

4. **SPECIAL PROJECTS AND REPORTS**

A. **Commanding Officer's Environmental Guide (CG)**

The Coast Guard (CG), U.S. Department of Transportation, has published a report (COMDTPUB P5090.1A) titled *Commanding Officer's Environmental Guide*. This publication is a desktop guide to federal environmental stewardship requirements for commanding officers and officers in charge of Coast Guard shore units, vessels, and aircraft. The document contains information on requirements to ensure environmental compliance at Coast Guard units, prevent future environmental damage from Coast Guard actions, remedy current environmental damage from Coast Guard past practices, and prepare to respond to accidental environmental damage that may result from contingencies.

This guide is divided into two parts. The first section provides an overview of the Coast Guard's environmental vision for integrating environmental stewardship into its mission and information on the things a CG commanding officer can do to effectively merge environmental stewardship with his/her unit's responsibilities. The second section provides an overview of environmental legislation and specific information on environmental topics of concern. The second section also provides lists of additional resources for reference.

Important environmental topics covered by this document include: environmental compliance, legislative overview, air emissions compliance, asbestos, coastal zone management, drinking water, emergency planning and community right-to-know, endangered and threatened species, energy efficiency, environmental compliance evaluation, environmental emergencies, environmental justice, environmental restoration, floodplains, greenhouse gases and global warming, hazardous waste, historic and cultural resources, infectious waste, landscaping practices, lead, liabilities and penalties, Marine Mammal Protection Act, National Environmental Policy Act, noise prevention, notice of violation or notice of noncompliance, ocean dumping, oil and hazardous substance pollution contingency plans, ozone depleting substances, pesticides and pest management, pollution prevention and hazardous materials, polychlorinated biphenyls (PCBs), public relations, radon, reportable releases, reporting and record-keeping responsibilities, solid waste management, storage tank management, training and education, uniform national discharge standards, unit inspections, wastewater/storm water management, and wetlands.

This publication is a training, education, and awareness document for unit commanders on environmental laws and regulations that are most likely to affect their units. It is also a "primer" on environmental stewardship requirements for staff officers and personnel who are confronted with environmental issues. According to this guide, environmental stewardship can provide a positive contribution to the sustainability of the Coast Guard missions and the sustainability of the environment.

For further information, contact Mr. Ed Wandelt, Chief, Environmental Management Division, Office of Civil Engineering (G-SEC), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, (phone: (202) 267-2369).

B. Marine Transportation System Research and Development Coordination (MARAD)

The Maritime Administration (MARAD), U.S. Department of Transportation, has published a report (MA-RD-800-20001) titled *Proceedings of the Marine Transportation System (MTS) Research and Development Coordination Conference*. This Proceedings records the written and oral deliberations from the November 2-4, 1999, Marine Transportation System (MTS) Research and Development Conference. The Conference was held as a part of the MTS Initiative, a government-industry cooperative venture to coordinate improvements to the U.S. Marine Transportation System. The MTS consists of waterways, ports and their intermodal connections, vessels, vehicles, and system users. Each component is itself a complex system but is closely linked with the other components. Stakeholders include national, state, and local governments, as well as privately owned facilities, companies, and associations.

The Conference featured challenge speakers, expert panels, technical sessions, exhibits, and a workshop addressing considerations in designing a national cooperative MTS research program. The Proceedings also includes the 75 formal topic statements and the addresses of participants. The purpose of the Conference was to: (1) discuss and assess the research and technology needs for improved MTS management and operation; (2) encourage and facilitate coordination among federal and state agencies, industry, academia, and the maritime community in R&D leading to improvements in U.S. marine transportation and the management and operation of U.S. waterways, ports, and intermodal connections; (3) discuss the establishment of a national cooperative research program for the MTS; and (4) discuss the state of the art in technology and techniques for navigating and managing the nation's coastal and inland waterways, ports, and intermodal connections.

