sanders	<input type="checkbox"/> Use dustless or vacuum sanders when sanding. These tools can collect over 98% of dust generated instead of releasing it into the air. Workers can use this equipment without full suits or respirators and have less cleanup when the job is done. <input type="checkbox"/> Require customers and contractors to use dustless or vacuum sanders. Rent or loan the equipment to them. <input type="checkbox"/> Post signs indicating the availability of the dustless or vacuum sanders.

Provide covered container	<input type="checkbox"/> Provide a covered collection drum for the dust from vacuum sanders and other scraping debris.
In water activities	<input type="checkbox"/> Restrict or prohibit sanding and scraping boats that are in the water, to the greatest extent practicable. <input type="checkbox"/> If sanding, scraping, or grinding must take place while the boat is in the water, use tarps and sheeting installed between the vessel being worked on and the floats or walking surface to prevent dust, paint chips, debris, or other materials from falling or being blown into the water. The sheeting should have a tight seal to the vessel and adjacent surfaces to prevent leakage of any paint chips or dust outside the work area. Remove the sheeting carefully to prevent the loss of accumulated waste material into the water.
Minimize scraping need	<input type="checkbox"/> Where feasible, boat maintenance and storage practices that minimize the need for scraping and sanding should be encouraged.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Abrasive Blasting section.

Paint Stripping

Potential Environmental Impacts:

Many paint strippers are solvent-based, and contain chemicals that are dangerous to humans. Some are flammable and most can cause water and air pollution if not handled properly. Toxic chemicals in paint strippers may include methylene chloride (also called dichloromethane, or DCM), methyl ethyl ketone (or 2-Butanone), acetone, toluene, methanol, N-methylpyrrolidone (NMP), or xylene. There are some less environmentally damaging and less hazardous paint strippers available on the market.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> A hazardous waste determination must be conducted to establish whether or not disposal of used paint strippers is subject to hazardous waste regulations [RCRA; 40 CFR 262.11; OAR 340-102-0011]. A hazardous waste determination must also be conducted on any materials used to clean up a spill. Manage waste accordingly.
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Best Management Practices:

Use alternatives	<input type="checkbox"/> Consider alternatives to chemical paint stripping depending on the characteristics of the surface being stripped, the type of paint being removed, and the volume and type of waste produced. Alternatives include scraping, sanding, and/or abrasive blasting. Use a heat gun to remove paint and varnish where appropriate. <input type="checkbox"/> If paint strippers must be used, use soy-based or water-based products which are less hazardous.
Reduce leftovers	<input type="checkbox"/> Use only the minimum amount of paint stripper needed for a job.
Reduce evaporation	<input type="checkbox"/> Prevent evaporation by using tight fitting lids or stoppers. Reducing evaporation protects air quality, saves product and money.
Reduce spills	<input type="checkbox"/> Reduce the chance of spills during transport by storing unused paint stripper where it's used most in the shop. Place the product on an impervious base.
Educate and train employees	<input type="checkbox"/> Encourage careful use by informing all workers and operators of the hazardous nature of solvents and the purchasing and recycling costs. <input type="checkbox"/> Train employees to use less paint stripper, to properly store new and used paint strippers, to use wise clean-up procedures, and to prevent leaks and spills.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Abrasive Blasting section and Scraping and Sanding section.

Prepping and Painting Boat Bottoms

Antifouling Paint

Potential Environmental Impacts:

Most antifouling paint contains elemental copper, cuprous oxide (a copper compound), or tin-based compounds (tributyl tin) that kill organisms attempting to attach to a painted surface. By design, antifouling paints are toxic to marine life and can be absorbed by fish and shellfish. Concentrations of tributyltin (TBT) as low as a few parts per trillion have caused abnormal development and decreased reproductive success in oysters, clams, and snails (EPA, 1993). The toxins in antifouling paints enter the environment through spillage, sanding, sand blasting, or scraping. Antifouling paint chips left on the ground or driveway can be transported into the water by stormwater runoff. The toxicants in antifouling paint can be passed up the food chain from mussels and worms to fish, birds, and humans.

Legal Requirements:

No TBT on vessels < 25m	<input type="checkbox"/> The use of anti-fouling tributyltin (TBT) containing paints is prohibited on vessels less than 25 meters (82 feet) in length. Vessels with aluminum hulls, which quickly corrode from cuprous oxide antifoulant coatings, are also allowed to use TBT [Organotin Antifouling Paint Control Act 33 U.S.C. 2401].
Make hazardous waste determination	<input type="checkbox"/> A hazardous waste determination must be conducted to establish whether or not disposal of traditionally used antifouling paints, in solid or liquid form, is subject to hazardous waste regulations [RCRA; 40 CFR 262.11; OAR 340-102-0011]. A hazardous waste determination must also be conducted on any materials used to clean a spill.
Abrasive blast media	<input type="checkbox"/> Abrasive Blast Media Containing Pesticides (such as TBT paint chippings) must be handled as special waste. This waste may be disposed of at a solid waste landfill if the site meets the design criteria of 40 CFR 258.40 for new municipal solid wastes landfill units [OAR 340-093-0190 (f)].

Best Management Practices:

Use alternative products	<input type="checkbox"/> Switch to long-lasting, low-toxicity antifouling paint. <input type="checkbox"/> Recommend antifouling paints containing the minimum amount of toxin necessary for the expected condition to your customers. Stock only those in the ship store. <input type="checkbox"/> Stay informed about antifouling products, like Teflon, silicone, polyurethane, and wax that have limited negative impacts. Pass on the information to your customers.
Don't use in fresh water	<input type="checkbox"/> Discourage use of antifouling paint on boats kept in fresh water.

Non-moored boats	<input type="checkbox"/> Recommend that boats that are rack stored or trailered use alternatives to antifouling paint such as polyurethane, bottom wax, or non-metallic epoxies, since antifouling paint is not necessary for boats that are not continuously in the water.
Sanding	<input type="checkbox"/> Use dust-collecting sanders when sanding anti-fouling paint. <input type="checkbox"/> Sandblasting is not recommended for removal of antifouling paint. <input type="checkbox"/> Sweep and collect paint chips (don't hose) immediately after scraping or sanding.
Mix away from water	<input type="checkbox"/> Mix paints and solvents away from the water and prevent dripping into the water. Avoid mixing paint or cleaning brushes on open floats or other structures over the water.
Use drip pans, tarps, and sheeting	<input type="checkbox"/> Use drip pans, tarps, and sheeting to contain droppings and spilled materials. Drip pans should be used for all paint mixing, solvent transfer, or equipment clean up operations unless the operations are conducted in controlled areas away from storm drains, surface waters, shorelines, piers, docks, or floats.
Weight tarp bottoms	<input type="checkbox"/> Weight the bottom edges of tarps and plastic sheeting to keep them in place.
Reduce leftovers	<input type="checkbox"/> Mix only enough paint necessary for a job. <input type="checkbox"/> Save excess or unused antifouling paint for future uses.
Reuse solvents	<input type="checkbox"/> Reuse solvents and thinners by draining the clean product off the top once solids settle out.
Prohibit in-water bottom cleaning	<input type="checkbox"/> Prohibit in-water bottom cleaning, hull scraping, or any process that occurs underwater that could remove antifouling paint from the boat hull. It is impossible to treat what's cleaned from the boat bottom. <input type="checkbox"/> If in-water bottom cleaning is allowed, require that customers or contractors use only soft sponges to clean marine growth and use stainless steel pads or brushes only on unpainted metal areas (never on bottom paint). Colored plumes of paint in the water near underwater cleaning activity should not occur.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Abrasive Blasting section for sandblasting information.
- ⇒ Scraping and Sanding section.

Hull and Topside Painting

Potential Environmental Impacts:

Hull and topside paints may be toxic and inhalation may cause cancer. If spilled, they may harm aquatic life and water quality. Additionally, the fumes released by some paints can contribute to air pollution.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> A hazardous waste determination must be conducted on painting wastes and any materials used to clean up spilled paint to establish whether or not their disposal is subject to hazardous waste regulations [RCRA; 40 CFR 262.11; OAR 340-102-0011].
Paint can residue	<input type="checkbox"/> Paint cans and other containers that have residues of hazardous (e.g., oil-based) paints must be handled as hazardous waste unless they have been "emptied," which means: <ul style="list-style-type: none"> ▪ Drained of all material that can be removed from them by normal methods (e.g., pouring or pumping), AND ▪ No more than one inch (or 3% by weight) of residue remains in the container [40 CFR 261.7]. <input type="checkbox"/> "Emptied" containers of hazardous paints and those that have dried out residues of non-hazardous (e.g., latex) paints may be recycled as scrap metal, or disposed of in the regular trash.
Report spills	<input type="checkbox"/> If paint or varnish that is discharged into the navigable waters of the state causes a visible sheen, report the spill to the National Response Center at (800) 424-8802 [§311 of the Clean Water Act; 33 USC 1321].

Best Management Practices:

Storage	<input type="checkbox"/> Store all paint in a centralized, covered area. Return all unused paints to that area and immediately and properly manage empty containers.
Leftover paint	<input type="checkbox"/> Avoid the problem of having leftover paint by mixing only as much paint as is needed for a given job. <input type="checkbox"/> Consider sharing leftover paints with customers or setting up an exchange area for customers to swap unused items. Contact DEQ Technical Assistance to ensure a leftover paint swap area does not change your hazardous waste generator status.
In-water painting	<input type="checkbox"/> Limit in-water painting to interior surfaces and brightwork, where paint materials and spills can be contained and prevented from entering the water. Do not allow in-water hull scraping or any process that occurs underwater to remove paint from the boat hull.

Small containers	<input type="checkbox"/> Although it is not advised to conduct painting while the boat is in the water, if it must be done, transfer the paint to the vessel in a small (less than one gallon), tightly covered container. Small containers mean small spills.
Designate area	<input type="checkbox"/> Designate an upland area for debris-producing maintenance activities such as sanding and painting. <input type="checkbox"/> Do as much work as possible away from the water, including mixing paints and/or cleaning brushes.
Use tarps	<input type="checkbox"/> Use tarps or drop cloths to collect drips. Weight the bottom edges of tarps and plastic sheeting to keep them in place.
Use drip pans	<input type="checkbox"/> Use drip pans for all paint mixing, paint transfer, and/or equipment clean up. <input type="checkbox"/> Material captured in drip pans should be used or returned to their original container if possible.
Use alternative products	<input type="checkbox"/> Use low-VOC, high solids content, and water-based paints and surface preparation products instead of traditional paints and primers. <input type="checkbox"/> Encourage the use of non-toxic, high bonding, and easily cleaned hull coatings.
Use brushes and rollers	<input type="checkbox"/> Use brushes and rollers instead of paint sprayers whenever possible, since paint spraying is potentially more wasteful and more harmful to the environment.
Reuse solvents	<input type="checkbox"/> Reuse solvents and thinners by draining the clean product off the top once solids settle out.
Spills	<input type="checkbox"/> Contain and clean up spilled paint or varnish immediately.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix E and Spills section for spill reporting requirements and actions.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Paint Spraying section.

Abrasive Blasting

Potential Environmental Impacts:

In abrasive blasting, sand, glass or plastic bead, walnut shells, metal shot or grit, sodium bicarbonate, or dry ice pellets are used with air pressure or water pressure to remove paint. Traditional abrasive blasting of large boat hulls is a messy job resulting in many hundreds of pounds of spent abrasive mixed with bottom paint. While the abrasive can be relatively cheap, the labor is costly and the potential environmental impacts are large.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> You must determine if your blasting wastes are hazardous [RCRA; 40 CFR 262.11; OAR 340-102-0011] and manage accordingly.
Abrasive blast media	<input type="checkbox"/> Abrasive Blast Media Containing Pesticides (such as TBT paint chippings) must be handled as special waste. This waste may be disposed of at a solid waste landfill if the site meets the design criteria of 40 CFR 258.40 for new municipal solid wastes landfill units [OAR 340-093-0190 (f)].
Fugitive emissions	<input type="checkbox"/> Emissions causing a nuisance or resulting in particulate fall-out on neighboring properties or into state waters are prohibited [OAR 340-208-0300].

Best Management Practices:

Use alternatives	<input type="checkbox"/> Consider alternatives to abrasive blasting on-site, such as dustless sanders or contracting the work off-site.
Containment and location	<input type="checkbox"/> If abrasive blasting must be done, perform it within well-ventilated spray booths or plastic tarp enclosures away from the water to minimize the spreading of dust and windblown material, and to prevent residue from being carried into surface waters. <input type="checkbox"/> Prohibit uncontained blasting in the marina.
Blast on non-windy days	<input type="checkbox"/> If tarp enclosures are used, avoid blasting on windy days. Because tarps are not rigid, they do not eliminate wind flow through the blasting area, and so they allow the wind to carry blasting material and residue into surface waters.
Waste storage	<input type="checkbox"/> Store spent sandblasting grit, scrapings, and debris under cover in a manner that minimizes contact with process water or stormwater.
Recycle blast media	<input type="checkbox"/> Recycle used blast media. Investigate companies that recycle used blast media into new media or other products.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.

Paint Spraying

Potential Environmental Impacts:

Paint spraying has potential air and water quality impacts. Most paints contain volatile organic compounds (VOCs) that evaporate quickly and are ignitable. Many paints are also toxic. When released to the atmosphere, VOCs combine with combustion emissions of nitrogen oxides (NO_x) to form ground level ozone, which damages lungs and degrades many materials. Marine paint may be toxic to aquatic and marine life.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> You must determine if your painting wastes (including leftover paints, spray gun solvents, and rags), or any materials used to clean a spill, are hazardous [RCRA; 40 CFR 262.11; OAR 340-102-0011] and manage accordingly.
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Best Management Practices:

Use brushes and rollers	<input type="checkbox"/> Whenever possible, use brushes and rollers instead of paint sprayers since paint spraying is potentially more wasteful and more harmful to the environment than applying paint by hand.
<u>Location preferences:</u> <i>Shipyard</i> <i>Inside</i> <i>Inland with sheeting</i> <i>Covered slips with sheeting</i>	<input type="checkbox"/> Avoid unprotected paint spraying. Paint spraying may be conducted (in order of preference): <ol style="list-style-type: none"> 1. Inside of commercial shipyard facilities that are designed for this activity; 2. Inside designated structures with ventilation and filter systems; 3. At designated shore-side areas away from open water, with temporary structures or plastic sheeting provided to minimize the spreading of overspray; or 4. In covered slips, with tarps and sheeting installed with a tight seal between the vessel being worked on and the floats or walkway surface. Be sure to remove the protective sheeting with care to prevent loss of accumulated waste material into the water. <input type="checkbox"/> Prohibit paint spraying on the water without protective sheeting.
Use high transfer efficiency equipment	<input type="checkbox"/> Use spray equipment with high transfer efficiency. Paint guns used in spray booths should be either High Volume Low Pressure (HVLV) or High Efficiency Low Pressure (HELP), which are rated at 65% efficient paint transfer. HVLV guns can reduce overspray by 25% to 50%. Electrostatic spraying also requires less pressure, produces little overspray, and uses relatively little paint.
Alternative products	<input type="checkbox"/> Encourage the use of non-toxic, high bonding, and easily cleaned hull coatings.

