

*Arc Ecology, et al. v. Maritime Administration, et al.*

E.D. Cal. 2:07-cv-02320-GEB-KJN

**Quarterly Status Report, Quarter ending June 30, 2014**

The following Quarterly Status Report is provided in accordance with Section VI, Paragraph 7(a).

1. Number and description of SBRF non-retention vessels in the process, or to be included in the process, of acquiring drydocking, towing and recycling (or other) disposal services for the following quarter, which may result in the removal of the vessels depending on the availability and scheduling of industrial and other resources:

<u>Vessel</u>	<u>Removal Date</u>
<i>None</i>	<i>N/A</i>

2. SBRF non-retention vessels removed during the quarter ending June 30, 2014:

<u>Vessel</u>	<u>Scheduled Removal Date</u>
<i>Ponchatoula</i>	<i>5/15/2014</i>
<i>Hassayampa</i>	<i>5/29/2014</i>
<i>Kawishiwi</i>	<i>6/12/2014</i>

3. **Description of exfoliating and exfoliated paint removal:** Each Vessel that has been remediated in the preceding quarter and for each Vessel undergoing remediation at the time of this report; the status of removal of exfoliating and exfoliated paint and characterization, removal, storage, transportation and disposal of any hazardous waste associated with removal of such paint and debris.
  - a. **Status of exfoliated paint removal:** During the quarter spanning 1 April through 30 June, exfoliated paint was removed from exterior horizontal surfaces of the ships listed in Table 1. The material removed included exfoliated paint, rust scale, corroded metal, bird waste, dust and miscellaneous debris. Methodology is/was pursuant to the SBRF SWPPP.

<u>Vessel, Date of Completion</u>
<i>See Table 1</i>

- b. **Status of exfoliating paint removal:** No activity for the reporting period.

*Note: As of March 27, 2012, all MARAD Non-Retention vessels listed in Amended Exhibit A to the Consent Decree have been remediated of exfoliated and exfoliating*

*paint above the waterline in compliance with paragraph 6(b)(2) of the Consent Decree.*

- c. **Characterization** of any hazardous waste associated with removal of exfoliating and exfoliated paint: Exfoliated paint is managed as hazardous waste and subject to RCRA Subtitle C, California's HWCL, and implementing regulations. During this quarter, the Maritime Administration has performed no characterization that would support a determination that exfoliated paint is not hazardous waste. Prior to transportation and disposal, waste characterization for exfoliated paint removed was based on previous sampling data. This method was adopted to avoid duplication of cost/effort. Paint chips and debris had been analyzed during the initial sweeping phase and from the paint sampling and analysis accomplished in 2006 and 2010. All samples were characterized as hazardous waste and properly disposed.
  
- d. **Removal** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
  - i. Exfoliated paint: All such hazardous waste was initially collected by shoveling, HEPA vacuuming and/or sweeping, then consolidated into five gallon buckets, hand-carried and emptied into 55-gallon reconditioned steel drums staged on one end of each vessel being cleaned.
  
  - ii. Exfoliating paint: No activity for the reporting period.
  
- e. **Storage** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
  - i. Exfoliated paint: Filled drums (as described in section 3.d.i) were transported and stored in the SBRF parking lot under cover, pending disposal, in accordance with established BMPs.
  
  - ii. Exfoliating paint: No activity for the reporting period.
  
- f. **Transportation** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
  - i. Exfoliated paint: Filled 55-gallon drums containing such waste were transported from vessels by crane barge to the pier, then fork-lifted to the parking lot where they are stored under cover on pallets. Transportation to the disposal site was accomplished via contract, with pick-up being as needed.

ii. Exfoliating paint: No activity for the reporting period.

g. **Disposal** of any hazardous waste associated with removal of exfoliating and exfoliated paint:

i. Exfoliated paint: Drums containing such waste were disposed by contractor, Industrial Waste Utilization, Inc., with the waste being hauled to US Ecology, Beatty, NV (TSDF).

ii. Exfoliating paint: No activity for the reporting period.

4. **Vessel Condition Summary Report**. The Vessel Condition Summary Report for the preceding quarter is included as an attachment to this report.

5. **Hazardous Waste Manifests**. Copies of all hazardous waste manifests for any material disposed of during the preceding quarter from the SBRF are included as an attachment to this report.