The Conference included nine technical sessions dealing with the following MTS-related topics: (1) system competitiveness and mobility; (2) identifying risks and setting priorities; (3) dredging and sediment management; (4) marine transportation infrastructure; (5) information management – navigation information; (6) human factors, simulation, and training systems; (7) environmental protection; (8) safety systems and operations; and (9) information management – cargo flow, equipment tracking, and waterways management.

This report is available from the National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22161, (phone: (703) 605-6000). The report has been assigned accession number PB2000-106405; the cost is \$44.

For further information, contact Mr. Alexander C. Landsburg, Coordinator of Research and Development (MAR-130), Maritime Administration, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590, (phone: (202) 366-1921).

C. Green Ports (UHI/EPA)

The Urban Harbors Institute (UHI) at the University of Massachusetts Boston has published a report titled *Green Ports: Environmental Management and Technology at U.S. Ports*. This document is a compendium of case studies presenting a selection of innovative and cost-effective

management practices and technologies employed by U.S. ports to avoid, prevent, minimize, mitigate, or remediate environmental impacts associated with port development and operations. This compendium of projects is one product of the U.S. Environmental Protection Agency (EPA), Office of Water, Green Ports Program. It follows the 1998 publication of the *Environmental Management Handbook* prepared by the American Association of Port Authorities, also funded by EPA's Office of Water. That report provides practical information on incorporating environmental stewardship into all aspects of port operations and development. The case studies presented in this UHI publication provide an illustration of the variety of approaches that actually have been utilized with proven results in U.S. ports.

According to this report, ports are facing-up to their responsibility to protect and clean up the environment. They are doing this for economic and ecological reasons, aesthetics, and safety and to improve integration and compatibility with the surrounding communities. In some cases, these activities are undertaken in response to environmental regulations, but, increasingly, ports are initiating projects and programs voluntarily. Many port authorities and facility owners have begun taking aggressive steps to remediate contaminated areas and prevent future incidences of pollution by employing environmentally sound technologies and best management practices that allow for continued economic development of the port while minimizing the negative impacts to the environment and surrounding communities.

The case studies in this report were selected from projects identified through contacts with over 120 sea, river, and inland ports in the United States and a comprehensive review of the literature and trade publications related to commercial ports and their operations. The case studies are organized by environmental issue/problem. During the final stages of the evaluation process, it was determined that each selected project could be catalogued under one of the environmental issues which accurately reflects the environmental concerns currently facing ports. These are: air quality, brownfields, community relations and environmental stewardship, dredged material disposal and contaminated sediments, endangered and threatened species, habitat restoration, land-based water pollution, oil pollution, and ship and port generated solid waste.

Each section of the report begins with a brief description of the environmental issue as it relates to port development and operations to provide a context for the project descriptions. The issue description is followed in most instances by a summary of the human and environmental impacts associated with the issue, a brief overview of the relevant legal and regulatory programs, and a discussion of the traditional management options for addressing the issue. Case studies are then described. The final section of the report is a description of each of the ports for which a case study is presented. The report is a testament that significant advances in environmental management are taking place in U.S. ports. The challenge for the nation's ports is to find the most cost-effective and appropriate strategies for dealing with the environmental impacts of their operations.

For further information, contact Mr. Jack Wiggin, Project Manager, Urban Harbors Institute, University of Massachusetts Boston, 100 Morrissey Boulevard, Boston, MA 02125-3393, (phone: (617) 287-5570).

D. National Coastal Program Dredging Policies (NOAA)

The National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA), U.S. Department of Commerce, has published a report (NOS/OCRM/CPD 00-02) titled *National Coastal Program Dredging Policies: An Analysis of State, Territory, and Commonwealth Policies Related to Dredging and Dredged Material Management*. Dated April 2000, this report is a comprehensive inventory of 34 state, territory, commonwealth, and independent commission coastal management program policies related to dredging, dredged material management, and beneficial uses of dredged material. It is a baseline snapshot of where the nation's coastal states stand on dredging policies, individually and cumulatively. Specifically, it covers dredging policies in the following six categories: (1) state coordination mechanisms and permit processing; (2) economic concerns; (3) habitat, sediment, and water quality; (4) dredging techniques and best management practices; (5) dredged material disposal; and (6) beneficial uses of dredged material.

