



**ENVIRONMENTAL GUIDE  
FOR SHIPS  
OPERATING AT  
NAVAL BASE SAN DIEGO**



**NBSD ENVIRONMENTAL  
WATER FRONT PROGRAM**

**August 27, 2013**



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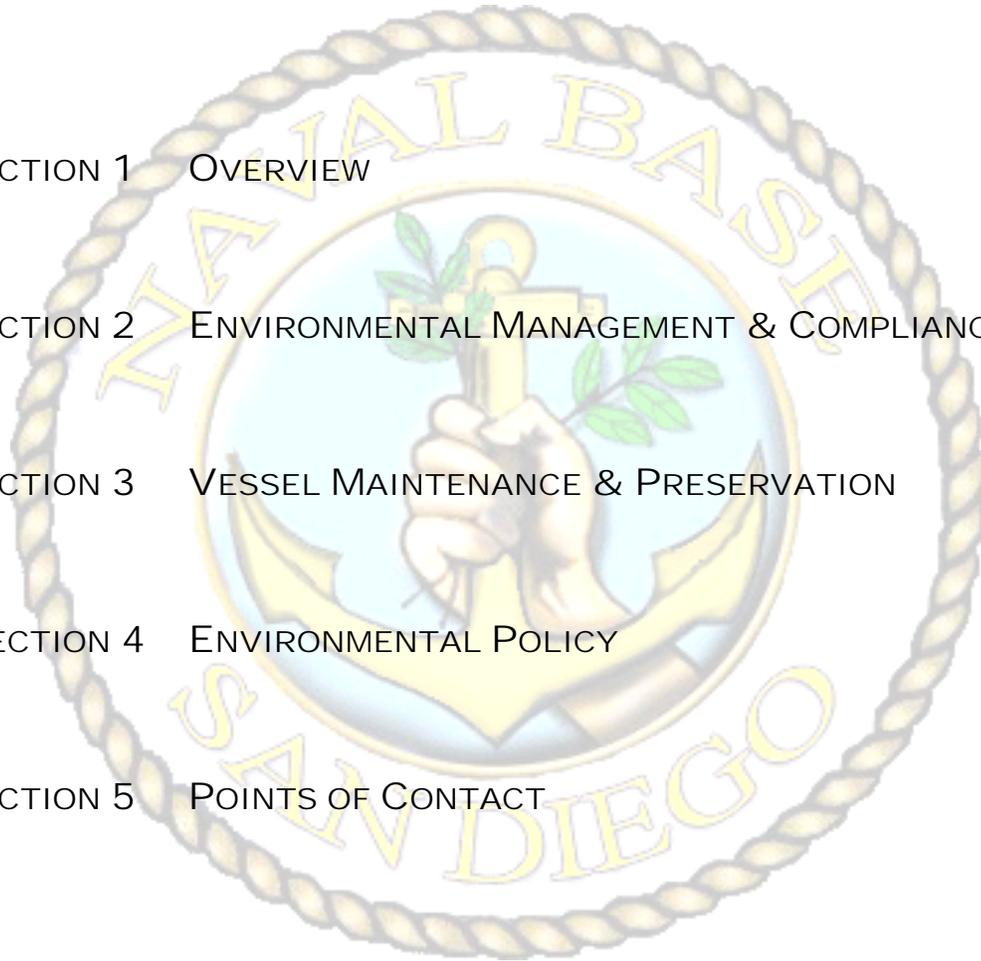
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SECTION 1

OVERVIEW

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## INTRODUCTION

This document contains environmental guidance for all berthed ships at Naval Base San Diego providing an outline of conformance and necessary actions which will help ensure afloat units comply with government environmental regulations. If there are any questions or concerns, contact your facility environmental office for additional guidance at 556-1537. A more extensive list of contacts list is provided in Section 5.

