

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

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

Quarterly Status Report, Quarter ending June 30th, 2015

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>Scheduled Removal Date</u>
<i>Meteor</i>	<i>July 29, 2015</i>
<i>Comet</i>	<i>August 5, 2015</i>

2. SBRF non-retention vessels removed during this quarter:

<u>Vessel</u>	<u>Scheduled Removal Date</u>
<i>No vessels were removed this quarter.</i>	

3. **Description of exfoliating and exfoliated paint removal:** Each vessel that has been remediated in this quarter; 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:** Exfoliated paint was removed from exterior horizontal surfaces of the ships listed in Table 1, below. The material removed included exfoliated paint, rust scale, corroded metal, bird waste, dust and miscellaneous debris. Methodology is/was pursuant to the SBRF SWPPP.

SHIP NAME	#20 Maintenance Sweep Completed	# of drums	*approx weight of drums	#21 Maintenance Sweep Due	#22 Maintenance Sweep Completed	# of drums	*approx weight of drums	#22 Maintenance Sweep Due	Comments
COMET	1/22/2015	0.25	50	4/22/2015	4/21/2015	0.25	0.5	7/20/2015	Remediated by SBRF Crew
METEOR	1/26/2015	0.25	50	4/26/2015	4/23/2015	0.25	0.5	7/22/2015	Remediated by SBRF Crew
CAPE BLANCO	4/9/2015	0.25	50	7/8/2015					Remediated by SBRF Crew
CAPE BRETON	4/7/2015	0.25	50	7/6/2015					Remediated by SBRF Crew
CAPE BORDA	4/3/2015	0.25	50	7/2/2015					Remediated by SBRF Crew

- b. **Status of exfoliating paint removal:** No activity for this quarter.

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.

- 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 this quarter.

- 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 maintained aboard ship due to unavailability of SBRF's crane barge, which was off-site undergoing repair/upgrade. Pursuant to Title 22 of the California Code of Regulations section 66262.35, MARAD applied for and received from Solano County Certified Unified Program Agency (CUPA) an extension date of July 29, 2015 for the disposal of this material.

 - ii. Exfoliating paint: No activity for this quarter.

f. **Transportation** of any hazardous waste associated with removal of exfoliating and exfoliated paint:

i. Exfoliated paint: On July 10, 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 is scheduled for the week of July 20, 2015.

ii. Exfoliating paint: No activity for this quarter.

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

i. Exfoliated paint: Drums containing such waste are scheduled to be disposed by contractor, Industrial Waste Utilization, Inc.

ii. Exfoliating paint: No activity for this quarter.

4. **Vessel Condition Summary Report**. The Vessel Condition Summary Report for this 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 this quarter from the SBRF are included as an attachment to this report.