**Table 1, Status of Exfoliated Paint Removal, June 30, 2014**

SHIP NAME	Sixteenth Maintenance Sweep Due	Sixteenth maintenance sweep Completed	# of drums	Seventeenth maintenance Sweep Due	Seventeenth maintenance Sweep Completed	# of drums	Eightteenth maintenance Sweep Due	Comments
CAPE BLANCO	4/28/2014	4/23/21014	0.25	7/22/2014				Remediated by SBRF
CAPE BORDA	4/16/2014	4/14/2014	0.25	7/13/2014				Remediated by SBRF
CAPE BRETON	4/18/2014	4/16/2004	0.25	7/15/2014				Remediated by SBRF
COMET	2/7/2014	2/3/2014	1	5/2/2014	4/30/2014	0.5	7/29/2014	Remediated by SBRF
HASSAYAMPA	12/11/2013	12/11/2013	0.50	3/12/2014	3/10/2014	0.5	6/9/2014	Remediated by CCC: Departed on 5-29-2014
KAWISHIWI	12/17/2013	12/17/2013	0.50	3/18/2014	3/13/2014	0.5	6/12/2014	Remediated by CCC: Departed on 6-12-2014*
METEOR	2/12/2014	2/11/2014	1	5/10/2014	5/5/2014	0.5	8/4/2014	Remediated by SBRF
PONCHATOULA	12/26/2013	12/26/2013	0.50	3/27/2014	3/26/2014	0.5	6/25/2014	Remediated by CCC: Departed on 5-15-2014

\*Vessel departed the SBRF on the morning of, and prior to, the last scheduled maintenance sweep.