Non-windy days	<input type="checkbox"/> If spraying outdoors with protective sheeting, avoid working on windy days when controlling the protective covering and the paint spray is difficult.
Reduce leftovers	<input type="checkbox"/> Limit the amount of leftover paint and decrease solvent use by using a smaller paint spray gun cup.
Reuse solvents	<input type="checkbox"/> Reuse solvents and thinners by draining the clean product off the top once solids settle out.
Paint gun cleaning	<input type="checkbox"/> Clean paint guns in an enclosed gun cleaner and capture all solvents.
Solvent disposal	<input type="checkbox"/> Spent paint gun solvent must be treated as hazardous waste and should never be discharged into drains or onto the ground. <input type="checkbox"/> Solvents should be recycled either in an onsite distillation unit or by a permitted recycling facility. <input type="checkbox"/> Evaporation of waste solvent or waste solvent-based paint constitutes illegal disposal of hazardous waste.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Rags and Oil Absorbent Pads section.

Compound Waxing

Potential Environmental Impacts:

Whether a hull is slightly oxidized or heavily oxidized and stained or whether a one or two-step process is required to improve the luster of the hull, there are few environmental impacts from compounding and waxing a hull. Basic pollution prevention techniques and proper management of the substances used to restore fiberglass hulls will help keep waxes and cleaners out of the environment.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> Most stain removers, rubbing compounds and waxes are not hazardous materials, although some have hazardous constituents. If any of the products you use contain hazardous ingredients, you must determine if the waste materials that are generated are hazardous [RCRA; 40 CFR 262.11; OAR 340-102-0011] and manage accordingly.
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Best Management Practices:

Use non-hazardous	<input type="checkbox"/> Check all product Material Safety Data Sheets and purchase those that are non-hazardous. <input type="checkbox"/> If possible, use phosphate free, biodegradable and non-toxic soap when prepping a hull. When removing tough stains, use only as much stain remover as necessary, or use a more abrasive rubbing or polishing compound.
Location	<input type="checkbox"/> Conduct compounding and waxing away from the water.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Rags and Oil Absorbent Pads section.

Varnishing

Potential Environmental Impacts:

Spills of oil-based varnishes may be detrimental to the marine and aquatic environment. Since they are petroleum-based, spills may have similar impact as oil spills. Chemicals in varnishes can be highly flammable and potentially harmful to human health.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> Many varnishes are composed of hazardous materials. You must determine if your waste varnish is hazardous [RCRA; 40 CFR 262.11; OAR 340-102-0011]. A hazardous waste determination must also be conducted for any materials used to clean a spill. Manage hazardous waste accordingly.
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Best Management Practices:

Reduce leftovers	<input type="checkbox"/> Avoid the disposal problem of leftover varnish by mixing only as much as is needed for a given job. <input type="checkbox"/> Consider sharing leftover varnishes with customers or setting up an exchange area for customers to swap unused items.
Use alternatives	<input type="checkbox"/> Use less hazardous, water-based varnishes that pose less of a threat to human health or the environment.
Clean up spills appropriately	<input type="checkbox"/> In case of spills of varnish on land, use absorbent material to clean it up and collect any contaminated soils. <input type="checkbox"/> Spills in waterways should be contained and mopped up with booms or pads that repel water but absorb petroleum. <input type="checkbox"/> Do not use soaps or detergents to clean up spills. They spread out the problem rather than helping and the detergent is toxic to marine life.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Spills section.

Teak Refinishing

Potential Environmental Impacts:

Teak cleaners that contain acids and caustics can be toxic to marine life when spilled in the water.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> A hazardous waste determination must be conducted for spent teak cleaner and for any materials used to clean a spill [RCRA; 40 CFR 262.11; OAR 340-102-0011]. Manage accordingly.
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Best Management Practices:

Use alternative products	<input type="checkbox"/> Avoid teak cleaners containing acids (such as phosphoric acid or oxalic acid) or those labeled “caustic, corrosive, or acidic.” <input type="checkbox"/> Clean teak with a mild, phosphate-free detergent with bronze wool, if possible.
Use dustless sander	<input type="checkbox"/> If sanding teak, use a dustless or vacuum sander.
Location	<input type="checkbox"/> If possible, conduct teak refinishing in upland maintenance area. If not possible, use safer cleaners and avoid flushing excess teak cleaner and teak oil into the marina basin.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.

Fiberglassing

Potential Environmental Impacts:

The processes involved in fiberglassing, whether using epoxy, polyester, or vinylester resins for small or big jobs, can have environmental impacts. Some of the materials used in the fiberglassing process can be dangerous to workers. Some resins, catalysts and the solvents used for cleanup can be flammable, irritate the skin and respiratory system, and may cause cancer.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> Styrene, the primary component of gelcoat and other polyester resins, is an ignitable chemical. Therefore, cans or containers of waste resins may be regulated as ignitable hazardous waste. Certain hardeners and accelerators may also be regulated as hazardous waste [RCRA; 40 CFR 262.11; OAR 340-102-0011]. <input type="checkbox"/> Chlorinated solvents and the rags used to apply them must be managed as hazardous waste [RCRA; 40 CFR 262.11; OAR 340-102-0011].
Hazardous waste storage >10,000 lbs	<input type="checkbox"/> If you store over 10,000 pounds of any hazardous substance requiring an Material Safety Data Sheet (such as a solvent), you must comply with the reporting requirements under Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA) [40 CFR 355].
Hull or deck manufacture	<input type="checkbox"/> If you manufacture hulls or decks for recreational boats made from fiberglass or aluminum <i>and</i> emit 10 tons or more per year of any one federally designated hazardous air pollutant (HAP) like styrene, toluene, or xylene, and/or 25 tons or more per year of all HAPs combined, several EPA air emission standards must be followed [40 CFR 63, Subpart VVVV].

Best Management Practices:

Minimize waste	<input type="checkbox"/> Minimize waste by working with small batches of resin.
No liquid hardener in trash	<input type="checkbox"/> Avoid putting liquid hardener in the trash, since it can spontaneously combust when mixed with sawdust and other materials.

Relevant Sections and Appendices:

- ⇒ Appendix A for hazardous substance management information.
- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Rags and Oil Absorbent Pads section.

TAB 7: Emergency Planning

Emergency Planning..... 103

Emergency Planning

Potential Environmental Impacts:

Being adequately prepared for emergency action can potentially reduce the overall environmental impact of a spill, fire, or other event.

Legal Requirements:

SPCC Plan	<input type="checkbox"/> You need to prepare a Spill, Prevention, Control, and Countermeasure (SPCC) Plan, which outlines a facility-wide plan to prevent and clean up oil and gasoline spills [Clean Water Act, 40 CFR 112] if your facility stores gas or oil: <ol style="list-style-type: none"> 1. Above-ground in any size tank(s) with a total aggregate volume over 1,320 gallons (containers of less than 55 gallons and/or permanently closed storage tanks are exempt from the total); or 2. In underground storage tanks with total capacity greater than 42,000 gallons (unless the tanks are compliant with the state requirement for USTs)
Hazardous waste contingency plan	<input type="checkbox"/> If your facility is a Large or Small Quantity Generator of hazardous waste, you must prepare a hazardous waste contingency plan [40 CFR 262.34].
NFPA	<input type="checkbox"/> If you have a marine service station, you must design and manage it to prevent spills, fire, and other dangers as required in the National Fire Protection Association's (NFPA) <i>Automotive and Marine Service Station Code</i> (NFPA 30A). These requirements are adopted locally. Check with your municipal fire marshal for local requirements.
Storage of quantities of hazardous materials	<input type="checkbox"/> If you store hazardous materials in quantities above certain threshold amounts, you must report storage of that substance under the Emergency Planning and Community Right-to-Know Act of 1986 [42 USC 11001, and 42 CFR 355]. <input type="checkbox"/> Keep copies of Material Safety Data Sheets (MSDS) for all hazardous substances used at your facility [Occupational Safety and Health Act of 1970, 29 USC Section 657].
Report spills	<input type="checkbox"/> Any spill or release of petroleum that results in a sheen on the waters of the state or a release of oil onto the ground surface of 42 gallons or more must be reported immediately to the: <ol style="list-style-type: none"> 1. Oregon Emergency Response System (OERS) at 1-800-OILS-911 (or 1-800-452-0311) [OAR 340.142; ORS 466.652] and 2. National Response Center at 1-800-424-8802 [Section 311 of the Clean Water Act; 33 USC 1321].

Best Management Practices:

Assess hazards	<input type="checkbox"/> Assess potential hazards at your facility, both manmade (fuel spill or fire) and natural (tsunami or earthquake).
<u>Spill response kits:</u> <i>Convenient location</i> <i>Kit materials</i>	<input type="checkbox"/> Store spill containment and control materials in a clearly marked location, readily accessible to work and storage areas. <input type="checkbox"/> The spill response kits should include: <ol style="list-style-type: none"> 1. Absorbent pads and booms (small and large) 2. Empty sandbags 3. Sewer pipe plugs 4. Dry absorbent 5. Square end shovels 6. A pry bar 7. Curtain boom (long enough to span the mouth of the marina and to completely encircle the largest vessel in moorage) 8. Drain covers 9. Fire extinguishers, and 10. A copy of the facility's spill contingency plan.
<u>Emergency response plans:</u> <i>Site plan</i> <i>Hazardous materials</i> <i>Designate staff actions</i> <i>Marina spokesperson</i> <i>Emergency numbers</i> <i>Actions to be taken</i> <i>Other help</i> <i>Update plan</i> <i>Train employees</i> <i>Inform others</i>	<input type="checkbox"/> Develop emergency response plans that include written procedures for action addressing potential emergency situations. <input type="checkbox"/> Keep the plan in an accessible location. <input type="checkbox"/> Emergency response plans should: <ol style="list-style-type: none"> 1. Include a site plan of the facility, showing valves, pipes, tanks, structures, roads, hydrants, docks, power and fuel shutoffs, hazardous material storage locations, telephones, and location of emergency response materials. 2. Describe the type, amount, and location of hazardous and potentially hazardous materials stored on-site. 3. Identify which staff member will take what action in the event of an emergency. 4. Designate one person as the spokesperson for the marina. 5. Include a list of emergency phone numbers for: <ul style="list-style-type: none"> o USCG National Response Center – 1 (800) 424-8802 [for spills] o Oregon Emergency Response System – 1 (800) OILS-911 or 1 (800) 452-0311 o Local fire and police o Facility owner o Local harbormaster o Neighboring marinas that have emergency response equipment o Spill response contractors 6. List and describe actions to be taken during an emergency and, based on likely threats, what equipment should be deployed. 7. Indicate when additional resources should be called for assistance. <input type="checkbox"/> Update the emergency response plan as necessary each year. <input type="checkbox"/> Review the emergency response plan with employees and train them on proper use of containment material. <input type="checkbox"/> Inform local fire department and harbormaster of your emergency response plan.

Spill contingency plan	<input type="checkbox"/> Develop an oil spill contingency plan, even if you are not required by law to prepare an SPCC Plan. A spill contingency plan and emergency response plan can be combined into one document. <input type="checkbox"/> The plan should identify: <ol style="list-style-type: none"> 1. Potential spill sources 2. Oil and hazardous materials used or stored in the area 3. Spill prevention measures (e.g., security, inspection, containment, training, equipment), and 4. Spill emergency procedures, including: <ol style="list-style-type: none"> a. Contact information of marina personnel qualified to lead spill response efforts. b. Notification and spill containment measures.
Severe weather checklist	<input type="checkbox"/> Develop an action checklist for severe weather. Preparations to reduce environmental risks include securing all dumpsters, removing or securing all objects that could potentially blow or wash away, and securing waterside sewage pumpouts and/or dump stations.

Relevant Sections and Appendices:

- ⇒ Appendix A for hazardous substance management information.
- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix E for state and federal spill reporting requirements.
- ⇒ Spills section.

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Appendix A: Hazardous Substance Management

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Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA)

[or Superfund Amendments and Reauthorization Act of 1986 (SARA Title III)]

EPCRA [40 CFR 355] is a federal law, enforced by the federal Environmental Protection Agency, managed by the state emergency response commission (SERC) and local emergency planning committees (LEPC). EPCRA applies to storage and handling of hazardous materials (chemicals). EPCRA requires that facilities report storage of certain chemicals above a certain amount to the state and local authorities. This law is called both “EPCRA” and “SARA Title III”. In this section, it will be referred to as “EPCRA.”

The principal reason for EPCRA is to provide planners, responders, and citizens with information on the manufacture, use, and environmental release of potentially toxic chemicals in their communities.

EPCRA has four major sections that require reporting to state and local authorities:

- ◆ Hazardous chemical storage reporting, or the “community right-to-know” requirements (Sections 311-312)
- ◆ Emergency planning (Section 301-303)
- ◆ Emergency release notification (Section 304)
- ◆ Toxic chemical release inventory (Section 313)

This section provides a summary of EPCRA and is designed to guide you to determine whether you might be required to comply.

Reporting Hazardous Chemicals (EPCRA Section 311-312, or “Community Right-To-Know Requirements”)

EPCRA Section 311—List of Chemicals Form

The Occupational Safety and Health Administration (OSHA) requires employers to keep copies of Material Safety Data Sheets (MSDS) for each hazardous chemical available for employees. Distributors are required to provide MSDSs for hazardous substances [29 CFR 1910.1200].

You must complete a “Section 311—List of Chemicals Form” if you have chemicals on site that are required under OSHA to have MSDSs and you meet one of the following two conditions:

1. You store one or more substance listed as an “extremely hazardous substance” in quantities equal to or greater than the listed “threshold planning quantity” or 500 lbs., whichever is less [The list of extremely hazardous substances and their threshold planning quantities is available in 40 CFR 355.30e(2)(1) or through the EPA website listed in the box below.]

OR

2. You store 10,000 pounds or more of any hazardous substance requiring a MSDS.

EPCRA Section 312 – Annual Tier II Reporting

If you are subject to the Section 311 reporting requirements described above, you must also submit an annual “Tier II Emergency and Hazardous Chemical Inventory” form. The “Tier II Emergency and Hazardous Chemical Inventory” form requires you to inventory your facility’s hazardous chemicals and identify their storage locations.

You must submit a completed Tier II report to the OR-SERC, *AND* the LEPC, *AND* your local fire department each year by March 1.

What are marinas likely to report under the Section 311 and Tier II reporting requirements?

You must report storage of gasoline, diesel fuel, propane or fuel oil (all of which require MSDSs) in excess of 10,000 pounds. This does not include the fuel in boats dockside. Gasoline weighs roughly 6.19 pounds per gallon, diesel weighs roughly 7.05 pounds per gallon, and propane weighs roughly 4.23 pounds per gallon at 60 degrees Fahrenheit.

You must also report the sulfuric acid in lead acid batteries in excess of 500 pounds. The average small boat battery contains approximately 5 pounds of sulfuric acid. You must also report the lead in lead acid batteries in excess of 10,000 pounds. The average small boat battery contains approximately 30 to 40 pounds of lead per battery. *Note that this reporting requirement applies to the batteries that you store before or after use on your facility, but not the ones that boaters can physically move on and off their boats.*

Reporting Storage of Extremely Hazardous Substances (EPCRA Section 302)

Section 302—Emergency Planning Notification Form

If you store any of 356 listed “extremely hazardous substances” in excess of the listed Threshold Planning Quantity, you are required to complete a “Section 302-Emergency Planning Notification Form” and submit it to the OR-SERC *AND* the LEPC within 60 days of when the substance becomes present at the facility.

