Clean Harbor Currents

ISSUE 3 WINTER 2013-14

A newsletter brought to you bi-annually by the Alaska Clean Harbors program and sponsored by Cook Inletkeeper.

INSIDE THIS ISSUE:

Dear Harbormasters, Harbor staff, vessel owners and crew around Alaska,

We're excited to congratulate Phil, Joe, and everyone else in Haines on the certification of the Portage Cove Small Boat Harbor as the third certified Clean Harbor in Alaska, and the first in Southeast. Keep your eyes out for press around their certification this winter. You can find a summary of their efforts on the ACH website, www.alaskacleanharbors.org.

Congratulations to Phil & his staff—Portage Cove Small Boat Harbor in Haines is the third certified Clean Harbor in Alaska!

Thanks to everyone at the Valdez AAHPA meeting for welcoming baby Sadie to the conference! It was a new experience for me to juggle work and the baby, as the October conference marked my "official" return to work after some maternity leave. After four years of joining you all, I didn't want to miss out on my 5th AAHPA meeting!

I'm excited to bring you this winter edition of the Clean Harbor Currents. Terry John-

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ADV Task Force Overview

At the 2013 AAHPA meeting, the membership approved a resolution supporting the establishment of an ad-hoc Alaska Abandoned & Derelict Task Force. Below is the memo outlining the purpose and draft objectives for the Task Force, which will begin meeting in February 2014.

The purpose of the Alaska ADV Task Force is to bring together state and federal agencies, municipalities and other interested stakeholders to create a prioritized database of ADV throughout Alaska; to monitor and track the movement of ADV within the state; to increase the response capacity for all parties involved in the prevention and sinking of ADV in Alaskan waters; and to develop legal, financial and environmental strategies for dealing with the challenges brought by ADV. It is suggested that the Task Force create a framework for state legislation that will enable the creation of a statewide ADV Program that can build upon this effort. The draft objectives of the ADV Task Force include:

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ADV Task Force (continued from page 1)

Shane (ACH Advisory Committee member, ADEC) helped with baby Sadie during the ACH presentation in Valdez.

1. Identify all current stakeholders and their roles and responsibilities in dealing with ADV in Alaskan waters, including federal, state, municipal, tribal, and private stakeholders.
2. Review ADV programs in other states (WA, OR, FL) and develop a memo outlining the key components of each:
    a. Where is it housed
    b. What is the program budget
    c. What services/funding is offered
    d. What is their overall effectiveness, both perceived by staff and in terms of actual vessels removed/remediated
    e. Highlights of the program which may or may not work for Alaska

3. Create a single inventory of ADV in all Alaskan waters, including a prioritization of Vessels of Concern that pose actual or potential pollution threats and hazards to navigation.

4. Develop a framework for a statewide Alaska ADV Program. Suggestions include drafts of the following (largely taken from the WA Derelict Vessel Program Guidelines):
    a. Roles & Responsibilities of all parties
    b. A clear system for custody (including temporary/emergency possession), removal and disposal of ADV
    c. Reporting system
    d. Potential funding sources
    e. Vessel prioritization system

5. Review current statewide statutes on ADV in Alaska and similar statutes in other states (WA, OR, FL). Develop a list of law and policy areas where existing rules and policies could be changed to facilitate the reduction of current and future ADV in Alaska, including for the development of an ADV program.

Please contact Rachel if you have questions or would like to be involved in this process.

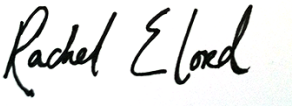
Letter (continued from page 1)

son from Sea Grant Marine Advisory Program offers up suggestions for fueling to minimize spills. Kim Kovol from Green Star provides background on a great new resource for dealing with hazardous wastes regulated under RCRA – the Resource Conservation and Recovery Act. I provide an overview of our efforts to convene the Alaska Abandoned & Derelict Task Force this winter, and there's a reminder of Clean Vessel Act funds available for sewage management at your harbor!