RANK	SCORE	OVERALL RATING	SHIP NAME	PROGRAM	STATUS	FLEET	HULL COND	HULL LEAKS	HULL PATCH	TOTAL OIL LT	TOPSIDE COND	PAINT COND	PAINT COVERAGE	INT COND	DISC RISK	HULL BLANKS	TCLP	YEAR BUILT	ENTERED FLEET
1	2.55	Yellow	EX-USS NASSAU LHA-4	Custody	Navy	BRF	2	0	1	477.49	5	3	2	4	3	I	NO	1979	4/28/2011
2	2.62	Yellow	SHENANDOAH	Non-Retention	Disposal	JRRF	5	0	0	0.4	2	2	2	2	4	I	Unk	1983	11/02/00
3	2.90	Yellow	CAPE FLORIDA	Retention	Emergency Sealift	BRF	5	0	0	1847.2	4	3	2	5	3	I	TBD	1971	10/11/2005
4	3.12	Yellow	MONONGAHELA	Non-Retention	Disposal	JRRF	5	0	0	3.5	4	1	3	4	2	I	Yes	1981	11/16/99
5	3.12	Yellow	PLATTE	Non-Retention	Disposal	JRRF	5	0	0	1.9	4	1	3	3	2	X	No	1983	07/14/99
6	3.24	Yellow	CAPE ALEXANDER	Non-Retention	Disposal	JRRF	5	0	0	484.1	2	4	4	2	4	X	Unk	1962	09/04/03
7	3.24	Yellow	YELLOWSTONE	Non-Retention	Disposal	JRRF	5	0	0	0.0	3	2	2	4	4	I	Yes	1980	04/06/00
8	3.24	Yellow	IRIS	Custody	USCG	SBRF	4	0	0	0.0	3	2	2	4	4	I	Zn	1943	8/8/1997
9	3.24	Yellow	PLANETREE	Custody	USCG	SBRF	4	0	0	0.0	3	2	2	4	4	I	Zn	1943	5/14/1999
10	3.29	Yellow	CAPE MENDOCINO	Retention	Emergency Sealift	BRF	5	0	0	1196.4	5	3	3	3	4	X	TBD	1972	10/15/2011
11	3.33	Yellow	HARNESS	Retention	Logistics Support	JRRF	5	0	0	93.6	3	3	3	2	4	I	No	1967	03/29/93
12	3.43	Yellow	CAPE FLATTERY	Retention	Military Useful	BRF	5	0	0	1431.3	5	3	3	5	4	NO	TBD	1973	7/20/2008
13	3.52	Green	CHESAPEAKE	Retention	Logistics Support	BRF	5	0	0	56.2	4	2	2	5	3	X	NO	1964	2/18/2009
14	3.62	Green	MHC-54 ROBIN	Custody	Navy	BRF	5	0	0	2.1	4	3	2	5	3	I	TBD	1993	8/2/2006
15	3.62	Green	FB-62	Retention	Fleet Support	SBRF	4	0	0	0.0	4	3	2	4	4	X	Pb	1944	5/23/1962
16	3.62	Green	TRIUMPH	Retention	Logistics Support	SBRF	5	0	0	50.2	4	3	3	4	2	I	Zn	1984	2/9/1996
17	3.71	Green	CAPE FAREWELL	Retention	Military Useful	BRF	5	0	0	1885.5	5	4	4	5	4	NO	TBD	1973	6/16/2009
18	3.71	Green	EQUALITY STATE	Retention	Logistics Support	BRF	5	0	0	662.3	5	4	3	4	4	I	NO	1962	12/13/2005
19	3.86	Green	TAVTS	Custody	Navy	BRF	5	0	0	0.0	5	4	3	N/A	5	N/A	TBD	2010	4/14/2010
20	3.86	Green	CAPE JUBY	Retention	Logistics Support	JRRF	5	0	0	631.7	4	4	4	4	4	X	NO	1962	07/01/03
21	3.90	Green	JAMES MCHENRY	Non-Retention	Disposal	JRRF	5	0	0	58.9	2	4	4	5	4	NO	No	1979	02/26/87
22	4.00	Green	CAPE GIBSON	Retention	Training Use	BRF	5	0	0	575.1	5	3	3	5	4	X	TBD	1968	4/4/2012
23	4.00	Green	CAPE LOBOS	Non-Retention	Stripping	BRF	5	0	0	412.7	5	3	3	5	4	X	NO	1972	9/29/2008
24	4.00	Green	CAPE JOHNSON	Non-Retention	Disposal	JRRF	5	0	0	507.6	4	4	4	4	4	X	No	1962	09/18/08
25	4.14	Green	CIN BARGE WITH D3 UNIT	Custody	Navy	BRF	5	0	0	0.0	5	5	4	NA	5	NA	TBD	2010	7/25/2010
26	4.14	Green	CAPE LAMBERT	Non-Retention	Stripping	BRF	5	0	0	508.7	5	4	3	5	4	X	NO	1973	9/30/2008
27	4.14	Green	DIAMOND STATE	Retention	Logistics Support	BRF	5	0	0	222.3	5	4	3	5	4	I	NO	1960	7/20/2006
28	4.14	Green	OBSERVATION ISLAND	Non-Retention	Stripping	BRF	5	0	0	TBD	5	4	5	5	5	X/I	TBD	1953	3/29/2014
29	4.19	Green	CAPE FEAR	Retention	Emergency Sealift	SBRF	5	0	0	195.0	5	4	4	5	2	X	Pb	1971	7/19/2006
30	4.29	Green	CAPE VICTORY	RRF	RRF	BRF	5	0	0	703.0	5	5	4	5	5	NO	TBD	1984	7/10/2009
31	4.29	Green	EX-USNS SAMUEL COBB	Retention	Interim Hold	BRF	5	0	0	262.5	5	4	4	5	3	X	TBD	1985	2/28/2011
32	4.29	Green	CAPE JACOB	Retention	Emergency Sealift	SBRF	5	0	0	238.0	5	4	3	5	4	X	TBD	1961	4/29/2011
33	4.43	Green	CAPE VINCENT	RRF	RRF	BRF	5	0	0	578.0	5	5	4	5	5	NO	TBD	1984	8/26/2009
34	4.43	Green	EX-USNS RICHARD G. MATTHIESEN	Retention	Military Useful	BRF	5	0	0	172.61	5	4	4	5	3	X	TBD	1985	5/10/2011
35	4.43	Green	EX-USNS PAUL BUCK	Retention	Interim Hold	BRF	5	0	0	50.6	5	4	4	5	3	X	TBD	1985	2/1/2011
36	4.43	Green	CAPE NOME	Retention	Logistics Support	JRRF	5	0	0	224.1	5	4	4	5	4	X	No	1969	03/13/03
37	4.43	Green	CAPE ARCHWAY	Non-Retention	Disposal	JRRF	5	0	0	157.0	4	4	4	5	4	X	No	1963	07/10/03
38	4.43	Green	CAPE AVINOF	Retention	Training Use	JRRF	5	0	0	57.3	4	4	4	5	4	X	No	1963	10/17/03
39	4.43	Green	CAPE ANN	Retention	Training Use	JRRF	5	0	0	48.9	4	4	4	5	4	X	Unk	1962	07/22/03
40	4.43	Green	CAPE ALAVA	Non-Retention	Disposal	JRRF	5	0	0	37.4	4	4	4	5	4	X	No	1962	07/24/03
41	4.43	Green	METEOR	Non-Retention	Disposal	SBRF	5	0	0	226.7	5	4	4	5	4	X	Pb,Zn	1967	7/25/2006
42	4.57	Green	USNS FLINT	Non-Retention	Stripping	BRF	5	0	0	0	5	4	4	5	5	I	TBD	1970	12/12/2014
43	4.57	Green	GREEN MOUNTAIN STATE	Retention	Logistics Support	SBRF	5	0	0	84.1	5	3	3	5	4	X	Cu	1965	8/2/2004
44	4.57	Green	CAPE BLANCO	Non-Retention	Disposal	SBRF	5	0	0	26.6	5	4	4	5	4	X	Zn	1965	3/27/2003
45	4.57	Green	COMET	Non-Retention	Hist Review	SBRF	5	0	0	19.0	5	4	4	5	4	X	Zn	1958	7/26/2006
46	4.57	Green	CAPE BORDA	Non-Retention	Disposal	SBRF	5	0	0	14.8	5	4	4	5	4	X	Zn	1967	7/21/2003
47	4.57	Green	CAPE BOVER	Retention	Logistics Support	SBRF	5	0	0	14.3	5	4	4	5	4	X	Zn	1966	7/17/2003
48	4.57	Green	CAPE BRETON	Non-Retention	Disposal	SBRF	5	0	0	3.3	5	4	4	5	4	X	Pb	1967	3/25/2003
49	4.71	Green	MHC-51 OSPREY	Custody	Navy	BRF	5	0	0	0.8	5	5	4	5	5	I	TBD	1991	8/9/2006
50	4.71	Green	MHC-58 BLACKHAWK	Custody	Navy	BRF	5	0	0	0.0	5	5	4	5	5	I	TBD	1994	12/6/2007
51	4.71	Green	MHC-62 SHRIKE	Custody	Navy	BRF	5	0	0	0.0	5	5	4	5	5	I	TBD	1997	12/13/2007
52	4.71	Green	MHC-57 CORMORANT	Custody	Navy	BRF	5	0	0	0.0	5	5	4	5	5	I	TBD	1995	12/19/2007
53	4.71	Green	MHC-56 KINGFISHER	Custody	Navy	BRF	5	0	0	0.0	5	5	4	5	5	I	TBD	1994	12/29/2007
54	4.71	Green	CAPE GIRARDEAU	Retention	Logistics Support	SBRF	5	0	0	228.0	5	5	5	5	4	X	Zn	1968	7/24/2008
55	4.86	Green	STURGIS	Custody	ARMY	JRRF	5	0	0	0.0	5	5	5	4	5	X	Unk	1945	03/11/08
56	4.86	Green	FREEDOM STAR	Retention	Training Use	JRRF	5	0	0	30.0	5	5	5	5	5	NO	Unk	1981	10/01/12
57	5.00	Green	ACE CUSTOM DECK BARGES (9)	Custody	Army	BRF	5	0	0	0.0	5	5	5	5	5	NA	TBD	2010	2/23-3/4/2010