If you are required to file a “Section 302-Emergency Planning Notification Form,” you must also designate a facility emergency coordinator who will be the emergency contact person for your facility.

What are marinas likely to report under the Section 302 reporting requirements?

You must also report the sulfuric acid in lead acid batteries in excess of 1,000 pounds. The average small boat battery contains approximately 5 pounds of sulfuric acid. *Unlike the Section 311 and 312 requirements, this requirement DOES apply to the batteries on your customers’ boats.*

In the unlikely event that you store chlorine in liquid or granular form (not tablets or powder), you must report storage of 100 pounds or more.

Hull and Topside Painting

Potential Environmental Impacts:

Hull and topside paints may be toxic and inhalation may cause cancer. If spilled, they may harm aquatic life and water quality. Additionally, the fumes released by some paints can contribute to air pollution.

Legal Requirements:

Make hazardous waste determination	<input type="checkbox"/> A hazardous waste determination must be conducted on painting wastes and any materials used to clean up spilled paint to establish whether or not their disposal is subject to hazardous waste regulations [RCRA; 40 CFR 262.11; OAR 340-102-0011].
Paint can residue	<input type="checkbox"/> Paint cans and other containers that have residues of hazardous (e.g., oil-based) paints must be handled as hazardous waste unless they have been "emptied," which means: <ul style="list-style-type: none"> ▪ Drained of all material that can be removed from them by normal methods (e.g., pouring or pumping), AND ▪ No more than one inch (or 3% by weight) of residue remains in the container [40 CFR 261.7]. <input type="checkbox"/> "Emptied" containers of hazardous paints and those that have dried out residues of non-hazardous (e.g., latex) paints may be recycled as scrap metal, or disposed of in the regular trash.
Report spills	<input type="checkbox"/> If paint or varnish that is discharged into the navigable waters of the state causes a visible sheen, report the spill to the National Response Center at (800) 424-8802 [§311 of the Clean Water Act; 33 USC 1321].

Best Management Practices:

Storage	<input type="checkbox"/> Store all paint in a centralized, covered area. Return all unused paints to that area and immediately and properly manage empty containers.
Leftover paint	<input type="checkbox"/> Avoid the problem of having leftover paint by mixing only as much paint as is needed for a given job. <input type="checkbox"/> Consider sharing leftover paints with customers or setting up an exchange area for customers to swap unused items. Contact DEQ Technical Assistance to ensure a leftover paint swap area does not change your hazardous waste generator status.
In-water painting	<input type="checkbox"/> Limit in-water painting to interior surfaces and brightwork, where paint materials and spills can be contained and prevented from entering the water. Do not allow in-water hull scraping or any process that occurs underwater to remove paint from the boat hull.

Small containers	<input type="checkbox"/> Although it is not advised to conduct painting while the boat is in the water, if it must be done, transfer the paint to the vessel in a small (less than one gallon), tightly covered container. Small containers mean small spills.
Designate area	<input type="checkbox"/> Designate an upland area for debris-producing maintenance activities such as sanding and painting. <input type="checkbox"/> Do as much work as possible away from the water, including mixing paints and/or cleaning brushes.
Use tarps	<input type="checkbox"/> Use tarps or drop cloths to collect drips. Weight the bottom edges of tarps and plastic sheeting to keep them in place.
Use drip pans	<input type="checkbox"/> Use drip pans for all paint mixing, paint transfer, and/or equipment clean up. <input type="checkbox"/> Material captured in drip pans should be used or returned to their original container if possible.
Use alternative products	<input type="checkbox"/> Use low-VOC, high solids content, and water-based paints and surface preparation products instead of traditional paints and primers. <input type="checkbox"/> Encourage the use of non-toxic, high bonding, and easily cleaned hull coatings.
Use brushes and rollers	<input type="checkbox"/> Use brushes and rollers instead of paint sprayers whenever possible, since paint spraying is potentially more wasteful and more harmful to the environment.
Reuse solvents	<input type="checkbox"/> Reuse solvents and thinners by draining the clean product off the top once solids settle out.
Spills	<input type="checkbox"/> Contain and clean up spilled paint or varnish immediately.

Relevant Sections and Appendices:

- ⇒ Appendix B and Hazardous Waste section for hazardous waste management information.
- ⇒ Appendix E and Spills section for spill reporting requirements and actions.
- ⇒ Appendix F and Stormwater Runoff Management Practices section for stormwater discharge information.
- ⇒ Paint Spraying section.

Appendix B: Hazardous Waste Management

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How to Determine if Your Waste is Hazardous



State of Oregon
Department of
Environmental
Quality

Background

Federal and State of Oregon hazardous waste regulations are designed to ensure that the generation, transport, treatment, storage and disposal of hazardous wastes are conducted in a manner that protects human health and the environment.

This guidance document will assist you in properly identifying all wastes that you generate, treat, store or send off-site for recycling, energy recovery or disposal as hazardous waste. For a complete description of the waste determination requirements, please refer to the regulations found in Oregon Administrative Rules (OAR) 340-101 and the Code of Federal Regulations (CFR) Title 40 Part 261.

As a waste generator, you must:

- Determine if your waste is a hazardous waste, and then:
- Ensure that your waste is managed properly.

Waste management service companies may offer to perform or assist you, the generator, with your hazardous waste determination. However, the waste generator has the ultimate responsibility for any mismanagement of their hazardous waste. Failure to do an adequate waste determination is the number one violation cited by DEQ hazardous waste inspectors. Failure to perform a proper waste determination can result in mismanagement of your waste, often leading to damage to the environment or human health.

How to perform a hazardous waste determination: A three-step process

Performing a waste determination is a three-step process. An adequate waste determination requires you to know:

- Is the material a solid waste?
- If the material is a solid waste, is it exempted or excluded from management as a hazardous waste?
- Is the waste a listed, characteristic or state-only hazardous waste?

STEP 1: Determine whether the material is a solid waste.

The term "solid waste" can be somewhat misleading. The word "solid" does not refer to the physical state of the waste. Solid waste can be a solid, liquid, or contained gas. Under the Resource Conservation and Recovery Act (RCRA), a solid waste is any material that you will no longer be using for its originally intended purpose and will be discarded or a material that must be reclaimed, or processed, before reuse. For any material to be a hazardous waste, it must first be a solid waste.

STEP 2: Determine whether the waste is exempted or excluded from hazardous waste regulation.

Not all solid wastes are considered hazardous wastes. Certain wastes, such as household wastes or used oil destined for recycling, are exempted or excluded from the hazardous waste definition and regulation. Do not proceed to Step 3, which is evaluating the actual chemical or physical hazard a waste poses, until you've determined the waste is not somehow excluded from hazardous waste regulation. Wastes excluded or exempted can be found in CFR Title 40 Part 261.4 and 261.6 - 261.9 and OAR 340-101-0004.

Note: Even if you've determined your waste is excluded from hazardous waste regulation, you should re-evaluate your status periodically to verify that conditions affecting the composition of your waste have not changed. You also need to document that exemption or exclusion in your files. (See 40 CFR 268.7(a)(7) for these requirements.)

STEP 3: Determine if the waste is hazardous.

This step involves evaluating the waste against the regulatory definition of hazardous waste. There are three possible ways in which your waste can be considered hazardous:

1. **If you find your waste is not exempted or excluded from hazardous waste regulation, you must determine if the waste meets one or more of the hazardous waste**

listing descriptions found in 40 CFR Part 261 Subpart D:

F-listed wastes: 40 CFR 261.31 lists hazardous wastes from non-specific sources (termed "F-listed wastes" after the F prefix in the hazardous waste code). An example would include F002 wastes—spent halogenated solvents (e.g., perchloroethylene, trichloroethylene, methylene chloride).

K-listed wastes: 40 CFR 261.32 lists hazardous wastes from specific sources, such as K062 waste spent pickle liquor generated by steel finishing operations of facilities within the iron and steel industry.

P- and U-listed wastes: 40 CFR 261.33 lists discarded or unused commercial chemical products, off-specification products, container residues and spill residues of such products. Examples of these wastes include the unused commercial chemical products of mercury, potassium cyanide, creosote and phenol.

2. **If you determine if the waste is not a listed hazardous waste**, you must conduct waste sampling and analysis, or apply generator knowledge of the process of the materials used to produce the waste to determine if it exhibits any of the *four characteristics* of a hazardous waste:

Ignitability: A waste is ignitable if it:

Is a liquid and its flash point is less than 140° F (60°C), or

Is an oxidizer or an ignitable compressed gas as defined by the U.S. Department of Transportation regulations in 49 CFR Part 173, or

It has the potential to ignite under standard temperature and pressure, and burn persistently and vigorously once ignited.

Wastes that are ignitable are classified as EPA Hazardous Waste Code D001.

Examples of ignitable wastes include certain spent solvents, such as mineral spirits.

Corrosivity: A waste is corrosive if it is:

Aqueous and its pH is less than or equal to 2.0 or greater than or equal to 12.5, or

A liquid that corrodes steel at a rate of more than 1/4 inch per year.

Corrosive wastes are designated as EPA Hazardous Waste Code D002. Examples of corrosive wastes include spent sulfuric acid

and concentrated waste sodium hydroxide solutions.

Reactivity: A waste exhibits reactivity if it:

Is normally unstable and readily undergoes a violent change without detonating,

Reacts violently with water,

Forms potentially explosive mixtures with water,

Produces toxic fumes, gases, or vapors when mixed with water in a quantity sufficient to present a danger to the environment,

Is a cyanide or sulfide bearing waste that when exposed to a pH between 2.0 and 12.5, produces toxic fumes, sufficient to present a danger to the environment,

Is capable of detonation or explosive reaction if it is subjected to a strong initiating source or heated under confinement,

Is readily capable of detonation or explosive decomposition or reaction under at standard temperature and pressure, or

Is a forbidden explosive or a Class A or Class B explosive as defined in 49 CFR Part 173.

Wastes that exhibit the characteristic of *reactivity* are classified as EPA Hazardous Waste Code D003. Examples of reactive wastes include pressurized aerosol cans and certain cyanide or sulfide-bearing wastes.

Toxicity: The toxicity characteristic of a waste is determined by having a laboratory analyze an extract of the waste using the Toxicity Characteristic Leaching Procedure (TCLP).

The results of the analysis are compared to the regulatory limits of 40 constituents, primarily heavy metals, organic compounds, and pesticides/herbicides found in 40 CFR 261.24. If the extract from the TCLP contains levels of any of the 40 constituents at or above regulatory limits, the waste is considered a hazardous waste. Wastes that exhibit the toxicity characteristic are classified as EPA Hazardous Waste Codes D004 through D043.

Examples of toxic wastes include contaminated soils and sludges, waste solvents, paint residues, wastes from chemical manufacturing and pesticide/herbicide wastes.

State-only hazardous wastes

If a solid waste is not excluded and is not a Federal hazardous waste as listed above in A & B, it may be an Oregon State-only hazardous waste. Oregon Administrative Rule (OAR) 340-101-0033 lists wastes that are State-only hazardous wastes. State only hazardous wastes include pesticide residues and mixtures of wastes containing constituents of Federal P (3%) & U (10%) listed wastes (see lists in 40 CFR 261.31 and 261.32).

Waste sampling and analysis

Sampling and analysis of the waste may be necessary to complete the determination. Waste sampling and analysis, may be necessary when:

- You begin a new process or change an existing one;
- You have not provided appropriate laboratory information to an off-site treatment, storage and disposal facility;
- You are not able to determine with available information the chemical makeup of your wastestream;
- An off-site hazardous waste facility has reason to believe the wastes you shipped were not identified accurately;
- EPA amends RCRA waste identification/classification rules; or
- A facility receives your waste for the first time.

Sampling and analysis of the waste is more accurate and defensible than other options such as using knowledge of process.

Procedures and equipment for obtaining and analyzing samples are described in EPA's "Test Methods for Evaluating Solid Waste, Physical/Chemical Methods" SW-846, 3rd Edition.

DEQ recommends that you prepare a sampling and analysis plan before sample collection and testing. Chapters 1 and 9 of "Test Methods for Evaluating Solid Waste, Physical/Chemical Methods" SW-846, 3rd Edition are excellent sources of information on sampling and analysis.

Note: In making your determination, be sure to include all applicable waste codes whether it is a listed hazardous waste, characteristic hazardous waste or a combination of both listed and characteristic hazardous waste.

Obtain a representative sample

A *representative sample* is defined as a sample of a universe or whole that can be expected to exhibit the average properties of the universe or whole.

A representative sample from each waste stream is required to properly characterize a waste using sample analysis. Methods for statistical determination of a valid number of samples, recommended sampling methods, sampling strategies and applicable sampling equipment also can be found in Chapter 9 of SW-846.

Generator knowledge of the process or materials that produced the waste

Another method to use in your waste determination is *generator knowledge* of the waste. Generator knowledge can be used to meet all or part of the waste analysis requirements, and can be defined broadly to include "process knowledge." Process knowledge may be information on the wastes obtained from existing published or documented waste analysis data or studies conducted on hazardous wastes generated by processes similar to that which generated your waste.

For example, comparing the specific process that generated your waste to those processes described in the listings rather than conducting a chemical/physical analysis of the waste identifies listed wastes. Therefore, with many listed wastes, generator knowledge is appropriate because the physical/chemical makeup of the waste is generally well known and consistent from facility to facility.

Note: The use of existing or historical records of analysis seems attractive as opposed to sampling and analysis due to the potential cost savings associated with using such information.

However, you must ensure that this information reflects the current processes and materials being used, and that no differences exist between the process in the documented data and your own.

If you use generator knowledge alone or in conjunction with sampling and analysis, you must maintain detailed documentation that clearly demonstrates the information is sufficient to identify the waste.

Documentation used to support generator knowledge may include, but is not limited to:

- Material safety data sheets or similar documents,
- A thorough process description, including data on all raw materials used in the process, or
- Other forms of detailed documentation.

Documenting both the generator knowledge and any analytical data is essential. Information used to make the waste determination must be maintained for at least three years after the waste is generated.

Note: *Concerning Material Safety Data Sheets (MSDSs) manufacturers and suppliers are only required to list constituents that comprise 1 percent or more of the material it addresses. This level of information may not be adequate to ascertain the constituent levels in the wastes to be characterized. Therefore, an MSDS should be viewed as a supporting document and not as the sole means of documenting generator knowledge.*

Summary

Although DEQ recognizes that sampling and analysis are not as economical or convenient as using generator knowledge, they usually provide advantages. Because accurate waste determination is such a critical factor for demonstrating compliance with the hazardous waste regulations, misidentification can render your facility liable for enforcement actions with respect to land disposal restriction requirements, annual reporting and other requirements. In addition, accurate waste analysis is critical for meeting some of the requirements of other regulatory programs, such as effluent discharges under the Clean Water Act and transportation requirements administered by the Department of Transportation.