I hope you've found the previous editions of the Clean Harbor Currents useful (you can read them on the home page of www.alaskacleanharbors.org). Please let me know if you have suggestions for future articles.

Winter is a great time for working on your ACH BMP Checklists. Let us know how we can help you move towards certification!

Sincerely,



Rachel Lord, ACH Coordinator

New RCRA Resource!

This article is re-printed from the Green Star newsletter. We have found the RCRA Guide to be very relevant to harbors. Green Star Executive Director Kim Kovol is a member of the ACH Advisory Committee. Find out more about Green Star on their website: www.greenstarinc.org

If you're a business generating waste in Alaska, you've probably come across the acronym "RCRA." Short for the Resource Conservation and Recovery Act, RCRA is the primary law governing the disposal of hazardous and solid wastes in the U.S. RCRA was passed by Congress in 1976 to address the increasing problems the country faced from our growing volume of municipal and industrial waste. RCRA set goals for 1) protecting human health and the environment from the potential hazards of waste disposal, 2) conserving energy and natural resources, 3) reducing the amount of waste generated, and 4) ensuring that wastes are managed in an environmentally sound manner.

To achieve these goals, RCRA established three programs:

- The solid waste program, under RCRA Subtitle D, encourages states to develop comprehensive plans to manage nonhazardous industrial solid waste and municipal solid waste, sets criteria for municipal solid waste landfills and other solid waste disposal facilities, and prohibits the open dumping of solid waste.
- The hazardous waste program, under RCRA Subtitle C, establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal - in effect, from "cradle to grave."
- The underground storage tank (UST) program, under RCRA Subtitle I, regulates underground storage tanks containing hazardous substances and petroleum products.

RCRA banned all open dumping of waste, encouraged source reduction and recycling, and promoted the safe disposal of municipal waste. RCRA also mandated strict controls over the treatment, storage, and disposal of hazardous waste.

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In partnership with the harbormaster and the city, a community-based Clean Harbors group in Cordova just received funding to help improve waste management at the small boat harbor.

The Wheelhouse: Clean Fueling

These tips are provided by ACH Advisory Committee Member Terry Johnson, Marine Advisory Agent with the Alaska Sea Grant Marine Advisory Program.

Alaska Clean Harbors is considering ways to engage fuel dock operators more actively in small spill prevention and response at their facilities. Meanwhile, the responsibility remains with boat operators to keep fuel out of the water during fueling. Principles for gasoline and diesel are essentially the same except that gasoline is more dangerous because it carries a static spark risk and is generally easier to ignite.

Spilled fuel is an aesthetic, legal and safety problem that can be virtually eliminated by paying attention to a few principles, below. Please consider sharing these tips with your customers in newsletters, or handouts included in mailings for moorage renewals to reduce fuel spills at your facility.

1. Try to schedule fueling for times when there is little wave or wake action at the fuel dock.
2. Locate your fuel tank vents, which are likely sources of spills, especially if vents are substantially smaller in diameter than the filler pipes or are located lower than the fillers.
3. Stage clean sorbent pads where you can catch a leak at filler or vent.
4. Request a hose nozzle that is somewhat smaller in diameter than the tank filler pipe and ask the operator to reduce the pump pressure. This will prevent pressure buildup in the tank and reduce the likelihood that fuel will blow out the vent or burp back out the filler pipe.
5. Calculate in advance how much fuel each tank will take, and if you can't read the meter ask the pump operator to count off the amount being delivered.
6. Always hold the nozzle trigger during the entire filling. Most marine fuel nozzles lack the pressure release triggers that are found on gas station nozzles, and you can't rely on the nozzle to shut off when the tank is full. Some have a notched catch on the grip which holds the trigger on while fueling; to stop the flow you have to manually disengage the trigger.
7. Listen for a change of the sound of the fuel going down the pipe that indicates the tank is nearing full, and watch for any

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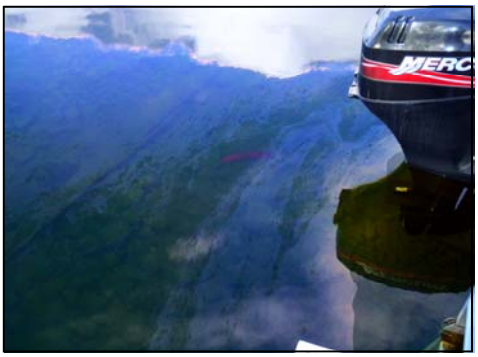

Using oil absorbent pads on fuel nozzles can help reduce spills at the pump.