RAN K	Overall Rating	SCORE	SHIP NAME	PROGRAM	STATUS	LOCATION	HULL COND	HULL LEAKS	HULL PATCH	TOTAL OIL LT	TOPSIDE COND	PAINT	COVERAGE	INT COND	DISC RISK	HULL BLANK	TCLP	YEAR BUILT	ENTERED FLEET	CONDITION REMARKS
1	2.58	Yellow	NASSAU	Custody	Navy	BRF	2	0	1	306.79	5	3	2	4	3	I	NO	1979	4/28/2011	SCHEDULED FOR CUSTODY RETENTION THROUGH FY-16 - 5-YEAR PLAN
2	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	
3	3.24	Yellow	IRIS	Custody	USCG	SBRF	4	0	0	0.0	3	2	2	4	4	I	Zn	1943	8/8/1997	
4	3.24	Yellow	PLANETREE	Custody	USCG	SBRF	4	0	0	0.0	3	2	2	4	4	I	Zn	1943	5/14/1999	
5	3.29	Yellow	CAPE MENDOCINO	Retention	Log Support	BRF	5	0	0	1204.8	5	3	3	3	4	X	TBD	1972	10/15/2011	
6	3.33	Yellow	HARKNESS	Retention	Log Support	JRRF	5	0	0	93.6	3	3	3	2	4	I	No	1967	03/29/93	
7	3.43	Yellow	TRIPOLI	Custody	Navy	BRF	5	0	0	10.81	5	3	3	4	4	X/I	TBD	1965	4/10/2015	TITLE TRANSFER TO MARAD SCHEDULED FOR JULY 1, 2015. VESSEL ARRIVED 4/10/2015
8	3.48	Yellow	TRIUMPH	Retention	Log Support	SBRF	5	0	0	50.2	4	3	3	4	2	I	Zn	1984	2/9/1996	
9	3.52	Green	CHESAPEAKE	Retention	Log Support	BRF	5	0	0	29.7	4	2	2	5	3	X	NO	1964	2/18/2009	
10	3.62	Green	CAPE FLORIDA	Retention	Log Support	BRF	5	0	0	59.8	4	3	2	5	3	I	TBD	1971	10/11/2005	Vertical surfaces on the main and 01 decks were recoated as of 6/28/13.
11	3.62	Green	FB-82	Retention	Fleet Support	SBRF	4	0	0	0.0	4	3	2	4	4	X	Pb	1944	5/23/1962	
12	3.71	Green	EQUALITY STATE	Non-Retention	Stripping	BRF	5	0	0	605.2	5	4	3	4	4	I	NO	1962	12/13/2005	
13	3.86	Green	CAPE FLATTERY	Retention	Military Useful	BRF	5	0	0	435.2	5	3	3	5	4	NO	TBD	1973	7/20/2008	
14	3.86	Green	CAPE JUBY	Retention	Log Support	JRRF	5	0	0	631.7	4	4	4	4	4	X	No	1962	07/01/03	
15	4.00	Green	CAPE GIBSON	Non-Retention	Stripping	BRF	5	0	0	526.1	5	3	3	5	4	X	TBD	1968	4/4/2012	
16	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	
17	4.14	Green	REGULUS	RRF	RRF	BRF/MLF	5	0	0	4610	5	5	5	5	5	NO	TBD	1972	8/19/2014	
18	4.19	Green	CAPE FEAR	Retention	Log Support	SBRF	5	0	0	195.0	5	4	4	5	2	X	Pb	1971	7/19/2006	
19	4.29	Green	POLLUX	RRF	RRF	BRF/MLF	5	0	0	6489.0	5	5	5	5	5	NO	TBD	1973	11/30/2014	
20	4.29	Green	CAPE FAREWELL	Retention	Military Useful	BRF	5	0	0	200.3	5	4	4	5	4	NO	TBD	1973	6/16/2009	
21	4.29	Green	CAPE JACOB	Retention	Log Support	SBRF	5	0	0	238.0	5	4	3	5	4	X	TBD	1961	4/29/2011	Started coating maintenance April 2014, topside conditions greatly improved
22	4.29	Green	CAPE LOBOS	Non-Retention	Disposal	BRF	5	0	0	76.8	5	3	3	5	4	X	NO	1972	9/29/2008	
23	4.29	Green	CAPE NOME	Retention	Log Support	JRRF	5	0	0	224.1	4	4	4	5	4	X	No	1969	03/13/03	
24	4.29	Green	DIAMOND STATE	Retention	Log Support	BRF	5	0	0	191.3	5	4	3	5	4	I	NO	1960	7/20/2006	
25	4.29	Green	SAMUEL COBB	Retention	Interim Hold	BRF	5	0	0	265.7	5	4	4	5	3	X	TBD	1985	2/28/2011	
26	4.29	Green	GREEN MOUNTAIN STATE	Retention	Log Support	SBRF	5	0	0	84.1	5	3	3	5	4	X	Cu	1965	8/2/2004	
27	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	
28	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	
29	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	
30	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	
31	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	Disposal Services Contracted awarded, departure planned 4th Q FY15
32	4.43	Green	PAUL BUCK	Retention	Interim Hold	BRF	5	0	0	56.7	5	4	4	5	3	X	TBD	1985	2/1/2011	
33	4.43	Green	RICHARD G. MATTHIESEN	Retention	Military Useful	BRF	5	0	0	73.87	5	4	4	5	3	X	TBD	1985	5/10/2011	CARGO TANKS UNDER DH.
34	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	
35	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	
36	4.57	Green	CAPE BOVER	Retention	Log Support	SBRF	5	0	0	14.3	5	4	4	5	4	X	Zn	1966	7/17/2003	
37	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	
38	4.57	Green	CAPE VICTORY	RRF	RRF	BRF	5	0	0	417.1	5	5	5	5	5	NO	TBD	1984	7/10/2009	
39	4.57	Green	CAPE VINCENT	RRF	RRF	BRF	5	0	0	445.9	5	5	5	5	5	NO	TBD	1984	8/26/2009	
40	4.57	Green	COMET	Non-Retention	Disposal	SBRF	5	0	0	19.0	5	4	4	5	4	X	Zn	1958	7/26/2006	Disposal Services Contracted awarded, departure planned 4th Q FY15
41	4.57	Green	FLINT	Non-Retention	Stripping	BRF	5	0	0	3.8	5	4	4	5	5	I	TBD	1970	12/12/2014	
42	4.71	Green	CAPE GIRARDEAU	Retention	Log Support	SBRF	5	0	0	228.0	5	5	5	5	4	X	Zn	1968	7/24/2008	
43	4.86	Green	OBSERVATION ISLAND	Non-Retention	Stripping	BRF	5	0	0	0.1	5	4	5	5	5	X/I	TBD	1953	3/29/2014	
44	4.86	Green	SUMNER	Non-Retention	Stripping	BRF	5	0	1	12.14	5	4	5	5	5	X	TBD	1992	8/28/2014	
45	5.00	Green	ACE CUSTOM DECK BARGES	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.**