## ACRONYMS & ABBREVIATIONS

APCD	Air Pollution Control District
BMP	Best Management Practices
Cal EMA	California Emergency Management Agency
CFR	Code of Federal Regulations
CUPA	Certified Unified Program Agency
DOT	U.S. Department of Transportation
HS	Hazardous Substance
EPA	U.S. Environmental Protection Agency
HM	Hazardous Material
HW	Hazardous Waste
HMBP	Hazardous Materials Business Plan
IC	Incident Commander
IUDP	Industrial User Discharge Permit
IWCP	Industrial Wastewater Control Program
NAVFAC	Naval Facilities Engineering Command
n. m.	Nautical Mile
NBSD	Naval Base San Diego
NOSC	Navy On-scene Coordinator
NPDES	National Pollution Discharge Elimination System
NRC	National Response Center
OHS	Oil and Hazardous Substance
RCRA	Resource Conservation & Recovery Act
RQ	Reportable Quantity
RWQCB	Regional Water Quality Control Board
SPCC	Spill Prevention, Control and Countermeasure
UNDS	Uniform National Discharge Standards
VOC	Volatile Organic Compound

## TERMS / DEFINITIONS

**Aqueous Film-Forming Foam (AFFF)** - AFFF discharges from vessels have the potential for an adverse environmental impact. There is currently an operational policy and procedure that prohibits any intentional overboard discharges, within 3 nm of shore, of AFFF from Navy vessels.

**Bilge Water/Oil-Water Separator (OWS)** - The surface vessel bilge water/OWS discharge consists of a mixture of wastewater and leakage from a variety of sources that are allowed to drain to the lowest inner part of the hull, known as the bilge. Vessels with oil content monitor (OCMs) have the capability to return bilge water not meeting a preset oil concentration limit to the OWS for reprocessing until the limit is met. Oil collected from the OWS separation process is held in a waste oil tank until transferred to shore facilities for disposal.

**Best Management Practices (BMPs)** - BMPs are techniques, processes, or procedures used to prevent or reduce pollutant discharges into the environment or directly into receiving waters (San Diego Bay, Pacific Ocean, etc.). BMPs may include simple procedures for controlling pollution such as good housekeeping, spill response, prevention and reporting, and equipment maintenance. BMPs may also include temporary berms around equipment, specific processes, or material storage areas.

**Compensated Fuel Ballast (CFB)** - CFB systems are configured as a series of fuel tanks that automatically draw in seawater to replace fuel as it is consumed. Keeping the fuel tanks full in this manner enhances the stability of a vessel by using the weight of the seawater to compensate for the mass of ballast lost through fuel consumption. However, at NBSD, CFB is transferred to shore facilities for processing.

**Corrosivity** - Any liquids or solids having a pH  $\leq 2$  or  $\geq 12.5$ .

**Dirty Ballast Water** - Ballast water, must be offloaded outside of 12 nm from shore or transferred to shore facilities for processing.

**Discharge** - Similar to a release but normally associated with discharges to surface waters or to the sanitary sewer system. This includes any substance, material or waste that is not specially authorized for discharge by the NBSD NPDES or IUDP.

**Drop Cloth** - Any suitable impervious material that may be used for minimizing the quantity of pollutants released to the environment from activities which include, but are not limited, painting, grinding and chipping. Examples of acceptable drop cloths are canvas tarps, plastic (6mm in thickness at a minimum), and cardboard. "Butcher" paper is not allowed.

**Electronic Device** - Any item with electronic components such as transistors, semiconductors, etc. All Government surplus property including electronic devices must be managed through DLA Disposition Services San Diego (DRMO). Electronic devices are **NOT** to be disposed of in the trash or scrap metal bins.

**Free Liquids** - Any liquid that becomes separated from the solid portion of a substance under ambient temperature and pressure.

**Gas Turbine Water Wash** - Gas turbine water wash is generated within 12 nm and varies by the type of gas turbine and the amount of time it is operated. Because the drain collecting system is limited in size, discharges may occur within 12 nm. On most Navy and MSC gas turbine ships, gas turbine water wash is collected in a dedicated collection tank and is not discharged overboard within 12 nm. **On ships without a dedicated collection tank, this discharge is released as a component of deck runoff, welldeck discharges, or bilgewater or transferred to shore facilities for processing.**

**Gray Water** - Domestic waste water from sinks, baths, and kitchen appliances.

**Hazardous Material** - Any material that, because of its quantity, concentration, or physical or chemical characteristics, may pose a real hazard to human health or the environment. Hazardous materials include the following categories: Flammable, Combustible, Corrosive, Oxidizers, Aerosols and Compressed Gases.

**Hazardous Waste** - Any waste with properties that make it potentially dangerous or harmful to human health or the environment. Can be liquids, solids, contained gases, by-products of processes, discarded used and unused hazardous materials.

**Incompatible** - The commingling of hazardous materials that may result in fire, heat, pressure, explosion or violent reaction.

**Ignitable** - Any substance having a flash point less than 140° F or the capability of spontaneously bursting into flames including Oxidizers.