RCRA (continued from page 3)

The first RCRA regulations, "Hazardous Waste and Consolidated Permit Regulations," published in the Federal Register in 1980 (45 FR 33066; May 19, 1980), established the basic "cradle to grave" approach to hazardous waste management that exists today.

RCRA was amended and strengthened by Congress in November 1984 with the passing of the Federal Hazardous and Solid Waste Amendments (HSWA). RCRA has been amended on two occasions since HSWA. The Federal Facility Compliance Act of 1992 strengthened enforcement of RCRA at Federal facilities, and the Land Disposal Program Flexibility Act of 1996 provided regulatory flexibility for land disposal of certain wastes.

On July 1, 1996, EPA Region 10 assumed primary responsibility for the regulation of hazardous waste management in the State of Alaska. The State of Alaska transferred the responsibility to EPA for implementation of the Resource Conservation and Recovery Act (RCRA). Alaska is one of only a very few states where EPA is the lead agency responsible for hazardous waste management rather than the State. EPA is responsible for conducting inspections, carrying out enforcement actions, overseeing site cleanups, issuing RCRA permits and regulating the closure of hazardous waste facilities in Alaska. During the past year, EPA has focused efforts in Alaska on providing guidance and assistance about waste management to auto and aircraft repair shops. With Green Star's help, EPA developed an outreach plan targeting these two industries.

In April 2013, EPA disseminated a guide to 400 auto and aircraft repair shops statewide. The guide includes important information about managing hazardous waste, with the goal of protecting the safety of employees, the general public, and the environment.
Download the Used Oil and Hazardous Waste Management Guide for Auto and Aircraft Repair Shops in Alaska:
www.epa.gov/region10/engine_repair_waste.html

For information about the RCRA program in Alaska, contact Jon Jones at the EPA Anchorage Operations Office. He can be reached at jones.jon@epa.gov or 907-271-6329.

Clean Fueling (continued from previous page)

misting at the filler or vent. Stop the flow and listen for gurgling. Do not attempt to fill tanks to the top.

8. If any fuel sprays out in a mist, drips, or burps back, catch it immediately with a sorbent pad to keep it from getting over the side and into the water. Once the flow is trapped, wipe it up thoroughly with a clean sorbent pad. Any fuel on deck will get tracked around by walking and eventually end up in the water.
9. If any reaches the water place a clean pad onto the sheen and push it around with a pole or boathook until you've all the captured it all. Use several pads if necessary; the dealer should have plenty on hand. Do not use any detergent or chemical dispersant; it only sinks the pollutant into the water. Such use is prohibited by law and generally is punishable by a much larger fine than that from an accidental small spill.

Clean Harbor Certification

We know you're busy! We provide our partner harbors with free technical assistance, grant development, and operating improvements on waste management, pollution prevention, and customer communications!

WHAT CAN ALASKA CLEAN HARBORS DO FOR MY FACILITY?

ACH can provide harbors with educational materials to pass out to customers that detail pollution reduction tips, signage, ideas for funding opportunities to reach Clean Harbor goals, and one-on-one free technical assistance provided by the ACH Coordinator. All of these materials are provided free of cost to harbors that have signed an Alaska Clean Harbor Pledge.

HOW DO I BECOME A CERTIFIED ALASKA CLEAN HARBOR?