Be sure to:

- Keep current with the latest regulatory developments in the hazardous waste program that may affect the classification of your waste; and,
- Re-evaluate your wastes frequently using current analytical methods and/or process knowledge, particularly any time a rule affecting hazardous waste identification is finalized.

Need technical assistance managing waste?

DEQ technical assistance is available:

- Free on-site visits
- Free telephone consultations
- Hazardous waste training

DEQ technical assistance can help you:

- Understand how hazardous waste regulations apply to your business
- Determine which wastes are hazardous
- Complete reporting forms
- Manage wastes better
- Reduce disposal costs
- Minimize the waste you produce
- Determine what areas need improvement

If you would like DEQ technical assistance or have any questions about your hazardous waste determination responsibilities, visit our website or please contact the DEQ field office nearest you:

Bend (541) 388-6146

Medford (541) 776-6010

Pendleton (541) 276-4063

Portland (503) 229-5263

Roseburg (541) 440-3338

Salem (503) 378-8240

Preferred Disposal Options for Potential Hazardous Waste Streams

WASTE	<p>PREFERRED DISPOSAL OPTIONS</p> <p>If multiple options are listed, the first option (boldfaced) is the preferred method.</p>
<u>Aerosol Cans</u>	<ul style="list-style-type: none"> ♦ Aerosol cans should be punctured in a safety device: <ul style="list-style-type: none"> ○ Collect the residue; manage as potentially hazardous waste. ○ Punctured empty cans may be recycled under the scrap metal exemption (if your scrap recycler takes them). ♦ Unpunctured cans are considered reactive waste and therefore should be disposed of as hazardous waste.
<u>Antifreeze:</u> <ul style="list-style-type: none"> ♦ Propylene glycol (usually pink) ♦ Ethylene glycol (usually green) <p>Contact your waste hauler to confirm that they will accept mixed antifreeze.</p>	<ul style="list-style-type: none"> ♦ Recycle ♦ Hire a waste hauler to collect and dispose. ♦ Purchase an on-site recovery unit. Distillation systems are more expensive than filtration systems but are more efficient at renewing used antifreeze.
<u>Batteries - Lead</u> (encourage the use of maintenance free batteries)	<ul style="list-style-type: none"> ♦ Recycle. Store on an impervious surface, under cover. Protect from the rain. Check frequently for leakage. ♦ Automotive batteries are exempt if recycled. ♦ Other batteries should be labeled as universal waste. ♦ If not recycled, batteries containing acid and heavy metals are hazardous waste.
<u>Containers</u> <ul style="list-style-type: none"> • Paint cans • Buckets • Spent caulking tubes 	<ul style="list-style-type: none"> ♦ Cans may be put in trash can as long as: <ul style="list-style-type: none"> ○ All material that can be removed has been. (For example, in a 55-gallon drum, no more than 1" of residue remains on the bottom or inner liner.) ○ Containers that held compressed gas are at atmospheric pressure. ○ Containers that held acute hazardous waste have been triple rinsed with the appropriate (as listed on the container) solvent. Properly dispose of the solvent.
<u>Flares – Expired Distress Signals</u>	<ul style="list-style-type: none"> ♦ Encourage boaters to keep onboard as extras. ♦ Store in well marked, fire safe container. Use expired flares to demonstrate to boaters how they are used. Be sure to notify the Coast Guard and fire department ahead of time. ♦ Encourage boaters to bring flares to a local fire department or household hazardous waste collection program. <p>If disposed of, the flares are hazardous waste.</p>
<u>Gasoline - Stale</u>	<ul style="list-style-type: none"> ♦ Add stabilizer in the winter to prevent gasoline from becoming stale, or add octane booster in the spring to rejuvenate it. Use the fuel. ♦ Mix with fresh fuel and use. ♦ Transport as non-hazardous waste if picked by a fuel blender to be used as fuel. ♦ Hire a hazardous waste hauler to collect and dispose of it.

<u>Glue and Liquid Adhesives</u>	<ul style="list-style-type: none"> ◆ Catalyze and dispose of as solid waste.
<u>Kerosene</u>	<ul style="list-style-type: none"> ◆ Filter and reuse for as long as possible, then recycle.
<u>Light Bulbs</u> <ul style="list-style-type: none"> • Fluorescent bulbs • Mercury vapor lamps • High-pressure sodium vapor lamps • Low-pressure sodium vapor lamps • Metal halide lamps 	<ul style="list-style-type: none"> ◆ Recycle if you have more than a few. ◆ These are considered universal waste if recycled. Label as universal waste and insure that light tubes do not break. <p>If not recycled, these materials may be hazardous waste</p>
<u>Mineral Spirits</u>	<ul style="list-style-type: none"> ◆ Filter and reuse. (DO NOT add to used oil to be burned in space heaters) ◆ If reuse not possible, then dispose of as hazardous waste
<u>Oil – Non-terneplated Filters</u>	<ul style="list-style-type: none"> ◆ Puncture and completely hot drain for at least 24 hours. Recycle the oil and the metal canister. ◆ If you do not recycle the canister, double-bag it in plastic and place it in your regular trash.
<u>Oil – Quart Cans</u>	<ul style="list-style-type: none"> ◆ Drain completely and dispose in regular trash. They cannot be recycled.
<u>Oil – Terneplated Filters</u> (used in heavy equipment and heavy-duty trucks)	<ul style="list-style-type: none"> ◆ Dispose of as hazardous waste (contains lead).
<u>Oil – Used Absorbent Material</u>	<ul style="list-style-type: none"> ◆ If oil and diesel is adequately absorbed, discard in trash. ◆ If it is saturated with gasoline, allow it to air dry and reuse.
<u>Oil – Waste Oil:</u> <ul style="list-style-type: none"> ◆ Engine oil ◆ Transmission fluid ◆ Hydraulic oil ◆ Gear oil ◆ #2 Diesel ◆ Kerosene 	<ul style="list-style-type: none"> ◆ Recycle with a registered used oil transporter. ◆ Use waste oil for space heating in approved used oil burner ◆ Take small quantities to household hazardous waste/CEG collection events. ◆ Contact your waste hauler to confirm that they will accept mixed oil.
<u>Paint Brushes</u>	<ul style="list-style-type: none"> ◆ Allow to dry completely. Dispose in regular trash or, if paint contains heavy metals above regulatory levels, treat as hazardous waste.
<u>Paints and Varnishes</u> <ul style="list-style-type: none"> ◆ Latex ◆ Water-based ◆ Oil-based 	<u>Water-based:</u> <ul style="list-style-type: none"> ◆ Allow to dry completely. Dispose of in regular trash. <u>Oil/Solvent Based:</u> <ul style="list-style-type: none"> ◆ Dispose of as hazardous waste. <u>Water Based and Oil Based:</u> <ul style="list-style-type: none"> ◆ Use leftover material for other projects, i.e., as an undercoat for the next boat. ◆ Encourage tenants to swap unused material.
<u>Pesticide Containers</u>	<ul style="list-style-type: none"> ◆ Must be rinsed – use rinsate as makeup for next batch of pesticide if possible or spray it out through sprayer. <p>Unrinsed containers are either hazardous waste or universal waste.</p>

<u>Pesticides</u>	<ul style="list-style-type: none"> ♦ Use as product. <p>If disposed at a collection event or at hazardous waste facility unused pesticides may be a universal waste.</p>
<u>Pressure Washing Residue</u>	<ul style="list-style-type: none"> ♦ Dispose of as solid waste.
<u>Rags Soaked with Hazardous Substances</u>	<ul style="list-style-type: none"> ♦ Use rag service and do not dispose of rags. Wring rags out over a waste solvent collection container and keep in covered container until ready for pickup by an industrial laundry. Dispose of the solvent that collects in the bottom of the container as hazardous waste. ♦ If rag service is not used, perform hazardous waste determination and dispose of as hazardous waste if appropriate.
<u>Residue from Sanding, Scraping, and Blasting</u>	<ul style="list-style-type: none"> ♦ Evaluate this waste and document whether the residue is hazardous (e.g. does not contain metals or toxins). ♦ If it is not hazardous, dispose of as solid waste. ♦ If it contains metals, it is a hazardous waste or special waste and must be disposed of properly. ♦ If it contains tributyl tin it is a pesticide and considered an Oregon State Hazardous Waste.
<u>Resins – Epoxy and Polyester</u>	<ul style="list-style-type: none"> ♦ Catalyze and dispose of as solid waste as long as it dries hard and has no free liquids and facility is a conditionally exempt generator (CEG) of hazardous waste.
<u>Scrap Metal</u>	<ul style="list-style-type: none"> ♦ Recycle.
<u>Sludge Recovered from a Hazardous Solvent</u>	<ul style="list-style-type: none"> ♦ Dispose of as hazardous waste.
<u>Sludge Recovered from a Non-hazardous Solvent</u>	<ul style="list-style-type: none"> ♦ Let sludge dry in a well-ventilated area, wrap in newspaper, and dispose of in garbage.
<u>Solvents</u> <ul style="list-style-type: none"> ♦ Paint and engine cleaners such as acetone and methylene chloride 	<ul style="list-style-type: none"> ♦ Reuse as long as possible and then recycle. ♦ Consider a distillation unit for recycling solvents. ♦ Use less toxic alternatives to avoid disposal issues. ♦ Dispose of as hazardous waste. <p>DO NOT add to used oil to be burned in space heaters.</p>
<u>Used Bioremediating Bilge Booms</u>	<ul style="list-style-type: none"> ♦ Discard in regular trash as long as no liquid is dripping. Because the microbes need oxygen to function, do not seal in plastic.

Appendix C: Used Oil And Antifreeze Management

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Used Oil Management

What is Used Oil?

Used oil includes used crankcase (engine) oil, used liquid and semi-solid gear, chain, and ball bearing lubricants, and used hydraulic fluid. Materials that contain or are contaminated with used oil can also fall under the definition of used oil, such as used oil filters, oily rags and wipers, used absorbents, and oily wastewater.

Is it Hazardous?

Used oil is not considered hazardous waste unless it is mixed with a hazardous waste such as a chlorinated solvent. If used oil has been mixed with a hazardous waste, see Appendix B for management requirements.

How Should a Marina Manage the Used Oil it Generates?

Note that used crankcase oil, automatic transmission fluid, power steering fluid, and hydraulic fluid are all considered used oil and can be mixed and managed together.

There are a few options for managing used oil. Two of the most common are collecting it, testing it, and having it hauled away for recycling, or collecting it, testing it, and burning it in on-site space heaters. If the used oil tests positive for hazardous constituents, it must be managed as hazardous waste (see Appendix B).

If the used oil does not test positive for hazardous waste, it should be managed as follows:

1. Collect and store used oil in a secure collection tank or drum, separate from other wastes.
2. Dispose of the used oil by hauling or burning it:
 - ◆ Contract with a permitted waste oil transporter to haul oil to a permitted recycling facility

OR

- ◆ Burn the used oil in space heaters for energy recovery, i.e., to heat your shop, providing the heater burns only used oil generated on-site or received from “do-it-yourself” oil changers.

NOTE: Used oil heaters must:

1. Have a maximum design capacity of not more than 0.5 million BTU's per hour; and
2. Vent combustion gases outside the building; and
3. Burn only used oil that you generate or that you have collected from your do-it-yourselfer customers.

What are the Requirements for Used Oil Storage in Tanks or Containers?

- ◆ Label the tank or container “Used Oil” [40 CFR 279.22(c)].
- ◆ Prepare a Spill Prevention, Control, and Countermeasures (SPCC) Plan if you store more than 1,320 gallons of used (or new) oil above-ground (containers of less than 55 gallons are exempt from the total) [40 CFR 112.1]. See Appendix E for more information.

What are the Recommended Practices for Used Oil Storage in Tanks or Containers?

- ◆ Place the tank or container on an impervious base. If the tank or container is outdoors, you must provide for secondary containment equal in volume to the capacity of the storage tank. If the tank or container is indoors, no secondary containment, device, or structure is required.
- ◆ Locate the tank or container in an aboveground area, preferably roofed, which will prevent unauthorized access or vandalism and minimize the possibility of fire or explosion and accidental release of oil to the environment.
- ◆ Lock the tank or container’s fill spout when not in use.
- ◆ Visually inspect the tank or container on a regular basis for leaks or malfunctions. Maintain written inspection records.
- ◆ Instruct all employees who handle used oil on the proper operation and management of the oil storage area. Assign one person the responsibility for monitoring oil storage.
- ◆ Use kitty litter, saw dust, or a commercially available product to absorb oil from minor spills.
- ◆ If providing a collection tank or container for used oil from your customers who do their own engine maintenance, clearly label the tanks or containers to indicate the importance that **ONLY** used oil be placed in the tank. Remember that you’ll be responsible to pay for disposal of used oil that is contaminated with hazardous waste.
- ◆ Keep records of used oil collection.

If a Marina Accepts Used Oil That Boaters Generate, How Should it be Managed?

Many marinas collect used oil from customers as a client service. Manage this oil in the same way as oil generated by the marina itself.

It may make sense to separate the waste area where you are collecting wastes from boaters from those generated by the marina, since you have more control over the wastes generated by your staff than by your clients. Used oil contaminated with a hazardous substance is much more costly to dispose of than unadulterated used oil. Educate your staff about the importance of keeping used oil from being contaminated with hazardous substances.

If you collect customers’ oil, remind boaters **NOT** to:

- ◆ Mix used oil with antifreeze or hazardous waste, i.e. waste gasoline.
- ◆ Burn used oil in residential boilers or space heaters.
- ◆ Dump used oil overboard.
- ◆ Pour used oil into sewers or storm drains.
- ◆ Dump used oil on the ground; use it for weed control or to keep dust down.

Can Used Oil Be Mixed with Diesel Fuel, as Recommended by the Manufacturers of Some Diesel Engines?

The manufacturers of certain diesel engines recommend that you add used oil to your diesel fuel. If you have a diesel engine of this type, you may mix your used oil with virgin diesel fuel according to the manufacturer's instructions. However, up until the point that the used oil is actually mixed with the diesel fuel, it must be handled exactly the same as any other used oil.

Please note that this exemption applies only to your used oil and only if it is used in your own diesel engines. You may not add your used oil to diesel fuel that will be used in someone else's diesel engines. You may also not accept used oil from someone else to put into your diesel fuel.

How Should Used Oil Absorbent Material Be Disposed?

Materials that *contain* or are *contaminated with* used oil can also fall under the definition of used oil. The most common of these materials are used oil *absorbent pads, rags and wipers*, and *absorbents* (such as kitty litter, speedi-dri, and absorbent pads).

Marina staff that produce waste oil absorbent material as a result of maintenance of marina-owned or customer's vessels in the marina's maintenance shop, must collect all used oil absorbent material, test for hazardous constituents and transport either as hazardous waste or used oil, depending on the test results. However, if the absorbents do not have free-draining oil and are not going to be burned for energy recovery, they are no longer subject to regulation as used oil. In this case, these soaked absorbents must have a hazardous waste determination and be disposed of as hazardous waste (see Appendix B) or double-bagged and discarded in trash, as appropriate.