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Environmental Health Division

06-08-2015

Mr. Joseph A Pecoraro-
Fleet Superintendent
US Department of Transportation
Maritime Administration
Suisun Bay Reserve Fleet
2595 Lake Herman Road
Benicia, CA 94510

Subject: Second Hazardous Waste Extension Request as per CCR 66262.35

Dear Mr. Pecoraro:

We received your Second Hazardous Waste Extension Request in an email from Erick Lawlor dated May 26, 2015. We reviewed the cause for your second extension request and the planned waste drum integrity verification process that you plan to employ and your ultimate corrective actions. We find your plans to be in concurrence with Title 22 California Code of Regulations 66226.35 and concur with your requested hazardous waste disposal extension date to July 29, 2015.

Sincerely,

A handwritten signature in blue ink that reads "Colby LaPlace".

Colby LaPlace
Senior Hazardous Materials Specialist

Building &
Safety
Vacant
Building
Official

Planning
Services
Mike Yankovich
Program
Manager

Environmental
Health
Jagjinder Sahota
Program
Manager

Administrative
Services
Suganthi
Krishnan
Senior Staff
Analyst

Public Works
Engineering
Matt Tuggle
Engineering
Manager

Public Works
Operations
Wayne Spencer
Operations
Manager

Parks
Vacant
Parks Services
Manager

NON-HAZARDOUS WASTE MANIFEST

1. Generator ID Number
NOT APPLICABLE

2. Page 1 of

3. Emergency Response Phone
707-745-7994

4. Waste Tracking Number
0156225

5. Generator's Name and Mailing Address
DEPARTMENT OF TRANSPORTATION
3595 CARL HERRON RD
RENO, CA 94510
Generator's Phone: 707-745-0457

Generator's Site Address (if different than mailing address)

6. Transporter 1 Company Name
U.S. EPA ID Number
NOT APPLICABLE

7. Transporter 2 Company Name
U.S. EPA ID Number
NOT APPLICABLE

8. Designated Facility Name and Site Address
RECOLOGY HAY ROAD
6426 HAY ROAD - YACAVILLE, CA 95687
Facility's Phone: (707) 678-4718
U.S. EPA ID Number
NOT APPLICABLE

9. Waste Shipping Name and Description	10. Containers		11. Total Quantity	12. Unit Wt./Vol.
	No.	Type		
1. WASTE OIL	18	55 Gallon Drums	21	
2.				
3.				
4.				