### Key for Vessel Condition Report

BOLD RED: Indicates changes from previous report  
HIGHLIGHTED YELLOW: Indicates missing data  
TOTAL OIL= is the total of heavy oil + diesel fuel + lube oil

Non-Retention = MARAD vessels that no longer have a useful application and are pending disposition  
Retention = MARAD vessels that are being preserved for federal agency programs  
Custody = Vessels owned/sponsored by other government programs or agencies that are being maintained by MARAD in the NDRF on a reimbursable basis  
Hull Leaks and Patches = when a leak is patched it is only shown as a patch. A ship with one leak that was patched will show "0" leaks and "1" patch. These do not affect the Condition Scores.  
SORTING: Numerically descending based upon composite condition score.

#### Hull Condition Rating -

- 1 – Known holes exist in the underwater hull that may or may not be patched where the flooded parts of the vessel can be isolated and the potential for additional holes is deemed to be high.
- 2 – Known holes exist in the underwater hull that may or may not be patched where the flooded parts of the vessel can be isolated and the potential for additional holes is moderate.
- 3 – No known or suspected holes are in the underwater hull, the minimum hull scantlings are less than 25% of the classification society original hull thickness requirement, and the potential for the near-term development of holes is moderate.
- 4 – No known or suspected holes are in the underwater hull and the minimum hull scantlings are between 25% and 50% of the classification society original hull thickness requirement.
- 5 – No known or suspected holes are in the underwater hull and the minimum hull scantlings are between 50% and 100% of the classification society original hull thickness requirement.