Boaters or marina staff doing work on customers' boats dockside can dispose of oil absorbent materials generated while conducting maintenance by bringing the absorbent to a collection area provided by the marina. Boaters can also take their waste oil absorbents to a household hazardous waste collection facility for disposal. If the absorbent does not have free-draining oil and no such collection area is available, boaters may double-bag it and dispose of it in the regular trash.

Are There Any Other Requirements?

On-board air conditioning systems may also generate used oils that are contaminated with refrigerants (such as freon). This type of used oil must be recycled for its freon content. See section on "Refrigerants" for more information.

Spills of used oil (or any other petroleum liquids, chemicals, or hazardous waste) must immediately be reported via the Oregon Emergency Response System (OERS) at 1-800-OILS-911 or 1-800-452-0311 and to the National Response Center at 1-800-424-8802.

Used Antifreeze

Why is used antifreeze a concern?

Antifreeze is a common engine coolant used in automobiles. It usually contains ethylene glycol or propylene glycol. Small amounts of ethylene glycol can cause health problems if swallowed by people or pets. Environmental contamination can occur when antifreeze is improperly disposed of or handled. Spent antifreeze poured onto the ground or into septic systems may eventually contaminate the groundwater. Antifreeze poured into storm drains, ditches, streams, lakes, etc., will contaminate surface water. Improper disposal may also result in drinking water supplies becoming contaminated.

How is used antifreeze regulated?

Used antifreeze that is generated by businesses, institutions or public agencies is subject to applicable state and federal hazardous waste management requirements. Under these requirements generators must determine if their wastes are hazardous. Refer to DEQ's [Waste Determination Factsheet](http://www.deq.state.or.us/wmc/hw/reslibhwgen.html) for more information at <http://www.deq.state.or.us/wmc/hw/reslibhwgen.html>. Management of used antifreeze produced by household "Do-It-Yourselfers" is not subject to these management requirements, and is discussed at the end of this fact sheet.

Oregon's antifreeze policy

The Oregon Department of Environmental Quality (DEQ) has determined that used antifreeze that is recycled and properly managed according to the following "[Best Management Practices](#)" (BMPs) generally will not exhibit hazardous waste characteristics. Waste antifreeze managed according to the following practices will not be considered to be hazardous waste by the DEQ.

Used antifreeze Best Management Practices

Generators that use the following Best Management Practices and legitimately recycle their used antifreeze are presumed by DEQ, to comply with hazardous waste management requirements. Make sure that:

- Used antifreeze is stored in containers that are in good condition and labeled with the words "Used Antifreeze."
- Used antifreeze is not mixed with any waste or other material (e.g., solvents, cooling system flushes, used oil, motor fuels). Used antifreeze must be managed according to applicable hazardous waste regulations if it

has been mixed with listed or characteristic hazardous waste.

- Antifreeze collection, storage and transport containers or tanks are dedicated solely to the transfer and storage of antifreeze, to prevent the risk of cross-contamination.
- Used antifreeze containers are kept closed, except when emptying or filling, to minimize the potential for spillage.
- Used antifreeze containers are located in a secure area and properly maintained so that they do not leak, rupture, or tip over when being opened, handled, or stored.
- Spills of used antifreeze are cleaned up immediately and appropriately managed. (Non-recyclable spill cleanup wastes must undergo a hazardous waste determination before disposal.)
- Volumes of accumulated used antifreeze are minimized by routinely recycling to reduce the potential for environmental harm.
- The used antifreeze generator and the recycling facility maintain proof of recycling (e.g., a log for on-site recycling or an invoice or bill of lading for off-site recycling).
- Employees who handle or otherwise manage used antifreeze know proper handling and spill response procedures.

Used antifreeze that is not legitimately recycled according to the above Best Management Practices is subject to management as a potential hazardous waste. Used antifreeze mixed with other waste or material, such as caustic radiator flushing chemicals or used oil, reduces the recyclability of the antifreeze and is not considered legitimate recycling under this policy.

Antifreeze management options

Acceptable methods for managing used antifreeze include: recycling; disposal at a hazardous waste treatment, storage, or disposal (TSD) facility; or discharge to a wastewater treatment plant (with prior approval of the operator). Please note that many wastewater treatment plant operators prohibit the disposal of used antifreeze to their systems because of the possibility of damaging the treatment system.

Antifreeze should not be disposed of by throwing it in the trash, pouring it down the storm sewer, or putting it into septic systems. Many storm sewers discharge directly to surface waters, such as ponds or streams. If poured into a



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Contact: Rick Volpel
(503) 229-6753



septic system, the antifreeze may damage the system by killing the microorganisms necessary for waste decomposition.

Recycling used antifreeze is the preferred option.

Not only is recycling the most environmentally safe and responsible option, but it may also be more cost efficient than disposing of the waste and buying new product. Widely available antifreeze recycling options include distillation, ion exchange and filtration.

Used antifreeze may be recycled at the generator's facility, or it may be transported to a recycling facility for reclamation.

A hazardous waste determination must be made on all wastes produced by the recycling process, such as filters and sludges, produced by the recycling process and the waste managed appropriately.

Used antifreeze generated by household do-it-yourselfers

Used antifreeze from households should be taken to a hazardous waste collection facility or collection event for proper recycling or disposal.

If you live in the Portland metropolitan area, contact the Metro Recycling Information Center at (503) 234-3000 for used antifreeze disposal/recycling locations. If you live outside the Portland metro area, contact the toll-free hotline at 1-800-732-9253 for facilities that accept used antifreeze for recycling or upcoming household hazardous waste collection events. If collection is not available in your community, contact the local sewer district to see if disposal of small amounts of used antifreeze to the sanitary sewer is permitted. **Never** pour used antifreeze on the ground, down a dry well or storm drain, or in your septic system.

Used antifreeze recycling services

The following companies recycle or dispose of used antifreeze. This list is neither a DEQ endorsement nor a guarantee that the used antifreeze will be managed according to federal or state regulations. It is not a complete list of companies managing used antifreeze in Oregon.

Many of the companies listed also sell recycled antifreeze. When choosing a management company be sure that you know how the used antifreeze is managed and recycled. Not all companies claiming to recycle antifreeze produce a useable recycled product that can be used as a glycol feedstock or antifreeze product. Unusable materials end up being disposed, frequently in a manner that can adversely affect the environment. It is the responsibility of the generator to ensure their waste is managed properly.

Emerald Services

(Vancouver, WA) (888) 832-3008

Industrial Oils

(Klamath Falls) (541) 884-9124

MSE Environmental

(Washougal) (206) 767-7990

Oil Rerefining

(Portland) (800) 367-8894

Onyx Environmental Services

(Vancouver, WA) (360) 607-3097

Philip Services Corporation

(Washougal, WA) (800) 547-2436

Romic Environmental / Antifreeze Environmental Service Corp.

(Clackamas) (888) 242-8592

Safety Kleen Systems, Inc.

(Clackamas) (503) 655-5798

(Springfield) (541) 747-5804

Thermo Fluids

(Portland) (503) 788-4612

Univar, USA

(Portland) (503) 222-1721

For more information

For additional information on the management of used antifreeze or hazardous waste, contact the office nearest to you from the list at:

<http://www.deq.state.or.us/wmc/hw/tuwrap/tuwrap-contacts.html>.

Additional information is available at DEQ

Online at <http://www.deq.state.or.us/>.

Alternative Formats

Alternative formats (such as large type or Braille) of this document can be made available. Contact the DEQ Office of Communication and Outreach for more information: (503) 229-5696.

Appendix D: Boat Sewage Collection Devices

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Marine Sewage and Wastewater Disposal

DEQ regulates "Waters of the State"

If you own or operate a marine vessel on Oregon's waterways you are subject to regulation for disposal of sewage and/or other types of wastewater.

"Waters of the State" includes lakes, bays, ponds, impounding reservoirs, springs, rivers, streams, creeks, estuaries, marshes, inlets, canals, and the Pacific Ocean within the territorial limits of the State of Oregon.

The discharge of any sewage (treated or untreated) from marine toilets is prohibited on all freshwater lakes, impoundments and reservoirs that are not accessible by boat from the ocean. In Oregon, "sewage" means human excreta as well as kitchen, bath and laundry wastes (often considered gray water).

Boats Under Way

It is *never* legal to dump untreated sewage in Waters of the State. A *Marine Sanitation Device* (MSD) is a unit designed and authorized by the U.S. Coast Guard to receive toilet (head) waste from a boat under way. If your boat has a head and/or internal plumbing you must use a MSD to treat sewage.

A "port-a-potty" or other type of self-contained system that can be carried on and off the boat and does not discharge to the water may be used in lieu of a head with a MSD, but at no time can any amount of sewage be diverted to the water.

There are three types of MSDs:

- Type I and II MSDs treat sewage and can only discharge back to the water *while the vessel is underway* unless otherwise posted.
- A Type III MSD is a sewage collection unit, and its stored contents *cannot* be lawfully discharged to Waters of the State *at any time*.

MSDs are not allowed to discharge treated wastes from boat houses, floating homes or any boat when docked or tied up.

Boat Houses

A *boat house* is a floating structure used to shelter a boat. A boat house may have a fresh water connection, and may or may not have plumbing fixtures. If it has any plumbing fixtures, including but not limited to toilet,



To preserve Oregon's waterways, DEQ encourages the collection and proper disposal of all wastewater.

showers or sinks, it must be continuously connected to a DEQ approved sewage system that treats both sewage and gray water.

Floating Homes

A *floating home* is a structure used as a residence for extended periods. Floating homes are not capable of self-propulsion and must be towed to a location. A floating home has permanent plumbing fixtures and while moored must be continuously connected to a DEQ approved sewage system that treats both sewage and gray water.

Houseboats

A *houseboat* is a floating structure used as a stationary residence, or "cruising vessel" (mobile residence), or a combination. A houseboat has means of self-propulsion, and usually contains plumbing fixtures.

If the houseboat is in use as a stationary residence at a marina or moorage, it must be connected to a sewage disposal system that treats sewage including gray water.

"Liveaboards"

A "liveaboard" is a floating, self propelled boat or structure, generally manufactured or intended for use as a vessel. It has a fresh water inlet, internal plumbing, and some type of toilet facility.

When it is in use as a stationary residence at a new or expanded marina or moorage, its slip must have a permanent sewage connection hookup provided by the marina or moorage.



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www.deq.state.or.us

However, DEQ does not require a continuous connection to the hookup point.

Any discharge to Waters of the State from a liveaboard's Type III MSD is a violation of both state and federal law and the same discharge rules for Type I and II MSDs apply.

DEQ encourages liveaboard owners to collect and properly dispose of *gray water*.

Vessels

Recreational boats and commercial vessels that contain internal plumbing must adhere to State and Federal guidelines for proper disposal of sewage and other wastewaters.

Recreational Boat

A recreational boat is a floating, self-propelled boat or structure, with or without internal plumbing, used principally or entirely for transportation or recreation on the water. Boaters are also prohibited from discharging sewage wastes from a Type III MSD to Waters of the State and the same rules for Type I and II MSDs apply.

DEQ encourages recreational boat owners to collect and properly dispose of *gray water*.

Commercial Vessel

DEQ does not regulate Type I and II MSD discharges from commercial vessels such as tour vessels, restaurant ships, cruise ships, commercial ships, tug boats, etc., while they are operating or underway.

However, DEQ can and has regulated (prohibited) *gray water* discharges that have been deemed to be significant in volume or concentration. Oregon Revised Statute (ORS) 468B.050 requires a DEQ permit for discharge

of any waste to Waters of the State, but Type I and IIMSD discharges while underway are exempt from this law by the Clean Water Act. All other commercial vessel waste discharges including *gray water*, *bilge water*, *ballast water*, etc., are subject to Oregon law.

Placing a waste into Waters of the State is a violation of ORS 164.785 and is a Class A misdemeanor. Vessel *bilge water* cannot be lawfully discharged to Waters of the State, even if preceded by an oil-water separator. *Bilge water* contains many other pollutants and possible organisms other than petroleum products. These contaminants would not be affected by an oil-water separator.

For additional information

For more information about wastewater from floating structures and residences, contact your nearest DEQ office or visit our website:

www.deq.state.or.us

For questions about Marine Sanitation Devices, contact the United States Coast Guard:

www.uscg.mil

For questions about vessel wastewater discharges other than from MSDs contact DEQ or the Oregon State Marine Board:

www.boatoregon.com

Alternative Formats

Alternative formats of this document can be made available. Contact DEQ's Office of Communications & Outreach for more information (503) 229-5696.

Determining the Type of Sewage Collection/Disposal Required for Vessels

	Recreational Boats, Houseboats	Liveaboards (stationary)	Floating Homes, Boathouses, Combos	Commercial Vessels
Operating in Federal Navigable Waters	MSD Type I, II or III. Type I or II discharge allowed.	N/A	N/A	MSD Type I, II or III. Type I or II discharge allowed.
Operating in Sole State Waters	MSD Type III. No overboard discharge allowed.	N/A	N/A	MSD Type III. No overboard discharge allowed.
Moored in State Waters	MSD Type III. No overboard discharge allowed.	MSD Type III, upland restrooms, or dockside connection. No overboard discharge allowed.	Dockside sewage connection	MSD Type III or dockside sewage connection. No overboard discharge allowed.

NOTE: The overboard discharge of sewage from a Type III MSD to Federal Navigable Waters or to Waters of the State is ALWAYS PROHIBITED.

NOTE: Federal Navigable Waters are within 3 miles of the shore.

Determining the Appropriate Number of Boat Waste Collection Devices for your Marina

Instructions

Use Step 1 to estimate the number of boats with portable toilets and Type III holding tanks present at your marina. Then use Step 2 with information from Step 1 to determine the number of boat pumpouts or portable toilet dump stations appropriate for your marina.

- A. *If the number and type of boats with Type III MSD holding tanks and portable toilets is known, skip to Step 2.* Determine the total number of boats by overall length. Include unoccupied slips by length of slip. Include all slips, annual and seasonal boats, weekly and transient (guest) boats and houseboat units. Count liveaboards separately. Use the boat length categories provided in the following example to keep track of your count.

Example: The following table lists the number of boats in each length category and their type moored at Marina X. These numbers will be used in Step 1B.

Table 1: Number of Boats at Marina X

Boat Length Category	# of Annual, Seasonal and Transient Boats	# of Liveboard Boats
Less than 16 ft.	50	0
16 to 26 ft.	100	10
26 to 40 ft.	100	10
Over 40 ft.	20	10

- B. To estimate the number of boats with portable toilets and Type III holding tanks in your marina, use the following percentages. An example also follows.

Table 2: % of Portable Toilets and Type III Holding Tanks Based Boat Counts

Boat Length Category	Portable Toilets	Type III Holding Tanks
Less than 16 feet	0%	0%
16 to 26 ft.	25%	0%
26 to 40 ft.	0%	75%
Over 40 ft.	0%	100%

Example: Using the numbers provided from Marina X in Step 1A, one should expect to find around 25 boats with portable toilets for annual, seasonal and transient boats (see the following table). Do these same calculations for estimating the number of annual, seasonal and transient boats with Type III holding tanks and repeat the calculations for liveaboards.