**National Pollution Discharge Elimination System Permit (NPDES)** - A federal permit system that regulates the discharge of stormwater and wastewater to waters of the State. NBSD is currently regulated by a NPDES permit specific to NBSD.

**Pharmaceuticals** - Termed also as **medicine** or **medication**, can be loosely defined as any chemical substance intended for use in the medical diagnosis, cure, treatment, or prevention of disease. A pharmaceutical may be either over the counter items, (aspirin, ointments, etc.) or any prescription medication.

**Photographic Laboratory Drains** - This intermittent discharge is laboratory wastewater resulting from processing photographic film. Typical liquid wastes from these activities include spent film processing chemical developers, fixer-bath solutions

and film rinse water. Photographic laboratory wastes may be generated within and beyond 12 n.m. from shore, although current practice is to collect and hold the waste onboard within 12 nm.

**Reactivity** - A substances that is unstable under normal conditions that can cause explosions, toxic fumes, gases or vapors when heated, compressed or mixed with water.

**Release** - A spilled substance entering the environment that is either easily recovered or has an adverse impact. This could be simple oil sheen on the bay to a substance that exceeds its RQ.

**Reportable Quantity (RQ)** - The volume of a released substance that exceeds established federal reporting levels.

**Sewage (Black water)** - Wastewater containing fecal matter and urine.

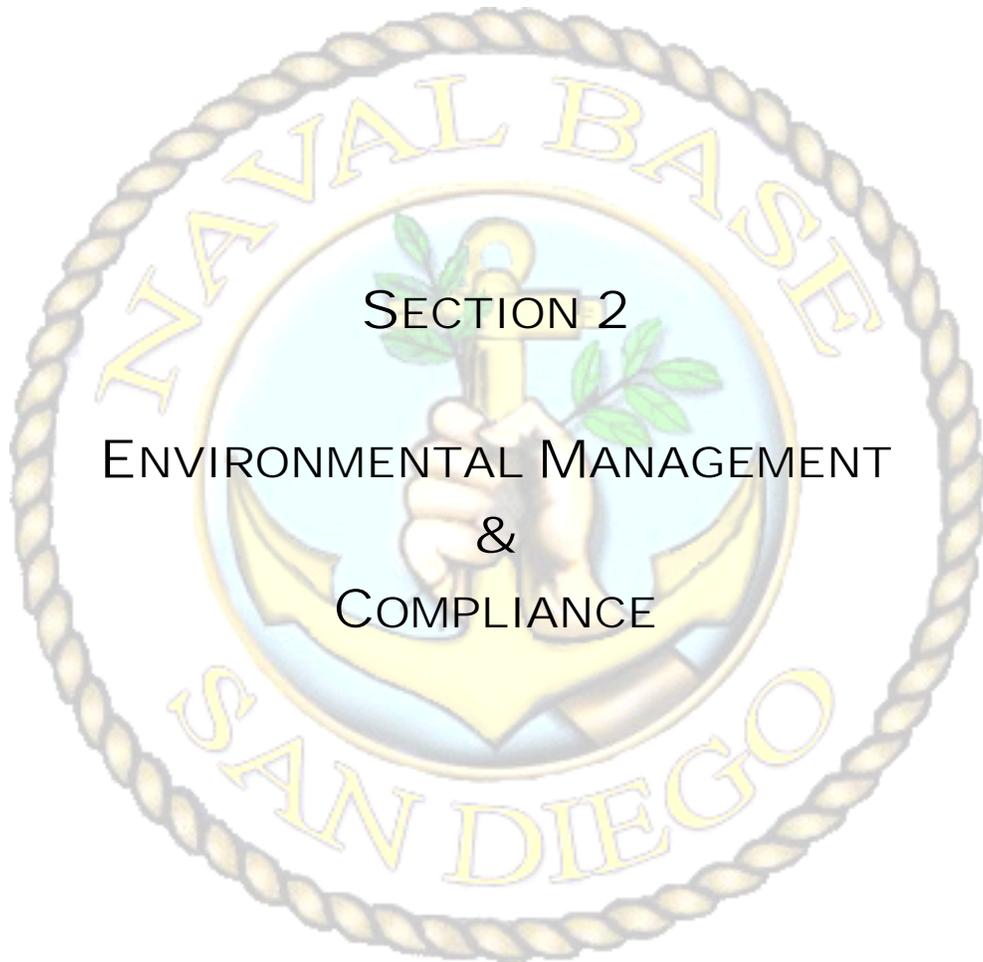
**Scrap Metal** - Includes metal parts, metal working, shaving, turnings, used containers (not containing any HW/HM residues) or simulate debris. Scrap metal does not include fine metal powers, electronic equipment or components.