#### Topside Condition Rating

- 1 – Many known or suspected holes exist in topside areas that leak major amounts of rainwater, which must be pumped frequently.
- 2 – Some known or suspected holes exist in topside areas that leak substantial amounts of rainwater, which must be pumped regularly.
- 3 – A small number of known holes in topside areas that leak rainwater, which must be pumped occasionally.
- 4 – No holes exist in topside areas and no pumping of water from the vessel is required beyond minor occasional bilge house keeping; however, some areas have severe deterioration as indicated by heavy rust and peeling paint.
- 5 – No holes exist in topside areas and no pumping of water from the vessel is required beyond minor occasional bilge house keeping and minor deterioration exists as indicated by slight rust and peeling paint.

#### Paint Condition

- 1 - At least 25% of paint has potential for exfoliation, or there is substantial accumulation of exfoliated paint on deck that has potential for being discharged into the water.
- 2 - Between 5% and 25% of paint has potential for exfoliation, or there is moderate accumulation of exfoliated paint on deck that has potential for being discharged into the water.
- 3 - Less than 5% of paint has potential for exfoliation.
- 4 - Paint is intact and within their service life condition.
- 5 - Paint is intact, in like-new condition.

#### Coating Coverage

- 1 - Major coating degradation exists where large areas of hull or topside steel and rust is visible.
- 2 - Moderate coating degradation exists where small areas of hull or topside steel or rust is visible.
- 3 - Minor coating degradation exists where rust is beginning to bleed through coatings as cracks and chips.
- 4 - Coatings are intact and within their service life condition.
- 5 - Coatings are intact, in like-new condition.

#### Interior Condition Rating

- 1 – Severe rainwater damage or there are spaces that are not safe to enter without personal protective equipment.
- 2 – Minor rainwater damage or there are spaces that are not normally configured because of equipment or vessel structures moved so normal passage ways are blocked or partially blocked.
- 3 – There is no rainwater damage but the potential for damage occurring is high or spaces have large amounts of debris that can't be cleaned by the fleet workforce.
- 4 – Interior spaces are sealed from the external atmosphere but humidity is not actively being lowered with a dehumidification system and spaces are free of debris.
- 5 - Interior spaces are sealed from the external atmosphere and humidity is actively being lowered with a dehumidification system and spaces are free of debris.

#### Discharge Risk Condition Rating

- 1 – High risk for or evident discharge; major remediation required.
- 2 – High risk for or evident discharge; minor remediation required.
- 3 – Low risk for discharge; major remediation required.
- 4 – Low risk for discharge; minor remediation required.
- 5 – Low risk for discharge; no remediation required.

**CALCULATING THE CONDITION SCORE:** The Condition Score is the average of the following seven component scores with each component being weighted appropriately. In essence it is found:

$$\text{Vessel Condition} = \frac{(\text{Hull} + \text{Oil} + \text{Topside} + \text{Paint} + \text{Coverage} + \text{Interior} + \text{Discharge Risk})}{7}$$

The Condition Score is on a scale of 0 to 5, where a score of 5 is best and 0 is worst.

**HULL CONDITION SCORE:** Hull condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale and is adjusted according to the presence and location of hull blanks. If there are no hull blanks, the hull condition is reduced by one point. If there are internal hull blanks the hull score is reduced by 0.5 points. If there are external hull blanks or no need for hull blanks (N/A) then the hull condition is not affected. After the hull score is adjusted for blanks, it is weighted on the lower end of the scale. Hull scores between 2 and 5 are not affected. A score greater than 1.0 but less than 2.0 is weighted by a factor of 1.5. A score less than 1.0 is weighted by a factor of 2.

**TOTAL OIL SCORE:** The Oil Ranking Factor shows how much oil is onboard a vessel, in LT. For the purpose of calculating the Condition Score, this value is reduced to a scale of 0 to 5. For all oil values at or above 1000LT, the value is 0; otherwise, in the range of 800 to 1000LT is 1, 600 to 800LT is 2 points, 400 to 600LT is 3 points, 200 to 400LT is 4 points and less than 200LT of oil is worth 5 points. Furthermore, the Oil Score is tied to the weighted Hull Condition Score. If a Hull Score is less than 2.0, the Oil Score is weighted by a factor of 1.5. A Hull Score of less than 1.0 affects the Oil Score by a factor of 2.