Table 3: Number of Boats at Marina X with Portable Toilets

Boat Length Category	# Boats × % Portable Toilets ÷ 100 = # of Boats w/Portable Toilets				
Less than 16 feet	50	×	0	÷ 100	= 0
16 to 26 ft.	100	×	25	÷ 100	= 25
26 to 40 ft.	100	×	0	÷ 100	= 0
Over 40 ft.	20	×	0	÷ 100	= 0
TOTAL					25

To determine the total number of boat waste collection devices [portable toilet dump stations and pumpouts (stationary or portable)] required at your marina use your boat counts and the tables below.

A. Determine the number or devices needed for annual, seasonal and transient boats.

Note: Adjustments may be made to number of pumpouts required to account for any dockside sewage connections, mobile pumpout service, etc.

Table 4: Number of Boat Dump Stations and Pumpouts REQUIRED for Annual/Seasonal and Transient Boats

IF MARINA HAS # of Boats w/Portable Toilets (actual count or estimate from Step 1B)	THEN: # of Boat Dump Stations Required	IF MARINA HAS: # of Boats w/Type III Holding Tanks (actual count or estimate from Step 1B)	THEN: # of Boat Pumpouts Required
less than 25	None*	less than 25	None*
25 to 300	1	25 to 300	1
300 to 600	2	300 to 600	2
over 600	3 plus 1 for each 300 boats	over 600	3 plus 1 for each 300 boats

* **Only** applicable to marinas with small numbers of boats with Type III MSD's that jointly "share" (within 2 mile radius) a pumpout or dump station open for public use.

Example: From Step 1, Marina X has estimated that they have 25 annual, seasonal and transient boats with portable toilets. According to Table 4, they need at least 1 boat dump station, but they still have to calculate the number of boat pumpouts needed for the annual, seasonal and transient boats, and the number of dump stations and pumpouts needed for the liveaboards.

B. Determine the number or devices needed for liveboard boats

Note: Adjustments may be made to number of pumpouts required to account for any dockside sewage connections, mobile pumpout service, restrooms, etc.

Table 5: Number of Boat Dump Stations and Pumpouts REQUIRED for Liveboard Boats

IF MARINA HAS: # of Boats w/Portable Toilets (actual count or estimate from Step 1B)	THEN: # of Boat Dump Stations Required	IF MARINA HAS: # of Boats w/Type III Holding Tanks (actual count or estimate from Step 1B)	THEN: # of Boat Pumpouts Required
1 to 25	1	1 to 25	1
25 to 50	2	25 to 50	2
Over 50	3 plus 1 for each 25 boats	Over 50	3 plus 1 for each 25 boats

Add the numbers from Steps 2A and 2B for your total number of waste collection devices required at your marina.

Appendix E: Spills

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Spill Prevention, Control, and Countermeasure Plans

The federal Clean Water Act requires facilities that store any kind of oil in certain volumes to prepare and implement Spill Prevention, Control, and Countermeasure (SPCC) Plans to prevent the discharge of oil from a facility into navigable waters or adjoining shorelines. SPCC Plans require that your facility have adequate containment, such as berms and dikes around aboveground fuel tanks, to protect the soil and water in the event of a spill [40 CFR 112.1].

SPCC Plans are federal requirements administered by the U.S. Environmental Protection Agency (EPA).

Does Your Marina Require a SPCC Plan?

Your facility needs to develop a SPCC plan if it does any of the following:

- ◆ Stores oil above ground in any size tank(s) with a total aggregate volume over 1,320 gallons (containers of less than 55 gallons and/or permanently closed storage tanks are exempt from the total); **or**
 - ◆ Stores oil below ground in any size tank(s) with at total aggregate volume of 42,000 gallons (except for tanks that are compliant with the state requirement for Underground Storage Tanks);
- AND
- ◆ Could reasonably be expected to discharge oil to a “navigable water of the United States” or “adjoining shorelines” considering a possible worst-case scenario. (This criterion applies to just about every marina in the state, since a facility cannot take into consideration any man-made impediments to the flow of oil.)

NOTE: “Oil” is defined in Section 311(a)(1) of the Clean Water Act as “oil of any kind or in any form including, but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil.” EPA interprets this definition to include crude oil, petroleum, and petroleum-refined products, as well as non-petroleum oils such as vegetable and animal oils.

NOTE: “Navigable waters” are broadly defined under the Clean Water Act and the Oil Pollution Act to include all waters that are used in interstate or foreign commerce, all interstate waters including wetlands, and all intrastate water including wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds.

- ◆ A registered Professional Engineer, not the facility management, must make a determination that a SPCC Plan is not necessary for a facility.

What is an SPCC Plan?

A SPCC Plan outlines a facility's oil containment systems and procedures to prevent an oil spill. It also outlines oil spill response and cleanup protocols.

Each SPCC Plan is site specific, but must address the following:

- ◆ Operating procedures that prevent oil spills;
- ◆ Control measures installed to prevent a spill from reaching the environment; and
- ◆ Countermeasures to contain, clean up, and mitigate the effects of an oil spill that reaches the environment.

Who Writes an SPCC Plan?

The facility can prepare the plan but a Registered Professional Engineer must certify the plan.

Is There a Particular Form or Format for the SPCC Plan?

The EPA does not expect any two plans to look alike. However, at a minimum, all plans must include:

- ◆ Facility layout and drainage patterns;
- ◆ List of all oil storage tanks and areas;
- ◆ Quantities of oil that could be released, with predicted path of flow and flow rate;
- ◆ Procedures for receiving oil from the supplier, transfer of oil within the facility, end point uses of the oil, and waste oil disposal;
- ◆ Effects of a spill at the facility, fire hazards, employee evacuation, customer/neighbor considerations, press relations;
- ◆ Capacity of required secondary containment devices;
- ◆ Clean-up procedures, including use of in-house staff versus contractors;
- ◆ Notification list – Name(s) and phone numbers of in-house management, remote management, fire and police, municipal, state and federal agencies requiring notification;
- ◆ Facility security for prevention of internal sabotage and external vandalism;
- ◆ Employee training for spill prevention, oil handling, and spill clean-up; and
- ◆ OSHA considerations.

Where Should the SPCC Plan be Located?

REQUIRED: A copy of the SPCC plan must be maintained at any facility manned at least 8 hours per day. For remote locations, the SPCC plan should be filed at the nearest field office. A copy does not have to be filed with the EPA or any other agency unless it is a condition of a permit or license held by the facility. However, the SPCC plan must be available during normal business hours for review by an EPA inspector. The EPA requires that facilities submit a copy of the SPCC plan to EPA Region 10 if a single spill of greater than 1,000 gallons occurs or if two discharges of 42 gallons or more occurs within one year.

All employees must be made aware of the SPCC plan. It is highly recommended that you post copies of the plan in plain view at oil storage locations.

Does a SPCC Plan Need to be Reviewed and/or Updated?

- ◆ The plan has to be reviewed at least once every five years. You must keep records of these reviews. An example of such documentation is “I have completed review and evaluation of the SPCC plan for (name of facility) on (date), and will/will not amend the plan as a result (signature)”.
- ◆ The plan must be amended when:
 - There are changes in facility design, construction, operation, or maintenance that materially affect the facility’s potential for the discharge of oil or
 - There are two or more spills in 12 months or one spill of 1,000 gallons.
- ◆ A Registered Professional Engineer must certify only technical changes to the SPCC plan. Non-technical amendments include personnel or contact information changes.

Who Cares if My Facility Does Not Have a Plan?

- ◆ Company management. Having measures in place to prevent spills is cost effective, since spill cleanup can be costly. However, when a plan is in place, spill cleanup can be more efficient, more effective and less costly than if there is no course of action.
- ◆ The U.S. EPA. The penalty of failure to have a SPCC Plan can be up to \$27,500 per day of violation (up to a maximum of \$137,500) if an administrative action is filed. The EPA performs random, unannounced inspections of facilities suspected of needing a SPCC Plan.

If There is a Spill, What Could I be Held Responsible for?

- ◆ Removing the material from public property. Cleaning of highways, waterways, storm drains, bridge abutments, etc.
- ◆ Removing the material from private property, such as boat hulls and parking lots.
- ◆ Paying for natural resources damages (lost parking receipts at public beaches; lost revenues from fishing licenses; replacing killed fish, shellfish, and waterfowl).
- ◆ Paying for lost livelihood wages of fisherman and shell fisherman, devaluation of property for sale. Private suits.
- ◆ Civil penalty for spilling into a water of the U.S.
- ◆ Criminal penalty if you fail to notify the federal authorities. State agencies and contractors have no responsibility to notify for you.

For more information about the federal SPCC program, visit www.epa.gov/oilspill/spcc.htm.

Fact Sheet

Your Role in Spill Response: What to Do if You Have a Spill

You are responsible for the *immediate* cleanup of your spill, regardless of the quantity involved. The responsibility lies with the person who spills the product, as well as the person owning or having authority over the oil or hazardous material.

Reportable spills include:

- any amount of oil to waters of the state;
- oil spills on land in excess of 42 gallons;
- hazardous materials that are equal to, or greater than, the quantity listed in the Code of Federal Regulations, 40 CFR Part 302 (List of Hazardous Substances and Reportable Quantities), and amendments adopted before July 1, 2002.

Immediately report the spill or threatened spill to the Oregon Emergency Response System (OERS) phone number is **1-800-452-0311**.

When you report the spill to OERS you will need to provide basic spill information:

- type of oil or hazardous material
- quantity
- location of spill (land or water)
- names and phone numbers

Some oil or hazardous material spills will require a separate notification to the National Response Center at 1-800-424-8802. The Web site at www.epa.gov/oilspill/oilreqs.htm will provide you with information necessary to determine if you need to report to the federal system.

Actions to Take

- Move away or upwind from the spill if you detect an odor and are unsure if it's safe.
- Avoid contact with liquids or fumes.
- Keep non-emergency people out of the area.
- Wear protective clothing.
- Control and contain the spill.
- Clean up what you can immediately.
- Contact DEQ to confirm the appropriate disposal site for contaminated materials.
- Remove the cleanup materials to a facility (such as a solid or hazardous waste landfill or recycling facility.) Save your receipts. You may need them for documentation.
- Continue with long-term cleanup.

- You will then be asked to file a report to the Department of Environmental Quality (DEQ). The form is available at:

<http://www.deq.state.or.us/wmc/documents/SpillReportform.pdf>



Truck crash on Highway 20 at Bowers Slough. Contractors work to control and contain the spill of diesel.

DEQ's Role

DEQ is responsible for ensuring that the cleanup is done in a way that protects human health and the environment. Oregon law also requires DEQ to recover its costs in carrying out this responsibility.

Depending on the type and quantity of material spilled, and the potential threat to people or the environment, DEQ may choose to oversee the cleanup. This oversight may take the form of DEQ staff at the scene, phone contact, document review or a combination of these. You are responsible for these oversight costs, including staff salaries, supplies, and equipment used. You will normally be billed for DEQ costs within 45 days. However, additional charges, such as lodging and transportation, may arrive later.

If you fail to clean up your spill, DEQ may clean it up for you and is allowed by law to fine you up to three times the cost of the cleanup, in addition to the actual cost of the cleanup.

To Find Out More

The Emergency Response coordinators assigned to each of DEQ's regional offices are listed in the margin. You can also find out more about DEQ's Emergency Response program by visiting our web site at:

www.deq.state.or.us/wmc/



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Department of
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DEQ 04-WR-010

Appendix F: Stormwater General Permit

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NPDES Storm Water Regulations

Background on Phase I

In November 1990, the Environmental Protection Agency (EPA) adopted *Phase I* regulations requiring National Pollutant Discharge Elimination System (NPDES) permits for storm water discharges from certain industrial sites and construction activities.

In Oregon, the Department of Environmental Quality (DEQ) is responsible for administering the storm water permit program.

Implementation of Phase II

EPA followed *Phase I* with additional storm water regulations known as *Phase II* in December 1999. DEQ has yet to fully determine the impacts that Phase II may have on the state program. However, permittees and interested parties will be notified well in advance of any proposed changes to the storm water permit program.

Who Needs a Permit?

The EPA storm water regulations require that certain storm water discharges "associated with industrial activity" need NPDES permits. In general, you need a permit if:

1. *Your industry is listed by EPA.* (Please see the accompanying list of categories and Standard Industrial Classification (SIC) codes at the end of this fact sheet); **and**
2. *Storm water from rain or snow melt leaves your site through a "point source" and reaches surface waters either directly or through storm drainage.* A point source discharge refers to a natural or human-made conveyance of water through such things as pipes, culverts, ditches, catch basins, or any other type of channel.

In addition, you need a permit if you are involved in construction, including clearing, grading and excavation, that disturb five or more acres of land (one or more acres starting December 1, 2002).

What Permits are Required?

DEQ has developed a series of five general permits to address the industrial and construction activities specified by EPA:

1200-A for non-mineral mining activities

1200-COLS for industrial activities in the Columbia Slough watershed

1200-Z for industrial activities statewide
Note: Wood treating facilities must obtain an individual permit.

1200-C for construction activities that disturb five or more acres (one or more acres starting 12/01/2002)

1200-CA for public agencies that are involved in construction activities that disturb five or more acres (one or more acres starting 12/01/2002)

What Does a Permit Require?

Except for construction activities, the 1200-A, 1200-COLS and 1200-Z have the same basic requirements. You must:

Submit and implement a Storm Water Pollution Control Plan for your site within 90 days of receiving your permit. For information on developing a plan and what management practices to consider, see DEQ's *Guidance Document for Preparation of the NPDES Storm Water Pollution Control Plan and Recommended Best Management Practices for Storm Water Discharges*. Call DEQ for copies or visit:
<http://www.deq.state.or.us/wq/wqpermit/wqpermit.htm>.

Monitor storm water by taking "grab" samples twice a year for contaminants specified in the permit.

Strive to meet storm water discharge benchmarks in the permit.

Review and update your Storm Water Pollution Control Plan when benchmarks are exceeded.



Last Updated: 03/07/01

Requirements for Construction Projects

Construction projects that disturb five or more acres (one acre or more starting December 1, 2002) must have an erosion and sediment control plan approved by DEQ or DEQ agent prior to any on-site activities.

For more information on the application procedure and permit requirements for construction projects, please see DEQ's guidance titled *NPDES Storm Water Regulations for Construction Projects February 2001*. Call DEQ for a copy or visit <http://www.deq.state.or.us/wq/wqpermit/Gen1200CGuidance.pdf>.

How Much Does a Permit Cost?

The fee for these permits is \$560. You will also be billed an annual compliance fee of \$275 for each subsequent year to maintain the permit.

What is the Application Procedure?

All industries requiring a storm water permit must apply immediately. Contact your local DEQ office to obtain an application or visit <http://www.deq.state.or.us/wq/wqpermit/wqpermit.htm>. The application for industrial activities will ask for the following:

1. Latitude and longitude of your site
2. Description of site activities
3. Evaluation of your site for discharges other than storm water
4. Site drainage map
5. Land use compatibility statement (LUCS) signed by the local land use authority.

Regulated Activities

This list of activities is to help you in determining if you need an NPDES storm water permit. If you do not know your SIC code, please check with your insurance company or accountant. SIC codes are typically used on their forms. You may also contact your local DEQ office for assistance.

Facilities subject to EPA promulgated storm water effluent limitations, new source performance standards, or toxic pollutant effluent standards. These include fertilizer and pesticide manufacturers, petroleum refining operations, etc.