This compilation of current dredging policies will be used as a source of state policy citations and as an information tool for federal and state agencies charged with coastal resource protection and policy development related to dredging decision making. Specifically, it will assist the NOS Office of Ocean and Coastal Resource Management (OCRM) in the development of a national policy related to dredging and the Coastal Zone Management Act (CZMA) and will be used by OCRM and the National Dredging Team (NDT) as they address the recommendations developed at the January 1999 Workshop on Dredged Material Management and State Coastal Management Programs.

Administered by the OCRM/NOS/NOAA, the CZMA created a partnership of federal and state governments to reduce conflicts over land and water uses in the coastal zone, protect fragile coastal resources, and provide for economic development. To this end, the CZMA seeks a balance between preservation and economic development, and promotes the sustainable use of the valuable resources of the nation's 95,000 miles of shoreline. Under the CZMA partnership, the federal government and participating states share the responsibility for effectively managing coastal areas and resolving conflicts between competing uses. States and island territories are on the frontline, developing and implementing coastal management programs that are designed to meet their individual needs, but also take into account the broader national interest in management of coastal resources. NOAA promotes and supports the joint federal-state interest in coastal management by: assisting states with development and implementation of programs; providing federal funds for implementing these programs; ensuring that state interests are represented at the federal level and that the federal interest is adequately represented at the state level; providing technical assistance; mediating disputes; and participating in the development of national coastal land, water, and resource policy.

For further information, contact Mr. John King, Coastal Programs Division, Office of Ocean and Coastal Resource Management, National Ocean Service, National Oceanic and Atmospheric Administration, U.S. Department of Commerce, Silver Spring, MD 20910, (phone: (301) 713-3113, ext. 188). This document is available on the Internet at the following OCRM Internet Web Site: <http://www.ocrm.nos.noaa.gov/czm/welcome2.html>.

E. Ship Scrapping Guide (EPA)

The U.S. Environmental Protection Agency (EPA) has published a report (EPA 315-B-00-001) titled *A Guide for Ship Scrappers: Tips for Regulatory Compliance*. This guide is intended to provide the site supervisor of a ship scrapping facility with a good understanding of the most pertinent federal environmental and worker safety and health requirements affecting ship scrapping/ship breaking operations. According to the Occupational Safety and Health Administration (OSHA), U.S. Department of Labor, ship dismantling or breaking is “any breaking of a vessel’s structure for the purpose of scrapping the vessel, including the removal of gear, equipment, or any component of a vessel” (29 CFR 1915.4).

This guide is organized into 9 sections and 3 appendices. The document begins with a brief introduction and is then followed by a series of sections, each presenting key environmental and worker safety and health requirements for a major ship scrapping process. These sections are as follows: (1) asbestos removal and disposal; (2) sampling, removal, and disposal of polychlorinated biphenyls; (3) bilge and ballast water removal; (4) oil and fuel removal and disposal; (5) paint removal and disposal; (6) metal cutting and metal recycling; and (7) removal and disposal of miscellaneous ship machinery. Another section identifies sources, such as general and process-specific contacts, hotlines, publications, and Internet sites, where additional information and/or assistance can be obtained on environmental and worker safety and health requirements. The first appendix provides the user with an overview of the ship scrapping industry, the ship scrapping process, and the U.S. government ship-scrapping program. It also includes a short summary of how the industry is regulated. The second appendix provides a list of acronyms, and the third contains summaries of inspector highlights.