1. Learn about the Clean Harbors Program, talk to Program staff, get a copy of the Alaska Clean Harbors Guidebook and other program materials. Check out www.alaskacleanharbors.org for more information.

2. Take a 'Clean Harbor Pledge', making a commitment to work towards implementing Best Management Practices at your facility and achieving Clean Harbor Certification.

3. Conduct a self-assessment of your facility, using the BMP Checklist and the Alaska Clean Harbors Guidebook. Contact ACH for assistance meeting Clean Harbor goals.

4. Calculate your score and submit your checklist (word document + documentation for BMP implementation) to ACH. A site visit will be conducted at some point during this process.

Enjoy your rewards! As a certified Alaska Clean Harbor, you will receive an Alaska Clean Harbors flag and certificate. Your facility will be included in publications, public displays, and media releases by the Clean Harbors Program.

WHY BECOME A CERTIFIED CLEAN HARBOR?

1. Implementing BMPs will reduce the amount of waste produced by your facility, thereby reducing costs

2. Participating in a Clean Harbor program sets your harbor in a position to be attractive to funders for potential capital improvement funding

3. Clean Harbors are recognized through press releases, newsletters, and marketing materials.

4. Assistance is available through Clean Harbor programs with the Alaska Clean Harbors Guidebook, site visits, technical reference materials, and potential workshops

5. By participating in the Clean Harbor program, harbors can ensure that they are meeting regulatory requirements and thereby reduce potential fines

6. Harbor users depend on marine resources for their livelihoods and enjoyment. By implementing BMPs and participating in Clean Harbor Certification you will improve water quality and habitat

7. As a certified Clean Harbor, you demonstrate leadership and pro-active stewardship of Alaska's marine resources

And through all of these actions, we attract more users to our harbors.

CLEAN HARBOR MATERIALS

The following materials are currently available free of charge for harbors participating in the Alaska Clean Harbors program (stay tuned for more!).

Alaska Clean Harbors Guidebook
A comprehensive review of pollution prevention best management practices for Alaska's harbor facilities. The first part deals with new harbor siting and design, the second part with harbor maintenance and operations. Sections within each part include suggestions and regulatory concerns for solid waste management and fish waste, petroleum products and hazardous waste management, boat maintenance, and sewage issues among others.

Alaska Clean Harbors BMP Checklist
This checklist is the guiding document for Clean Harbor certification. It outlines the requirements for certification, and references the Alaska Clean Harbors Guidebook along the way.

Clean Harbors Tip Sheets
These 1- to 2-page fliers outline steps to reduce pollution from routine harbor and boat maintenance activities. These tip sheets are a great resource for your customers.

Go to www.alaskacleanharbors.org to find links to all of these materials and more! Contact Rachel with questions or to sign up.

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Boater Tip Cards
Two-sided laminated tip cards outline best management practices associated with common activities in the harbor, such as painting and boat washing. These can be used by harbor officers to communicate with customers in a positive and effective manner.

Harbor Signs
Alaska Clean Harbors can work with you and your community to put in place effective signage that helps communicate services and best practices to customers.

Harbor Map Brochures
All certified harbors will receive a custom map brochure for their facility. Examples can be seen on our website at:

The Homer Harbor was the first certified Clean Harbor in Alaska. Port and Harbor staff posed with their Alaska Clean Harbor flag for their Holiday Card sent out in 2011.

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Clean harbors are good business!

This newsletter is funded (in part) with qualified outer continental shelf oil and gas revenues by the Coastal Impact Assistance Program, U.S. Fish and Wildlife Service, U.S. Department of the Interior.

Got Sewage? CVA funds can pay up to 75%!

There's a good chance that you have vessels with heads in your harbor. Turning a blind eye to sewage dumping is a bummer for you, your customers, and your community. Contact Val Blejeski with ADF&G for information on funding through the Clean Vessel Act to help improve your sewage pumpout capacity, and connect with Rachel at ACH for ideas on how to improve customer use of new and existing pumpouts.

Valerie Blejeski, Alaska Department of Fish & Game
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