**Spill** - A release of hazardous material into the environment.

**Toxicity** - The degree to which a substance (a toxin or poison) can harm humans or the environment

**UNDS (Uniform National Discharge Standard)** - The **EPA and DOD** reached an agreement, under the Clean Water Act, identifying allowable discharges to surface waters from processes incidental to operating a vessel of the United States (e.g. Government owned).

**VOC** – The component of a paint, solvent, adhesive or other similar substance that evaporates into the surrounding environment with the potential to cause or contribute to air pollution.



SECTION 2

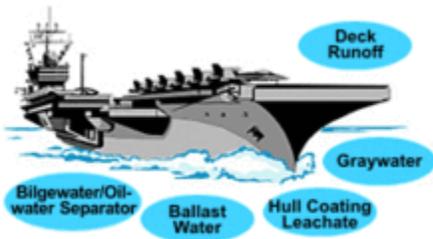
ENVIRONMENTAL MANAGEMENT  
&  
COMPLIANCE

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# ENVIRONMENTAL MANAGEMENT AND COMPLIANCE



## WATER QUALITY



*Illustration of some of the discharge types subject to UNDS regulations.*

This section focuses on NPDES permit requirements and **Uniform National Discharge Standards (UNDS)** regulations for forces afloat. The section should help define what the expectations are of the fleet sailor working over-the-side and how best to implement BMPs to provide maximum protection to the bay. This section will also discuss discharges and maintenance activities exempt under UNDS. This section also discusses industrial wastewater and Ship Preservation.

## AUTHORIZED UNDS PIERSIDE DISCHARGES

Below is a list of authorized shipboard /pier side discharges applicable to all US military surface vessels berthed at NBSD adopted under the UNDS. For clarification, brief descriptions of these specific discharges are listed in the authorized UNDS discharge definitions. Ship's force should consult with NBSD Environmental Staff on any questions regarding UNDS or prior to discharging new or questionable ship generated waters.

- Boiler Blowdown
- Cathodic Protection
- Chain Locker Effluent
- Clean Ballast
- Controllable Pitch Propeller Hydraulic Fluid
- Deck Runoff
- Distillation and Reverse Osmosis Brine
- Elevator Pit Effluent
- Fireman Systems
- Freshwater Lay-Up
- Graywater (This applies to only those Military Sealift Command [MSC], ships that do not have the capability of diverting gray water to the CHT)



- Hull Coating Leachate
- Mine Countermeasures Equipment Lubrication
- Motor Gasoline Compensating Discharge
- Non-Oily Machinery Wastewater (If the vessel is equipped with a dedicated non-oily machinery wastewater system)
- Portable Damage Control Drain Pump & Wet Exhaust
- Refrigeration and Air Conditioning Condensate
- Rudder Bearing Lubrication
- Seawater Cooling Overboard Discharge
- Seawater Piping Bio-fouling Prevention
- Small Boat Engine Wet Exhaust
- Sonar Dome Discharge
- Steam Condensate
- Stern Tube Seals and Underwater Bearing Lubrication
- Underwater Ship Husbandry
- Weldeck Discharges

## **UNDS SUMMARIES OF AUTHORIZED PIERSIDE DISCHARGES**

**Boiler Blowdown** - This discharge is the water and steam discharged during the blowdown of a boiler or steam generator, or when a safety valve is tested. Boilers are used to produce steam for propulsion and a variety of auxiliary and hotel services. Periodically, water must be removed from the boiler to control the buildup of particulates, sludge, and treatment chemical concentrations. The term “blowdown” refers to the minimum discharge of boiler water required to prevent the buildup of these materials in the boiler to levels that would adversely affect boiler operation and maintenance.

**Cathodic Protection** - This discharge consists of the constituents released into the surrounding water from sacrificial anodes or impressed current cathodic protection systems used to prevent hull corrosion. Steel-hulled vessels require corrosion protection. In addition to anti-corrosion hull paints, these vessels employ cathodic protection which is provided by either sacrificial anodes or Impressed Current Cathodic Protection (ICCP) systems.