Although most of the ship scrapping processes occur simultaneously during ship scrapping, it is useful to look at the requirements on a process-by-process basis. This approach allows the site supervisor to examine any part of the facility, identify what process or processes are taking place, and quickly reference this guide for information on key environmental requirements, worker safety and health requirements, and management tips. This guide presents overviews of major federal requirements only, and the supervisor is encouraged to review these requirements in detail by reading relevant portions of the *Code of Federal Regulations* (CFR), which are cited throughout the guide. Each supervisor should also be aware of all applicable state and local regulations.

Additional ship scrapping processes may be developed and added to the guide in the future. These processes might include: (1) removal and disposal of portable, unfired pressure vessels, drums, and containers; (2) removal and disposal of non-PCB electrical machinery; (3) removal and disposal of batteries; and (4) removal and disposal of other hazardous materials.

For further information, contact the Federal Facilities Enforcement Office (2261A), U.S. Environmental Protection Agency, 1200 Pennsylvania Avenue, NW, Washington, DC 20460, (phone: (202) 564-2461). Copies of this document can be obtained at the following EPA Internet Web Site: <http://www.epa.gov/oeca/fedfac/fflex.html>.

F. High Speed Ferries and Coastwise Vessels (CCDoTT)

The National Ports and Waterways Institute of Louisiana State University recently submitted a report to the Center for the Commercial Deployment of Transportation Technologies (CCDoTT) that is dated June 2000 and titled *High Speed Ferries and Coastwise Vessels: Evaluation of Parameters and Markets for Application*. CCDoTT is administered by the Maritime Administration (MARAD), U.S. Department of Transportation, and the U.S. Transportation Command (USTRANSCOM). This report presents the results of a study whose goal was to define a commercially viable coastal shipping system that could relieve congestion on land-based transport arteries and at the same time could be utilized for defense related mobilizations.

In accordance with the recommended scope, this report addresses the following main tasks: (1) assessment of cargo potentials, including cargo flows served by land-based and marine transport modes; (2) review of available and mature designs of vessel and port systems; (3) analysis of several operating systems, including performance and cost (required freight rates); and (4) assessment of military applications. The research team addressed these tasks at a conceptual level and recommended which coastal system appears to be most viable for implementation.

The report concludes that a system based on high-speed ro/ro vessels (ferries) with monohull configuration has good prospects to accommodate both domestic trailers and international and domestic containers and to relieve land modes of transportation. The completed analysis also indicates that this system might have a significant national impact by: (1) providing a new and viable maritime system along with associated development of shore infrastructure, U.S. shipbuilding, the U.S.-flag fleet, and U.S. seafaring personnel; (2) relieving congestion and decreasing the number of heavy trucks on the highway system, improving air quality, and mitigating other environmental consequences of land-based transportation modes; and (3) creating a modern U.S. fleet reserve for military and other emergencies, which is urgently needed in light of the rapidly declining U.S.-flag fleet.

The overall conclusion of this study is that coastal shipping is viable in the United States – but only under certain conditions. A viable coastal system should be based on: (1) a coastwise network of low cost domestic terminals located, desirably, adjacent to deep-sea terminals; (2) a fleet of high-speed monohull vessels with reduced manning; (3) a service pattern based on highly coordinated multiport loops; and (4) an institutional setting similar to that of the present intermodal, rail-based services. This system, as defined, is new and innovative and involves high initial investments in vessels and terminals.

For further information, contact Mr. Richard Lolich, Division of Domestic Shipping, Office of Ports and Domestic Shipping (MAR-830), Maritime Administration, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590, (phone: (202) 366-0704).