13. Special Handling Instructions and Additional Information

14. 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.

Generator's/Offeor's Printed/Typed Name: Thomas J. Keluh
Signature: [Signature]
Month: 11, Day: 15, Year: 15

15. International Shipments Import to U.S. Export from U.S. Port of entry/exit: Date leaving U.S.:

16. Transporter Acknowledgment of Receipt of Materials
Transporter 1 Printed/Typed Name: [Name] Signature: [Signature] Month: 11, Day: 15, Year: 15
Transporter 2 Printed/Typed Name: [Name] Signature: [Signature] Month: 11, Day: 15, Year: 15

17. Discrepancy
17a. Discrepancy Indication Space Quantity Type Residue Partial Rejection Full Rejection
Manifest Reference Number:

17b. Alternate Facility (or Generator) U.S. EPA ID Number
Facility's Phone:

17c. Signature of Alternate Facility (or Generator) Month: Day: Year:

18. Designated Facility Owner or Operator: Certification of receipt of materials covered by the manifest except as noted in Item 17a
Printed/Typed Name: Signature: Month: Day: Year:

GENERATOR

INT'L

TRANSPORTER

DESIGNATED FACILITY

UNIFORM HAZARDOUS WASTE MANIFEST		1. Generator ID Number <i>CA00000000</i>	2. Page 1 of 1	3. Emergency Response Phone <i>707-451-3776</i>	4. Manifest Tracking Number 012189888 JJK <i>CA000183152</i>			
5. Generator's Name and Mailing Address <i>Department of Transportation 2536 Lake Herman Rd. Berkeley, CA 94510</i>			Generator's Site Address (if different than mailing address) <i>Berkeley</i>					
Generator's Phone: <i>707-451-3776</i>								
6. Transporter 1 Company Name <i>LD Transportation LLC</i>			U.S. EPA ID Number: <i>CA000183152</i>					
7. Transporter 2 Company Name			U.S. EPA ID Number					
8. Designated Facility Name and Site Address <i>Ecology Bay Road Landfill 6126 Bay Road Vacaville, CA 95017</i>			U.S. EPA ID Number <i>CA0002042475</i>					
Facility's Phone: <i>707-451-3776</i>								
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. HA2212, Asbestos, 9, PCB, RC	009	BA	001	Y	151		
	2.							
	3.							
	4.							
14. Special Handling Instructions and Additional Information <i>Hazardous Asbestos Removal Requirement 40 CFR 61 (Bagged, Sealed and Labeled) DOT P5000 5 Guide 171 BAAQMD 009 EHS St. San Francisco, CA 94109 415-749-4762</i>								
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/Offorer's Printed/Typed Name <i>David R. Casman</i>				Signature <i>[Signature]</i>		Month <i>6</i>	Day <i>26</i>	Year <i>15</i>
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 <i>Richard S. Costa</i>				Signature <i>[Signature]</i>		Month <i>06</i>	Day <i>26</i>	Year <i>15</i>
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

GENERATOR

TRANSPORTER INT'L

DESIGNATED FACILITY

SERVICE ORDER

FORM NO. AES004-B (REV 10/07)

FOR SERVICE CALL:

DIXON OFFICE
1-800-7-ASBURY

FRESNO
559-498-0240

CHICO OFFICE
800-733-9043



SERVICE ORDER NO.
11794585

ASBURY ENVIRONMENTAL SERVICES
1300 SOUTH SANTA FE, COMPTON, CA 90221
1-310-886-3400

TRANSPORTER EPA # CAD028277036

INDUSTRIAL WASTE UTILIZATION
6201 STATE STREET

MONTCLAIR, CA 91763
1009 954-2934

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O

SUISUN BAY RESERVE US DEPT MARITIME
LAKE HERMAN RD FOOD SUISUN BAY

BENICIA, CA 94510
1707 745-3807

CUSTOMER #	PURCHASE ORDER #	ROUTE #	TRUCK #	CONTACT NAME	ORDER TAKEN BY	HALIDES
50001		95	7-11	ERICK	ROSA	
DATE REQUIRED	DATE ENTERED	NEXT SERVICE DATE	CUSTOMER EPA #	MANIFEST #		
3/5/2015	3/4/2015		CAD028277036			