**Chain Locker Effluent** - This discharge consists of accumulated precipitation and seawater emptied from the compartment used to store the vessel’s anchor chain. The chain locker is a compartment used to store anchor chain aboard vessels. Navy policy requires that the anchor chain, appendages, and anchor on Navy surface vessels be washed down with seawater during retrieval to prevent onboard accumulation of sediment.

**Clean Ballast Water** - Seawater taken directly onboard into the ballast tanks or received from the vessel's fire main system and does not come into contact any tanks the held or hold fuel.

**Controllable Pitch Propeller Hydraulic Fluid (CPP)** - Hydraulic fluid that is discharged into the surrounding seawater from propeller seals as part of normal operation, and during routine maintenance of the propellers. Hydraulic oil may be released from CPP assemblies under three conditions: leakage through CPP seals, releases during underwater CPP repair and maintenance activities, or releases from equipment used for CPP blade replacement.

**Damage Control Drain Pump Wet Exhaust** - This periodic discharge is seawater that has mixed and been discharged with portable damage control drain pump exhaust gases to cool the exhaust and quiet the engine. Two models of these portable damage control (DC) drain pumps are used: P-250 and P-100. The P-250 pumps operate on gasoline injected with oil-based lubricants. This discharge, termed wet exhaust, is typically routed overboard through a separate exhaust hose and does not include the main discharge of the pump which is classified separately as Portable Damage Control Drain Pump Discharge.

**Deck Run-Off** - An intermittent discharge caused when water from precipitation or from freshwater wash downs falls on the exposed portion of a vessel, such as a weather deck or other exposed area, and is discharged into receiving waters while the ship is pier-side.

**Distillation and Reverse Osmosis Brine** - An intermittent discharge is the concentrated seawater (brine) produced as a byproduct of the processes used to generate freshwater from seawater. Distillation and reverse osmosis plants are two types of water purification systems that generate freshwater from seawater for a variety of shipboard applications, including potable water for drinking and hotel services, and high-purity feed water for boilers. Distillation plants boil seawater, and the resulting steam is condensed into high-purity distilled water and the suspended and dissolved constituents in a saltwater brine that is subsequently discharged overboard.

**Elevator Pit Effluent** - The discharge is the liquid that accumulates in, and is occasionally discharged from, the sumps of elevator wells on vessels. For these elevators, a sump is located in the elevator pit to collect liquids entering the elevator and shaft areas. On some vessels, the elevator sump is equipped with a drain to direct liquid wastes overboard. However, most vessels collect and containerize the pit effluent for disposal onshore or process it along with their bilgewater.

**Fire Systems Discharge** - Fire main water is provided for firefighting through fire hose stations, sprinkler systems, and foam proportioners. Discharges of fire main water include anchor chain wash down, fire main testing, various maintenance and training activities, bypass flow from the fire main pumps to prevent overheating, and cooling of auxiliary machinery equipment (e.g., refrigeration plants).

**Freshwater Lay-up** - This discharge is the potable water that is periodically discharged from the seawater cooling system while the vessel is in port, and the cooling system is in a lay-up mode. These are single-pass, non-contact cooling systems whereby the seawater enters the hull, is pumped through a piping network and circulated through one or more heat exchangers, then exits the vessel.

**Gray Water** - Untreated wastewater that has not been contaminated by any toilet discharge, has not been affected by infectious, contaminated, or unhealthy bodily wastes, and does not present a threat from contamination by unhealthful processing, manufacturing, or operating wastes. Gray water includes but is not limited to wastewater from bathtubs, showers, bathroom washbasins, clothes washing machines, and laundry tubs, but does not include wastewater from kitchen sinks, dishwashers, toilets or bidets. Most Armed Forces vessels collect graywater and transfer it to shore treatment facilities while pierside with the exception of NMC vessels without the on board storage capacity or diversion capability.

**Hull Coating Leachate** - This discharge consists of constituents that leach, dissolve, ablate, or erode from hull paints into the surrounding seawater. Vessel hulls that are continuously exposed to seawater are typically coated with a base anti-corrosive coating covered by an anti-fouling coating.

**Mine Countermeasures Equipment Lubrication** - This discharge consists of the constituents released into the surrounding seawater by erosion or dissolution from lubricated mine countermeasures equipment when the equipment is deployed or towed. Lubricating grease and oil applied to this equipment can be released into surrounding seawater during its deployment and use, including during training exercises.