**TOPSIDE CONDITION SCORE:** Topside condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**PAINT CONDITION SCORE:** Paint condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**COATING COVERAGE SCORE:** Coating coverage ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**INTERIOR CONDITION SCORE:** Interior condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**DISCHARGE RISK CONDITION SCORE:** Discharge Risk condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points, 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**DETERMINING THE OVERALL RATING:** The Overall Rating groups the vessels for easier condition identification. Any vessel with a Condition Score less than 2.5 is a **RED** vessel. Any vessel with a score between 2.51 and 3.499 is a **YELLOW** vessel. Any vessel with a score greater than or equal to 3.5 is a **GREEN** vessel.

#### ADDITIONAL COLUMNS:

**TCLP** - Indicates any exceedences of the Toxicity Characteristic Leaching Procedure tests. The presence of any heavy metals in notable quantities is shown in this column.

**HULL BLANKS** - Indicates the presence and configuration of hull blanks. X - External Blanks, I - Internal Blanks, NO - None Present, N/A - Not Applicable. **The presence of internal blanks reduces the Hull Condition by 0.5 points. The lack of hull blanks reduces the Hull Condition by 1 point. External hull blanks (or N/A where appropriate) do not affect the Hull Condition.**

Please print or type. (Form designed for use on elite (12-pitch) typewriter.)

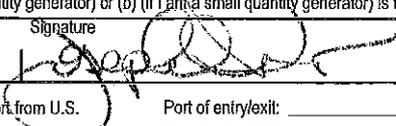
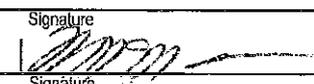
<b>UNIFORM HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number CA5670090571	2. Page 1 of 1	3. Emergency Response Phone 1-800-468-1760	4. Manifest Tracking Number <b>004345527 SKS</b>				
5. Generator's Name and Mailing Address Suisun Bay Reserve Fleet 2595 Lake Herman Rd Benicia CA 94510-1044 Generator's Phone: 707-745-5604				Generator's Site Address (if different than mailing address)		RECEIVED JUN 09 2014			
6. Transporter 1 Company Name SAFETY-KLEEN SYSTEMS, INC.				U.S. EPA ID Number		SUISUN BAY RESERVE FLEET 1400568515			
7. Transporter 2 Company Name				U.S. EPA ID Number					
8. Designated Facility Name and Site Address SAFETY-KLEEN SYSTEMS, INC. 6000 88TH STREET SACRAMENTO CA 95828 Facility's Phone: 916-386-4913				U.S. EPA ID Number		CA0000084517			
9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))			10. Containers No. Type		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes	
	1. NON-RCRA HAZARDOUS WASTE, LIQUID (AQUEOUS PARTS WASHER SOLUTION)			1 DM		20	5	134	
	2.								
	3.								
	4.								
14. Special Handling Instructions and Additional Information TSD: SCA 63730676 5U23390 201422 050: 41 24 HR EMERGENCY #1-800-468-1760 (SAFETY-KLEEN) SK AUTHORIZED TO RETAIN LICENSED SUBSEQUENT CARRIERS AS NECESSARY									
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.									
Generator's/Offeror's Printed/Typed Name Sheldon Jensen				Signature <i>[Signature]</i>				Month Day Year 5 27 14	
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: Date leaving U.S.:									
17. Transporter Acknowledgment of Receipt of Materials Transporter 1 Printed/Typed Name: Brian Johnson Signature: <i>[Signature]</i> Month Day Year: 5 27 14 Transporter 2 Printed/Typed Name: Signature: Month Day Year:									
18. Discrepancy 18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection Manifest Reference Number:									
18b. Alternate Facility (or Generator) Facility's Phone:				U.S. EPA ID Number					
18c. Signature of Alternate Facility (or Generator)							Month Day Year		
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)									
1. H141		2.		3.		4.			
20. Designated Facility Owner or Operator. Certification of receipt of hazardous materials covered by the manifest except as noted in item 18a Printed/Typed Name: BRUCE BARTLETT Signature: <i>[Signature]</i> Month Day Year: 05 30 14									