G. Voluntary Employer Safety and Health Self-Audits (OSHA)

On July 28, 2000, (65 FR 46498), the Occupational Safety and Health Administration (OSHA), U.S. Department of Labor, published a notice of final policy describing the Agency's treatment

of voluntary employer self-audits that assess workplace safety and health conditions, including compliance with the Occupational Safety and Health Act (Act). The policy provides that OSHA will not routinely request self-audit reports at the initiation of an inspection, and the Agency will not use self-audit reports as a means of identifying hazards upon which to focus during an inspection. In addition, where a voluntary self-audit identifies a hazardous condition, and the employer has corrected the violative condition prior to the initiation of an inspection (or a related accident, illness, or injury that triggers the OSHA inspection) and has taken appropriate steps to prevent the recurrence of the condition, the Agency will refrain from issuing a citation, even if the violative condition existed within the 6-month limitations period during which OSHA is authorized to issue citations. Where a voluntary self-audit identifies a hazardous condition, and the employer promptly undertakes appropriate measures to correct the violative condition and to provide interim employee protection, but has not completely corrected the violative condition when an OSHA inspection occurs, the Agency will treat the audit report as evidence of good faith, and not as evidence of a willful violation of the Act.

This policy applies to audits that (1) are systematic, documented, and objective reviews conducted by, or for, employers to review their operations and practices to ascertain compliance with the Act, and (2) are not mandated by the Act, rules or orders issued pursuant to the Act, or settlement agreements. A systematic audit is planned, and it is designed to be appropriate to the scope of the hazards that it addresses and to provide a basis for corrective action. The self-audit also must be conducted by or supervised by a competent person who is capable of identifying the relevant workplace hazards. The findings resulting from the systematic self-audit must be documented contemporaneously so as to assure that they receive prompt attention.

For further information, contact Mr. Richard E. Fairfax, Directorate of Compliance Programs, Occupational Safety and Health Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210, (phone: (202) 693-2100).

H. Strategic Plan 2000-2005 (DOT)

The U.S. Department of Transportation (DOT) has published its Strategic Plan for fiscal years 2000-2005. Dated July 2000, this plan builds upon DOT's progress in helping to create a transportation system to serve a United States of America on the move in a new century and a new millennium. DOT's mandate is to advance the interests of the American people through an integrated transportation system for the 21st century. According to the new plan, the transportation system of the new century will not only be safe and sustainable, but also international in reach, intermodal in form, intelligent in character, and inclusive in service. DOT will create a climate of innovation to bring such a system into being.

The nation's transportation network is the tie that binds the economy together. A strong and efficient transportation system provides businesses with access to materials and markets, and provides people with access to goods, services, recreation, jobs, and other people. One in eight jobs throughout the economy is directly linked to transportation. Transportation contributes 11 percent of the nation's gross domestic product (GDP) amounting to approximately \$950 billion. The system is comprised of 3.9 million miles of public roads, and 2 million miles of oil and

natural gas pipelines. There are networks consisting of 120 thousand miles of major railroads, over 25 thousand miles of commercially navigable waterways, and over 5 thousand public-use airports. This vast system also includes over 500 major urban public transit operators and more than 300 ports on the coasts, Great Lakes, and inland waterways.

The DOT Strategic Plan can be briefly summarized as follows:

1. Vision: A visionary and vigilant DOT leading the way to transportation excellence and innovation in the 21st century.
2. Mission: Serve the United States by ensuring a safe transportation system that furthers the national interests and enhances the quality of life of the American people.
3. Strategic Goals:
 - Safety: Promote the public health and safety by working toward the elimination of transportation-related deaths and injuries.
 - Mobility: Shape an accessible, affordable, reliable transportation system for all people, goods, and regions.
 - Economic Growth: Support a transportation system that sustains America's economic growth.
 - Human and Natural Environment: Protect and enhance communities and the natural environment affected by transportation.
 - National Security: Ensure the security of the transportation system for the movement of people and goods, and support the National Security Strategy.
4. Organizational Excellence Goal: Advance the DOT's ability to manage for results and innovation.

The Strategic Plan is on the Department of Transportation Internet Web Site: <http://dot.gov>. For further information, contact the Director, Office of Intermodalism, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590, (phone: (202) 366-5781).