**Motor Gasoline Compensating Discharge Overboard** - An intermittent discharge consists of seawater taken into, and discharged from, motor gasoline tanks. Motor gasoline (MOGAS) is used to operate vehicles and equipment stored or transported on some Navy amphibious vessels. MOGAS is stored in a compensating fuel tank system in which seawater is automatically added to fuel tanks as the gasoline is consumed in order to eliminate free space where vapors could accumulate. The compensating system is used for MOGAS to provide supply pressure for the gasoline and to keep the tank full to prevent potentially explosive gasoline vapors from forming.

**Non-Oily Machinery Wastewater** - The discharge is composed of water leakage from the operation of equipment such as distillation plants, water chillers, valve packings, water piping, low- and high-pressure air compressors, and propulsion engine jacket coolers. Only wastewater that is not expected to contain oil is collected in this system. The discharge is captured in a dedicated system of drip pans, funnels, and deck drains to prevent mixing with oily bilgewater. Nuclear-powered Navy surface vessels and some conventionally powered vessels have dedicated non-oily machinery wastewater systems. Most other Armed Forces vessels have no dedicated non-oily machinery wastewater system, so this type of wastewater drains directly to the bilge and is part of the bilgewater discharge.

**Refrigeration/Air Conditioning Condensate** - This discharge is the drainage of condensed moisture from air conditioning units, refrigerators, freezers, and refrigerated spaces. Refrigerators, refrigerated spaces, freezers, and air conditioning units produce condensate when moist air contacts the cold evaporator coils. This condensate drips from the coils and collects in drains. Condensate collected in drains above the vessel waterline is continuously discharged directly overboard.

**Rudder Bearing Lubrication** - This discharge is the oil or grease released by the erosion or dissolution from lubricated bearings that support the rudder and allow it to turn freely. Armed Forces' vessels generally use two types of rudder bearings, and two lubricating methods for each type of rudder bearing: 1) grease-lubricated roller bearings; 2) oil-lubricated roller bearings; 3) grease-lubricated stave bearings; and 4) water-lubricated stave bearings. Only oil-lubricated roller bearings and grease-lubricated stave bearings generate a discharge.

**Seawater Cooling Overboard Discharge** - This discharge consists of seawater from a dedicated system that provides noncontact cooling water for other vessel systems. The seawater cooling system continuously provides cooling water to heat exchangers, removing heat from main propulsion machinery, electrical generating plants, and other auxiliary equipment. The heated seawater is discharged directly overboard.

**Seawater Piping Biofouling Prevention** - This discharge consists of the additives used to prevent the growth and attachment of biofouling organisms in seawater cooling systems on selected vessels, as well as the reaction byproducts resulting from the use of these additives. Fouling reduces seawater flow and heat transfer efficiency. Aboard some vessels, active biofouling control systems are used to control biological fouling of surfaces within the seawater cooling systems. Chlorinators use electric current to generate chlorine and chlorine-produced oxidants from seawater. Anodic biofouling control systems use electric current to accelerate the dissolving of an anode to release metal ions into the piping system. Chemical dosing uses an alcohol-based chemical dispersant that is intermittently injected into the seawater system.

**Small Boat Engine Wet Exhaust** - This discharge is the seawater that is mixed and discharged with small boat propulsion engine exhaust gases to cool the exhaust and quiet the engine. Seawater is injected into the exhaust of these engines for cooling and to quiet engine operation. Constituents from the engine exhaust are transferred to the injected seawater and discharged overboard as wet exhaust.

**Sonar Dome** - This discharge is generated by the leaching of anti-foulant materials from the sonar dome into the surrounding seawater and the discharge of seawater or freshwater from within the sonar dome during maintenance activities. The discharge is generated when materials leach from the exterior surface of the dome, or when water containing leach materials from inside the dome is pumped overboard to allow for periodic maintenance or repairs on the sonar dome or equipment housed inside the dome.

**Steam Condensate** - Condensed steam discharged from a vessel in port, where the steam originates from shore-based port facilities. Navy and MSC surface ships often use steam from shore facilities during extended port visits to operate auxiliary systems such as laundry facilities, heating systems, and other shipboard systems. In the process of providing heat to ship systems, the steam cools and condenses, this condensate collects in drain collection tanks and is periodically discharged by pumping it overboard.

**Stern Tube Seals and Underwater Bearing Lubrication** - Seawater pumped through stern tube seals and underwater bearings to lubricate and cool them during normal operation. The stern tube seals and bearings are cooled and lubricated by forcing seawater from the firemain or auxiliary cooling water system through the seals and over the bearings. Strut bearings are not provided with forced cooling or lubrication. Instead, strut bearings use the surrounding seawater flow for lubrication and cooling when the vessel is underway.