GENERATOR

TRANSPORTER INT'L

DESIGNATED FACILITY

<b>UNIFORM HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number CA5690090571	2. Page 1 of 1	3. Emergency Response Phone 909-984-9984	4. Manifest Tracking Number <b>007763368 FLE</b>			
5. Generator's Name and Mailing Address US DOT MARITIME SUISSON BAY RESERVE 2595 LAKE HERMAN ROAD BENECLA, CA 94510 Generator's Phone: 707 745-5604				Generator's Site Address (if different than mailing address)				
6. Transporter 1 Company Name INDUSTRIAL WASTE UTILIZATION, INC.				U.S. EPA ID Number CAD980585293				
7. Transporter 2 Company Name				U.S. EPA ID Number				
8. Designated Facility Name and Site Address US ECOLOGY HWY 95, 11 MILES SOUTH OF BEATY BEATY, NV 89003 Facility's Phone: 800-239-3943				U.S. EPA ID Number NVT330010000				
9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))	10. Containers		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes		
		No.	Type					
X	1. RQ, HA3077. Hazardous waste, solid, n.o.s. (lead based paint chips), 9, PGIII	14	DR	3456	P	D008	IS1	
	2.							
	3.							
	4.							
14. Special Handling Instructions and Additional Information 1) lead base paint chips-approval # 070128303-1091 <span style="float:right">98-1 14x55g/</span>								
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.								
Generator's/Offor's Printed/Typed Name Joseph A. Pecoraro				Signature 		Month Day Year 15   6   98		
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____								
17. Transporter Acknowledgment of Receipt of Materials								
Transporter 1 Printed/Typed Name MITSUNAMA LARRY L.				Signature 		Month Day Year 15   6   98		
Transporter 2 Printed/Typed Name				Signature		Month Day Year		
18. Discrepancy								
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection								
18b. Alternate Facility (or Generator) U.S. EPA ID Number								
18c. Signature of Alternate Facility (or Generator) Month Day Year								
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)								
1.		2.		3.		4.		
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a								
Printed/Typed Name				Signature		Month Day Year		

<b>UNIFORM HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number <b>CA5890090571</b>	2. Page 1 of <b>1</b>	3. Emergency Response Phone <b>909-984-9984</b>	4. Manifest Tracking Number <b>007763367 FLE</b>	
5. Generator's Name and Mailing Address <b>US DOT MARITIME GULFON BAY RESERVE 2595 LAKE HERMAN ROAD BENECIA, CA 94510</b>				Generator's Site Address (if different than mailing address)		
6. Transporter 1 Company Name <b>INDUSTRIAL WASTE UTILIZATION, INC.</b>				U.S. EPA ID Number <b>CAD980585293</b>		
7. Transporter 2 Company Name				U.S. EPA ID Number		
8. Designated Facility Name and Site Address <b>AA SYDCOL, LLC 1925 S. FACTOR AVE. YUMA, AZ 85365</b>				U.S. EPA ID Number <b>AZR000501510</b>		
Facility's Phone: <b>928-783-3676</b>						
9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))	10. Containers		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes
		No.	Type			
	1. Non RCRA Hazardous waste solid (oily rags/absorbents)	9	DM	1006	P	223
	2. Non RCRA Hazardous Waste Solids (Diesel/Lube Filters)	1	DM	170	P	352
	3.					
	4.					
14. Special Handling Instructions and Additional Information 1) oily rags/absorbents-approval # S18153-SL1 2) Diesel/Lube Filters approval # S18152-SL1 <span style="float:right">9B-1 9X55g/ 9B-2 9X55g/</span>						
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.						
Generator's/Offoror's Printed/Typed Name <b>Joseph A. Pecoraro</b>				Signature 		Month Day Year <b>5   6   14</b>
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____						
17. Transporter Acknowledgment of Receipt of Materials						
Transporter 1 Printed/Typed Name <b>McMANAMA, CARRY L.</b>				Signature 		Month Day Year <b>5   6   14</b>
Transporter 2 Printed/Typed Name				Signature		Month Day Year
18. Discrepancy						
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection						
Manifest Reference Number:						
18b. Alternate Facility (or Generator)				U.S. EPA ID Number		
Facility's Phone:						
18c. Signature of Alternate Facility (or Generator)				Month Day Year		
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)						
1.		2.		3.		4.
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a						
Printed/Typed Name				Signature		Month Day Year