Facilities under codes 24, 26, 28, 29, 311, 32, 33, 3441, and 373 with a few exceptions. These codes generally include: pulp and paper mills; timber products; chemical manufacturing; petroleum refining; rubber products; leather products; stone, clay, and concrete products; fabricated structural metal; and ship and boat building and repair.

SIC codes 10 through 14 that generally include mining and mineral extraction.

Hazardous waste treatment, storage, or disposal facilities.

Landfills, land application sites, and open dumps.

SIC codes 5015 and 5093 that include facilities involved in recycling of material including metal scrap yards, battery reclaimers, salvage yards, and automobile junkyards.

Steam electric power generating facilities, including coal handling sites.

Transportation facilities with SIC codes 40, 41, 42, 43, 44, 45 and 5171 (except 4221-4225) that have vehicle maintenance activities, equipment cleaning operations, or airport de-icing operations.

Sewage treatment plants with a design flow of one million gallons per day, or plants that require an approved pretreatment program.

Construction activities including clearing, grading, and excavation activities that disturb five acres or more of land (one or more acres starting December 1, 2002).

Facilities under SIC codes 20, 21, 22, 23, 2434, 25, 265, 267, 27, 283, 285, 30, 31 (except 311), 323, 34 (except 3441), 35, 36, 37 (except 373), 38, 39, and 4221-25, **only if** storm water is exposed to material handling equipment or activities, raw materials, intermediate products, final products, waste materials, by-products, or industrial machinery. These categories generally include: food products; tobacco products; textiles; furniture; drugs, paper/paperboard products; miscellaneous plastic products; printing; leather products; fabricated metal products and equipment; electronic equipment; and certain warehousing and storage facilities.

For More Information

For more information, please contact the DEQ regional office with storm water staff nearest you. Locations and phone numbers may be found on the following map. If you need help determining which office you should contact, please call DEQ headquarters toll-free, inside Oregon, at 1-800-452-4011 or (503) 229-5630. People with hearing impairments may call DEQ's TTY at (503) 229-6993.

Alternative Formats

Alternative formats of this document can be made available. Contact DEQ's Office of Communications and Outreach for more information (503) 229-5317.

DEQ Regional Offices

Eugene Office

1102 Lincoln St., #210
Eugene, OR 97401
(541) 686-7838 or
1-800-844-8467
(541) 687-5603 TTY
(541) 686-7551 fax

Northwest Region

2020 SW 4th Ave., #400
Portland, OR 97201
(503) 229-5263 or
1-800-452-4011
(503) 229-6945 TTY
(503) 229-6945 fax

Salem Office

750 Front St. NE, #120
Salem, OR 97301
(503) 378-8240 or
1-800-349-7677
(503) 378-3684 TTY
(503) 373-7944 fax

Coos Bay Office

340 N Front St.
Coos Bay, OR 97420
(541) 269-2721 or
1-800-452-4011
(541) 269-7984 fax

Roseburg Office

725 SE Main
Roseburg, OR 97470
(541) 440-3338 or
1-800-452-4011
(541) 440-3396 fax

Medford Office

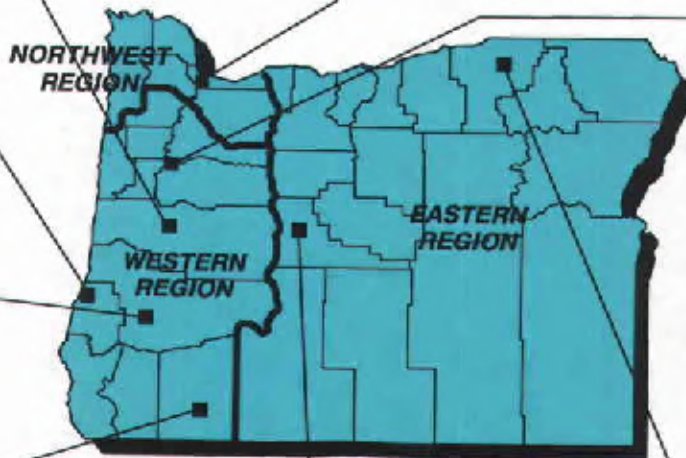
201 W Main St., #2-D
Medford, OR 97501
(541) 776-6010 or
1-877-823-3216
(541) 776-6105 TTY
(541) 776-6262 fax

Bend Office

2146 NE 4th, #184
Bend, OR 97701
(541) 388-6146 or
1-800-452-4011
(541) 388-6145 TTY
(541) 388-8283 fax

Pendleton Office

700 SE Emigrant, #330
Pendleton, OR 97801
(541) 276-4063, voice/TTY
1-800-452-4011
(541) 278-0168 fax



SIC Code Short Title

- | | |
|---|--|
| 10 Metal Mining | 33 Primary Metal Industries |
| 12 Coal Mining | 34 Fabricated Metal Products |
| 13 Oil and Gas Extraction | 35 Industrial Machinery and Equipment |
| 14 Nonmetallic Minerals, Except Fuels | 36 Electronic and other electrical equipment and components, except computer equipment |
| 20 Food and Kindred Products | 37 Transportation Equipment |
| 21 Tobacco Products | 38 Instruments and Related Products |
| 22 Textile Mill Products | 39 Miscellaneous Manufacturing Industries |
| 23 Apparel and Other Textile Products | 40 Railroad Transportation |
| 24 Lumber and Wood Products | 41 Local and Interurban Passenger Transit |
| 25 Furniture and Fixtures | 42 Trucking and Warehousing |
| 26 Paper and Allied Products | 43 U.S. Postal Service |
| 27 Printing and Publishing | 44 Water Transportation |
| 28 Chemicals and Allied Products | 45 Transportation by Air |
| 29 Petroleum and Coal Products | 5015 Motor Vehicle Parts, Used |
| 30 Rubber and Miscellaneous Plastics Products | 5093 Scrap and Waste Materials |
| 31 Leather and Leather Products | 5171 Petroleum Bulk Stations & Terminals |
| 32 Stone, Clay, and Glass Products | |

Appendix G: Ballast Water Management

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Oregon Ballast Water Management

Background

The discharge of ballast water, used to provide vessel stability, may introduce aquatic nuisance species into Oregon resulting in economic and environmental damage.

Highlights

The 2001 Oregon Legislature passed a ballast water management bill (Senate Bill 895), which:

- Prohibits discharge of ballast water into waters of the state, *except under specified conditions* (see below)
- Requires ballast water management reports at least 24 hours prior to entry into the state
- Established a task force to study and recommend to the 2003 Oregon Legislature methods and improvements to ballast water management. Dr. Mark Sytsma, Director of the Center for Lakes and Reservoirs, Portland State University, managed the task force. The 2003 legislature recreated the task force and requires a second report by October 1, 2004.

The bill recognized the international nature of the aquatic nuisance species problem, declared the state's support for international and federal programs, and declared the state's intent that its rules be coordinated with related rules and regulations adopted by Washington and California.

Specific conditions for ballast water discharge

A vessel may discharge ballast waters in the waters of the state:

- If the vessel has conducted an open ocean exchange; or
- If the vessel has conducted a coastal exchange. For vessels traveling to Oregon from a North American coastal port south of 40° N or north of 50°N, an exchange of ballast water at sea is required prior to reaching 40°N or 50°N, respectively. A distance off shore is not specified; or
- If the ballast water on a coastal voyage has been replaced in accordance with regional or federal guidelines that are equally or more protective than the methods provided above (added by the legislature in 2003); or
- If the vessel discharges ballast water that has been treated to remove organisms in a

manner that is approved by the United States Coast Guard (added by the legislature in 2003).

- Without performing an exchange, if the exchange would be unsafe or infeasible due to adverse weather, vessel design limitations or equipment failure.

Ballast water management reports

DEQ implemented reporting through the Merchants Exchange of Portland. Reports may be submitted on International Maritime Organization or United States Coast Guard forms as part of the standard advance notice of arrival.

Ballast water management rules

Rules implementing SB 895 are located at http://arcweb.sos.state.or.us/rules/OARS_300/OAR_340/340_143.html.

Federal and other state programs

Federal rules require ballast water management reports from vessels entering the United States from overseas. Ballast water management prior to discharge is currently voluntary on the West Coast, but the USCG has proposed making it mandatory for vessels entering United States from overseas. Washington and California have programs similar to Oregon's. California will develop a regulation by January 1, 2005 governing ballast water management practices for vessels arriving in California from other West Coast ports.

For more information please contact:

Jack Wylie, DEQ Land Quality Division, Emergency Response Section, Portland, (503) 229-5716, or wylie.jack@deq.state.or.us

Alternative Formats

Alternative formats of this document can be made available. Contact DEQ's Office of Communications and Outreach in Portland for more information at (503) 229-5696.



State of Oregon
Department of
Environmental
Quality

Land Quality Division
Emergency Response
Section
811 SW Sixth Ave.,
Portland, OR 97204

Contact: Jack Wylie
(503) 229-5716
www.deq.state.or.us

Appendix H: Sample Contract Language

Sample Contract Language

The following text is based on the Marine Trades Association of New Jersey's Best Management Pledge. The language may be incorporated into lease agreements. Contact the Oregon Clean Marina Program at (503) 373-1405 for an electronic copy.

FOR TENANTS:

I, _____, understand that _____
(name) (marina/boatyard)

subscribes to and enforces pollution prevention procedures. I further understand and agree that in return for the privilege of performing work on a boat at this facility such as hull cleaning, washing, sanding, polishing and/or painting; bottom cleaning, sanding, scraping, and/or painting; opening the hull for any reason, e.g., installation of equipment or engine work; engine and/or stern drive maintenance, repair, painting; etc., **it is my responsibility to comply with, at a minimum, the following pollution prevention practices.** I understand that this list may not be complete and pledge that I will exercise common sense and judgment in my actions to insure that my activities will not deposit pollution residues in surface waters or elsewhere where they may be conveyed by stormwater runoff into the surface waters. I understand that failure to adopt pollution prevention procedures may result in expulsion from the marina/boatyard (*insert name of facility*) and forfeiture of rental fees. I understand that I may elect to employ the facility to perform potential pollution producing activities on my behalf in which case the responsibility for compliance with the best management practices is entirely theirs.

Signed _____ Date _____

FOR SUB-CONTRACTORS ONLY:

I understand and agree to have my proposed work first authorized by this facility and that I will adhere, at a minimum, to the contents of this document. I further understand that because of the nature of my proposed work, the facility may require that I be supervised by an employee of said facility for which I will pay the normal existing labor rate.

Signed _____ Date _____

POLLUTION PREVENTION PRACTICES:

REPAIRS AND SERVICE (to hull and engine: painting, cleaning, washing, sanding, scraping, etc.)

1. Work on hulls and engines only in designated areas or use portable containment enclosures with approval of marina management.
2. Use tarps and vacuums to collect solid wastes produced by cleaning and repair operations, especially boat bottom cleaning, sanding, scraping, and painting.
3. Conduct all spray painting within an enclosed booth or under tarps.
4. Use non-toxic, biodegradable solvents.
5. Capture debris from boat washing and use only minimal amounts of phosphate-free, non-toxic, and biodegradable cleaners.
6. Use drip pans for any oil transfers, grease operations, and when servicing I/Os and outboard motors.
7. Obtain management approval before commencing any repair which will open the hull. Clean and pump bilges free of contaminated materials before and after repairs which open the hull.
8. Use spill proof oil change equipment.

VESSEL MAINTENANCE WASTE

1. Non-toxic residue of sanding, scraping, and grinding: bag and dispose of in regular trash.
2. Toxic and non-environmentally safe solvents and cleaning liquids: seek specific directions from marina management or dispose of with licensed agency.

FUEL OPERATIONS

1. Install fuel/air separator on fuel tank vent line(s) to prevent overflow of fuel through vent.
2. Keep petroleum absorbent pad(s) readily available to catch or contain minor spills and drips during fueling.

WASTE OIL AND FUEL

1. Recycle used oil and antifreeze.
2. Add a stabilizer to fuel tank in the fall or an octane booster to stale fuel in the spring. Use the fuel or bring it to a household hazardous waste collection site.
3. Absorbent materials soaked with oil or diesel: drain liquid and dispose of in used oil recycling container; double bag absorbent material in plastic and dispose in regular trash receptacle.
4. Absorbent materials soaked with gasoline (flammable): air dry and reuse.
5. Bioremediating absorbent products: dispose in regular trash as long as no liquid is dripping. Because the microbes need oxygen to function, do not seal in plastic.
6. Oil filters: drain and recycle the oil; recycle the filter or double bag and put in regular trash.

ONBOARD PRACTICES

1. Maintain oil absorbent pads in bilge. Inspect no less than annually.
2. Do not discharge bilge water if there is a sheen to it.
3. Use only low-toxic antifreeze (propylene glycol). Recycle used antifreeze (even low-toxic antifreeze will contain heavy metals once it has been used).

SEWAGE HANDLING

1. Never discharge raw sewage within Maryland waters.
2. If you have an installed toilet, you must have an approved Marine Sanitation Device (MSD).
3. Do not discharge Type I or Type II marine sanitation devices within the marina basin.
4. Use marina restroom facilities when at slip.

5. Do not empty port-a-pots overboard; use marina dump facility. Do not empty port-a-pots in the restrooms.
6. Do not discharge holding tanks overboard; use pumpout facility.
7. If you must use a holding tank additive, use an enzyme-based product. Avoid products that contain quaternary ammonium compounds (QACs), formaldehyde, formalin, phenol derivatives, alcohol bases, or chlorine bleach.
8. Liveaboards, place a dye tablet in holding tank after each pumpout out. The dye will make any illegal discharges clearly visible.

ORGANIC WASTE

1. Clean fish only in designated areas.
9. Grind, compost, or double bag fish scraps (depending on the services offered by your marina).
10. Walk pets in specified areas and dispose of their wastes, double-bagged, in the dumpster.

SOLID WASTE

1. Recycle plastic, glass, aluminum, newspaper, and used lead batteries (tailor this section to fit your facility's practices).
2. Place trash in covered trash receptacles; replace covers.

Appendix I: Summary Of Environmental Laws And Regulations

Federal and State Agencies that Regulate Environmental Issues at Marinas.....	167
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This section presents an overview of some relevant laws and regulations that apply to marinas and boaters. The information presented in this section is not comprehensive. Some of these laws and regulations are discussed in greater detail throughout this guidebook. In addition to the environmental laws and regulations discussed below there may be local environmental codes or requirements. When storing hazardous substances, please check with your local fire department and building department regarding storage and handling requirements.