**Underwater Ship Husbandry** - Underwater ship husbandry discharge is composed of materials discharged during the inspection, maintenance, cleaning, and repair of hulls and hull appendages performed while the vessel is waterborne. Underwater ship husbandry includes activities such as hull cleaning, fiberglass repair, welding, sonar dome repair, propulsor lay-up, non-destructive testing, masker belt repairs, and painting operations.

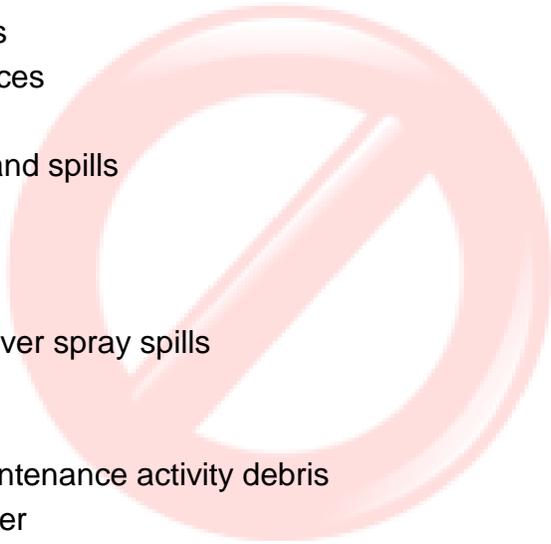
**Welldeck** - This discharge is the water that accumulates from the seawater flooding of the docking well (welldeck) of a vessel used to transport, load, and unload amphibious vessels, and from the maintenance and freshwater washings of the welldeck and equipment and vessels stored in the welldeck. Additionally, the U.S. Department of Agriculture (USDA) requires washing welldecks, vehicle storage areas, and equipment upon return from overseas locations. The washing is required to ensure that there is no inadvertent transport of non-indigenous species to land. USDA-required washes of welldecks and vehicle storage areas occur pierside, while vehicles and equipment are washed onshore in a USDA-designated area. Effluent from such shipboard activities drain to unflooded welldecks and are discharged directly overboard.

## **PROHIBITED DISCHARGES**

Below is a non exclusive list of substances prohibited from being discharged to San Diego Bay under NBSD water quality (NPDES) requirements **unless otherwise allowed by UNDS** and NBSD IUDP for discharges to the sanitary sewer (Ships CHT) system.

- AFFF
- Any discharge that causes or contributes to the violation of water quality standards aside from authorized UNDS discharges
- Any discharges associated with ship repair and maintenance activities debris
- Clarified water from oil/water separator
- Blasting materials

- Dirty Ballast Water
- Fiberglass dust
- Fuel compensating water (contact Port Operations for authorization to discharge)
- Fuel leaks and spills
- Hazardous substances
- Hazardous Waste
- Hydraulic oil leaks and spills
- Hydro-blast water
- Medical Wastes
- Bilge water
- Paint chips, spills, over spray spills
- Saltbox water
- Sewage (Bay Only)
- Ship repair and maintenance activity debris
- Steam cleaning water
- Swept materials
- Tank cleaning water from tank cleaning to remove sludge and/or dirt
- Trash, miscellaneous refuse, and rubbish
- Water contaminated with abrasive blast materials, paint, oils, fuels, lubricants, solvents, or petroleum or any discharge above industrial wastewater discharge standards.



***For questions regarding these or other discharges to the bay or sewer system please contact the NBSD Environmental Office at 556-1537.***

### **SHIP SEWAGE SPILLS**



Intentional overboard discharge of sewage is prohibited unless the ship or crew is threatened.

For spills or leaks from CHT raisers or discharges into the bay, ships force is required to make the following notifications:

- NBSD CDO at (619) 247-8897
- NAVFAC Duty Desk at 556-7349
- During normal working hours, the NBSD Environmental Office at 556-1537. If you reach the office voicemail, please leave quantity of spill, date, time, location and a point of contact.



## GRAY WATER SPILLS AND BALLAST WATER DISCHARGES

Intentional over-the-side discharge of gray water is prohibited unless the ships components have no means to collect or contain the wastewater prior to its transfer to ashore facilities or the ship or crew is threatened.

The discharging vessel shall ensure that any over-the-side gray water discharge does not contain hazardous constituents or substances that could impact water quality.