PART #	DESCRIPTION	QTY	UNIT PRICE	QTY P/U	TOTAL
01	USED OIL AND GASOLINE FILTERS	1		1	
OTHER EXT INFO: *MUST CALL TO CONFIRM THEIR ON SITE* PLEASE CONTACT ERICK 415-740-4111 WITH DRIVER INFORMATION ON AND ANETS PLEASE PER WEATHER CONDITIONS BATCH# _____					
TOTAL					

CASH REC'D: _____ CHECK # _____ PLEASE PAY FROM THIS SERVICE ORDER

WASTE DISPOSAL INFORMATION

NON-RCRA HAZARDOUS WASTE, LIQUID (USED OIL/MIXED OILS) *NO PLACARDS REQUIRED* STATE CODE 221

NON-RCRA HAZARDOUS WASTE, LIQUID (ETHYLENE GLYCOL SOLUTIONS) *NO PLACARDS REQUIRED* STATE CODE _____

OTHER: _____

DESIGNATED TSDF: _____

ALTERNATE TSDF: _____

SA RECYCLING: 33210 Western Avenue, Union City, CA 94587 1-510-487-9277

DRUMS P/U: _____ EMPTY DRUMS: _____ FACILITY: CA BSC _____

GENERATOR WASTE CERTIFICATION
PLEASE CHECK THE APPROPRIATE BOX

This is to certify that the waste described above is properly classified, described, packaged, marked and labeled, and is in proper condition for transportation, according to applicable State and federal regulations. By signing below I also hereby certify that:

(Waste oil generator/customer MUST check ONE of the following three boxes)

- #1) I have not mixed any of the waste described above with any other hazardous waste, the total halide content is LESS than 1,000 ppm, and the waste does not contain any PCBs. I have complied with the requirements of the applicable California used oil management regulations to determine this is true. I agree to accept the additional charges for the disposal of this waste if the information I have provided about this waste is incorrect
- #2) I have not mixed any of the waste described above with any other hazardous waste, the total halide content is GREATER than 1,000 ppm, and the waste does not contain any PCBs. I have provided proper documentation to Asbury Environmental Services to rebut the presumption that this waste was mixed with other hazardous waste. I agree to accept the additional charges for the disposal of this waste if the information I have provided about this waste is incorrect
- #3) This waste is from a tank which collects waste oil from household "do-it-yourself" (DIY) and/or conditionally exempt small quantity generator (CESQG) sources. To the best of my knowledge, the only waste oil contained in my DIY/ CESQG collection tank is solely from DIY and/or CESQG sources. I have not mixed this waste oil with any other hazardous waste or waste oil from other sources. I agree to accept the additional charges for disposal of this waste if the information I have provided about this waste is incorrect

(All generators/customers MUST read the following text and check the associated box.)

#4) If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human life and the environment; Or, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me that I can afford.

Customer Signature: ERICK LAMORE Date: 3/10/15

Driver Signature: [Signature] Date: 3/19/15

Print Name: _____ Print Drivers Name: _____

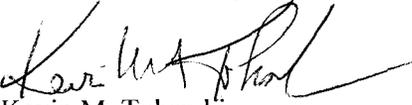


U.S. Department
of Transportation
**MARITIME
ADMINISTRATION**

Memorandum

Subject: Quarterly Status Report

Date: July 23, 2015

From: 
Kevin M. Tokarski
Associate Administrator for Strategic Sealift

Reply to
Attn. of:

To: File

The attached Quarterly Status Report complies with the requirements set forth in Arc Ecology, Et al. v. Maritime Administration, et al. E.D. Cal. 2:07-cv-02320-GEB-KJN. The report will be forwarded to DOJ for delivery to the plaintiff group by the respective due date.

Also in compliance with Arc Ecology, Et al. v. Maritime Administration, et al. E.D. Cal. 2:07-cv-02320-GEB-KJN, MARAD's SBRF Reporting website will be updated to provide public access to this report along with supporting documentation.

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