Federal and State Agencies that Regulate Environmental Issues at Marinas

- **Environmental Protection Agency (EPA)** is responsible for ensuring environmental protection federally and delegates certain environmental compliance programs to the state.
- **United States Army Corps of Engineers (ACOE)** builds structures for flood control, manages hydropower structures, maintains navigation channels, is responsible for dredging oversight, and is concerned with providing protection to wetlands and fish and wildlife habitat.
- **United States Coast Guard (USCG)** is an arm of the U.S. Department of Transportation that protects the public, the environment, and U.S. economic interests. They are responsible for responding to spills on the water and for enforcing regulations affecting aquatic mammals.
- **Oregon Department of Environmental Quality (DEQ)** is dedicated to protecting human health and the environment in the State of Oregon. DEQ is responsible for administering delegated federal environmental laws and regulations regarding solid waste disposal, water quality, and hazardous waste management discussed in the subsection below entitled *Federal Laws and Regulations*. In addition, they administer the laws and regulations unique to Oregon that are discussed in the subsection below entitled *Additional State Laws and Regulations*.
- **The Oregon State Marine Board** registers boats and provides boating safety education and funding for recreational facilities associated with recreational boating such as launch ramps, sewage pump-out stations, restrooms, and parking lots. They are the Clean Marina Program lead agency.
- **Oregon Department of Fish and Wildlife** is responsible for protecting Oregon's fish and wildlife and their habitat.
- **Oregon Division of State Police** is responsible for enforcing fish and wildlife laws and responding to emergencies including fires and spill response.

Federal Laws and Regulations

Litter Laws on The Water

THE REFUSE ACT OF 1899

The Refuse Act of 1899 prohibits throwing, discharging, or depositing any refuse matter of any kind (including trash, garbage, oil and other liquid pollutants) into the waters of the United States.

ANNEX V OF MARPOL (MARINE POLLUTION) 1973, 1978

This international law prohibits dumping plastic refuse and garbage mixed with plastic into any waters and restricts dumping of other forms of garbage. It is illegal to dump plastic, dunnage, lining or packing materials that float, or any garbage within 25 miles of an ocean shoreline and in U.S. lakes, rivers, bays, and sounds.

THE FEDERAL WATER POLLUTION CONTROL ACT (THE CLEAN WATER ACT)

The Clean Water Act prohibits the discharge of oil or hazardous substances into U.S. navigable waters. All vessels greater than 26 feet must display a MARPOL placard outlining the garbage dumping restrictions. All vessels over 40 feet must also have a written waste management plan on board.

The use of soaps or other harmful dispersing agents to dissipate oil is prohibited [40 CFR 110.4].

Ports and terminals, including recreational marinas, must have adequate and convenient reception facilities for their regular customers. That is, marinas must be capable of receiving garbage from vessels that normally do business with them (including transients).

The Clean Water Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States or the waters of the contiguous zone if such discharge causes a film or sheen upon, or discoloration of, the surface of the water. Discharges that cause a sheen on the water must be reported to the Coast Guard's National Response Center (1-800-424-8802) and to the Oregon Emergency Response System (1-800-OILS-911 or 1-800-452-0311). Violators are subject to a penalty of \$5,000.

Sewage Laws on the Water

SECTION 312 OF THE CLEAN WATER ACT

All vessels with an installed toilet must have a certified Marine Sanitation Device (MSD) attached. The direct discharge of sewage from a vessel is not permitted in virtually any inland bodies of water. Most recreational boats equipped with an MSD will have a Type III MSD – which is a holding tank. The holding tank cannot be emptied in waters of the United States. Sewage pumpouts are available at Ports and large marinas. Larger vessels have Type I or II MSDs.

NONPOINT SOURCE DISCHARGE

The Coastal Zone Act Reauthorization Amendments of 1990 (CZARA) Chapter 5 sets out pollution prevention guidelines for marinas and recreational boaters. CZARA provided the impetus for the DEQ "Best Management Practices for Oregon Marinas" manual. The Amendments require that nonpoint source pollution from marinas be contained.

Spill Plans

Under 40 CFR 112, any boating facility with an aboveground petroleum tank exceeding 660 gallons capacity, or aggregate aboveground petroleum storage greater than 1,320 gallons, or total underground storage capacity greater than 42,000 gallons must have a Spill Prevention, Control and Countermeasure (SPCC) Plan. A professional engineer must certify that there is adequate containment, training, and emergency response equipment to prevent spills and releases of oil.

Hazardous Waste Regulations

The Resource Conservation and Recovery Act requires businesses that generate waste to determine if their waste is hazardous. This is referred to as making a hazardous waste determination. Wastes that are ignitable, corrosive, reactive, toxic, or listed are considered hazardous and face additional restrictions on disposal and management. Additional requirements are in place for facilities that generate greater than 220 pounds of hazardous waste or 2.2 pounds of acutely hazardous waste per month.

Used Oil

Under 40 CFR 279, used oil that is recycled is subject to less stringent regulations than hazardous waste. Containers of used oil must be labeled "used oil." Spills of used oil must be cleaned up immediately and wastes properly characterized and disposed. Used oil may be hauled off site for recycling by registered used oil transporters.

Habitat Protection

The 1973 Endangered Species Act provides for the conservation of ecosystems upon which threatened and endangered species of fish, wildlife, and plants depend, both through Federal action and by encouraging the establishment of State programs.

Environmental Permits and Licenses

NPDES Permits

National Pollution Discharge Elimination System (NPDES) permits are required for industrial wastewater discharges to surface waters and some stormwater discharges to surface waters not otherwise covered by NPDES general permit. An NPDES permit is required for domestic wastewater treatment facilities discharging to surface waters. Contact your local DEQ office for additional information or to apply for a permit.

Stormwater

In 1990, the EPA implemented regulations requiring permits for stormwater discharges from certain activities. The stormwater permit program requires that certain marinas classified with Standard Industrial Classification (SIC) system number 4493 be covered by a National Pollution Discharge Elimination System (NPDES) permit. Any marina or boat yard that performs boat construction or rebuilding and has a defined stormwater outfall needs a stormwater permit. Under the permit, marina operators must develop a stormwater pollution prevention plan and implement best management practices to ensure that stormwater leaving the marina property will not harm the quality of the surrounding waters. For additional information to apply for a permit, contact your local DEQ office.

Total Maximum Daily Loads (TMDLs)

The EPA requires state agencies such as the DEQ to calculate pollution load limits, known as TMDLs, for each pollutant entering a body of water. TMDLs describe the amount of each pollutant a waterway can receive and still not violate water quality standards. TMDLs take into account the pollution from all sources, including marinas.

Section 404

Section 404 of the Clean Water Act requires that any applicant for a permit to conduct any activity which may result in a discharge to waters of Oregon to obtain certification from DEQ that the activity complies with water quality requirements and standards. Section 404 permits are issued by the Army Corps of Engineers. In Oregon, projects in which the applicant will dredge, fill, or otherwise alter a waterway will require a permit from the Oregon Department of State Lands.

Additional State Laws and Regulations

Waste and Hazardous Waste

Abrasive Blast Waste Containing Pesticides that are not federally regulated as hazardous waste are considered special waste under OAR 340-101-0040. The abrasive blast waste associated with hull cleaning is subject to this regulation.

Water Quality

ORS 468B.025 Prohibited activities. No person shall: cause pollution of any waters of the state or place or cause to be placed any wastes in a location where such wastes are likely to escape or be carried into the waters of the state by any means.

ORS 468B.050 When permit required. Except as provided in ORS 468B.053 or 468B.215, no person shall discharge any wastes into the waters of the state from any industrial or commercial establishment or activity or any disposal system, without first obtaining a permit.

OAR 340-071-0140 requires persons who plan to build an on-site sewage disposal system to obtain a construction-installation permit or a Water Pollution Control Facility Permit before construction. On-site systems must obtain a WPCF permit if the system:

- ◆ Has a projected daily sewage flow greater than 2,500 gallons, or
- ◆ Handles sewage with a greater strength than residential wastewater, or
- ◆ Uses a technology identified by DEQ as warranting regulation.

General Permits

The Oregon Department of Environmental Quality issues general permits for certain activities such as washwater discharges. Permit number 1700A is a NPDES permit for washwater discharges to surface water and permit number 1700B is for washwater discharges to land.

Sewage Collection

The document "*Guidelines for Sewage Collection and Disposal for Recreational Boats, Commercial Vessels and Floating Structures*" (September 3, 1996, Oregon Department of Environmental Quality and State Marine Board) discusses the type of marine sanitation devices, discharges, and guidelines for determining the number of boat waste collection devices required at marinas and moorages.

Solid Waste

Under **OAR 340-093-0040** no person can dispose of or authorize the disposal of solid waste except at a solid waste disposal site permitted or authorized by the DEQ to receive that waste.

Spills

OAR Chapter 340 Division 109 requires reporting spills of reportable quantities to the Oregon Emergency Response, this includes any spill of oil causing a sheen to water or 42 gallons of oil on land. There are specified spill reporting quantities for oil and hazardous materials that facilities should be aware of. Reporting may be required to both state and federal agencies. The OERS number is 1-800-452-0311. This rule also requires a person to clean up spills of oil and hazardous material immediately, regardless of the quantity spilled.

ORS 466.652 requires any person owning or having control over oil or hazardous material who has knowledge of a spill or release to immediately notify Oregon Emergency Management as soon as that person knows the spill or release is a reportable quantity.

Air Quality

OAR Chapter 340 Division 264 regulates open burning. This division discusses general prohibitions for burning petroleum products and hazardous materials and discusses restrictions on demolition waste and commercial burning.

OAR 340-208-0200 sets out the rules for fugitive emissions.

OAR 340-208-0300 prohibits emissions causing a nuisance or resulting in particulate fall out on neighboring properties or into state waters.

State and Federal air permitting and reporting requirements are discussed in OAR chapter 340 Division 210 thru 220.

Additional Information

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Select References

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Contacts For More Information

Air Quality	Dept of Environmental Quality (DEQ)	(503) 229-5359
Clean Marina Program	Oregon State Marine Board	(503) 378-8587 ext. 249 or Kristin.Feindel@state.or.us
Clean Vessel Act & Facility Grants	Oregon State Marine Board	(503) 373-1405 or www.boatoregon.com
Dredge, Fill, & Underwater Construction	Department of State Lands (DSL) US Army Corps of Engineers	www.oregonstatelands.us or (503) 378-3805 (800) 343-4789
Fish and Wildlife & Endangered Species Act	Oregon Dept of Fish and Wildlife	www.dfw.state.or.us or (800) 720-ODFW
Hazardous Waste	DEQ Technical Assistance DEQ Hazardous Waste Website Spill Prevention, Control, and Countermeasure (SPCC) Plans Emergency Planning and Community Right-to-Know Act (EPCRA)	www.deq.state.or.us/wmc/hw/hwta.html for your regional contact www.deq.state.or.us/wmc/hw/hw.htm www.epa.gov/oilspill/spcc.htm www.epa.gov/ceppo/
Land Use Planning & Coastal Resource Management	Department of Land Conservation and Development (DLCD)	www.lcd.state.or.us or (503) 373-0050
Recreational Boating Info	Oregon State Marine Board	(503) 373-1405 or www.boatoregon.com
Solid Waste (Trash and recycling)	Dept of Environmental Quality (DEQ)	www.deq.state.or.us/wmc/solwaste/rsww.htm or (800) 452-4011 (Solid Waste Department)
Spill Reporting	Oregon Emergency Response System National Response Center	(800) 452-0311 or (800) OILS-911 (800) 424-8802
Stormwater Discharge Permits	Dept of Environmental Quality (DEQ)	www.deq.state.or.us/wq/wqpermit/StormWaterHome.htm or (503) 229-5615

Total Maximum Daily Loads	Dept of Environmental Quality (DEQ)	www.deq.state.or.us/wq/TMDLs/TMDLs.htm or (503) 229-6345
Underground Storage Tanks	Dept of Environmental Quality (DEQ)	www.deq.state.or.us/wmc/tank/ust-lust.htm or (800) 742-7878 (UST help hotline) or (503) 229-5913 (DEQ Land Quality Division)
Voluntary Programs & Cleanups	SOLV / Adopt-A-River	www.solv.org or (503) 844-9571

Glossary of Terms

- Ballast Water** - Water placed in the hold of a boat or ship to maintain stability.
- Black Water** - Water-carried human wastes, including feces, urine, and other extraneous substances of bodily origin (including toilet paper).
- Boathouse** - A covered floating structure primarily used for wet or dry storage of a boat.
- Boat Waste Collection Device** - All types of stationary, portable, or mobile equipment that collects and transfers black water from boats. Includes boat pumpout and dump stations.
- Combo** - A boathouse/floating home combination structure with plumbing fixtures.
- Dump Station** - A device that receives sewage from a portable toilet.
- Dwelling** - A structure, boat, or vessel that has sleeping, cooking, and plumbing fixtures used for human occupancy or is used for residential purposes.
- Fugitive Emissions** - Dust, fumes, gases, mist, odorous matter, vapors, or any combination thereof not easily given to measurement, collection, and treatment by conventional pollution control methods.
- Floating Home** - A floating structure designed or used as a dwelling, with no means of self propulsion, usually moored in one location.
- Gray Water** - Any water carried waste other than black water, including kitchen and laundry waste.
- Hydroblasting** - Use of pressurized water to remove paint or oxidized metal.
- Houseboat** - A self-propelled boat designed for use as a temporary dwelling. Any houseboat moored in one location and used as a dwelling for more than ten of any 30-day period is classified as a "liveaboard."
- Liveaboard** - A boat moored in one location and used as a dwelling for more than ten of any 30-day period.
- Marine Sanitation Device (MSD)** - A U.S. Coast Guard approved type I, II or III device used to treat or retain in a holding tank all boat toilet fixture waste generated from a boat or vessel.
- Moored** - Secured or tied-up to a dock, pile, float, buoy, or at anchor.
- Operating** - Underway; not moored.
- Owners** - Includes but not limited to individuals, corporations, entities, operators, renters, or other responsible person in control or having control of real or personal property.
- Plumbing Fixture** - Includes but not limited to toilets, showers, lavatories, and laundry fixtures.
- Pressure Washing** - Use of a water pressure washer to remove dirt or biological growth from a vessel's hull. Pressure washing includes the practice of hand scrubbing and rinsing with low pressure water from a hose. Pressure washing that removes paint is hydroblasting.
- Portable Toilet** - Includes all types of portable toilets and hand-carried potties used to collect black water.

Pumpout - A stationary or portable pumping or suction device that removes waste from a boat holding tank and transfers it to an approved municipal, septic, on-site sewage treatment system, or land side holding tank for disposal.

Sewage - Black water and/or gray water waste.

Solid Waste - All useless or discarded putrescible and nonputrescible materials, including but not limited to garbage, refuse, rubbish, ashes, paper, and cardboard, sewage sludge, septic tank and cesspool pumpings, or other sludges, useless or discarded commercial, industrial, demolition and construction materials, discarded or abandoned vehicles or part thereof, manure, vegetable or animal solid and semisolid materials, dead animals, and infectious wastes.

Stormwater - Stormwater runoff, snowmelt runoff, surface runoff, road wash water related to road cleaning or maintenance, infiltration (other than infiltration contaminated from sanitary sewers or other discharges) and drainage.

Structure - Includes but not limited to boathouses, combos, and floating homes used as dwellings.

Waters of the State - Includes lakes, bays, ponds, and impounding reservoirs within the territorial limits of the State of Oregon, and all other bodies of surface or springs, wells, rivers, streams, creeks, estuaries, marshes, inlets, canals, the Pacific Ocean, underground waters, natural or artificial, inland or coastal, fresh or salt, public or private (except those private waters which do not combine or effect a junction with natural surface or underground waters), which are wholly or partially within or bordering the state or within its jurisdiction.

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