Clean ballast water may be discharged over-the-side. The discharge waters must comply with the general requirement of UNDS and does not contain any hazardous constituents or prohibited substances.

## HAZARDOUS WASTE & MATERIALS



In accordance with OPNAV ships forces do not generate “Hazardous Waste” the facility where the ships are homeported are the generators. Ship’s forces manage hazardous materials. However, once the excess HM is placed onto the pier, all waste regulations are applicable. It is ship’s forces responsibility to ensure the use of proper containers, they are properly labeled and the material is properly characterized.

For most ships generated “wastes” (POL, paint rags, empty cans) can be placed into plastic bags prior to pick up, However if the bags are leaking they should be transferred into rigid leakproof containers. Waste in glass containers should be securely placed into metal containers or boxes to prevent breakage. Paint and oils containers/drums must have tight fitting lids and fitting to prevent spills.

If applicable Hazardous waste labels must be affixed to each container/bag once placed on the pier. These can be obtained from NAVFAC Hazardous Waste Contractor Clean Harbors (556-9600/01). Each HW label must be completely filled out with the following information:

- Ships name
- Waste Description
- Accumulation Start Date
- Hazard Class
- Hazard Properties

In addition NAVFAC Hazardous Waste Contractor Clean Harbors may require MSDS or waste profiles for each waste picked up from the vessel. For assistance with Waste characterization contact Clean Harbors.

**Empty Containers.** An “empty” hazardous material container may be recycled if it meets the following requirements:



- **Never contained an extremely or acute hazardous waste. (See paragraph below for acute clarification assistance)**
- Container has **no free-flowing liquids**
- **Not an aerosol can.** (Turn Aerosol containers into Clean Harbors)

Place containers meeting the above requirements in the black metal recycling bins located on or near the piers. If you are unsure if your container held an extremely or acute hazardous substance contact the NBSD Environmental Office at 556-1537 for clarification.



**Fluorescent Light Bulbs.** Do not crush fluorescent light bulbs prior to disposal. Fluorescent light bulbs must be placed into a special container available from Clean Harbors for waste turn-in. Fluorescent lights cannot be placed in trash bins. Special containers are available from NAVFAC Hazardous Waste Contractor Clean Harbors for waste turn-in if needed.

**Used Cooking Oil.** When containerized in any container that is not leaking and can be secured may be disposed of through NAVFAC Hazardous Waste Contractor, Clean Harbors Hazardous Waste services. For further pickup and proper turn over guidance call 556-9600/ 9601.

## **SURPLUS ELECTRONIC EQUIPMENT MANAGEMENT**



Excess electronic devices includes, but are not limited to computers and computer peripherals, televisions, stereos, radio equipment, fax machines, telephones, cell phones, IPODs, calculators, and electronic equipment with soldered circuit boards.



**For surplus NMCI equipment turn-in contact your Contract Technical Representative [https://nmcicustomerreporting/CTR\\_Lookup/](https://nmcicustomerreporting/CTR_Lookup/).**

All other discarded electronic equipment must be turned in to DLA-Disposition Services (formerly DRMO) for proper management. Complete a 1348-1a available on-line at <http://www.dispositionservices.dla.mil/turn-in/scrap/documentation-scrap.shtml>. To contact a DLA Ship Representative dial 556-1199/1117.



## **OILY WASTE (Bilge Water) and WASTE OIL**

Use of BOWTS pier side oil recovery facilities at NBSD requires training and vessel certification prior to initial use. Call 556-9688 or 545-7537 for additional information and to schedule training.

Oily Waste offload for foreign vessels - **Host ships shall provide support** for visiting foreign vessels to ensure the federal requirements for oily waste transfer operations are met. Visiting foreign vessels will be provided oily waste transfer information during the in-port briefing by the host ship and Port Operations Officer.

Routine use of shipboard OWS inport is not authorized at NBSD. If the bilge water or oily waste discharge contains AFFF, Shaw Environmental must be notified at 556-9688 in advance. They will provide a defoamer to be added to the bilge or tank and will monitor the discharge.

### NBSD Requirements / Procedures



- Oily Waste (OW) off-load is conducted via shore connections located on quay-walls, piers 1-10 and 13 using pipelines and risers connected to a Bilge Oily Waste Treatment System (BOWTS).
- Schedule bilge and oily waste disposal through Shaw Environmental. Ships must pick up radios from Shaw Environmental for use during transfer.
- Containerized (drum) waste oils are to be turn-in to Clean Harbors during the normally scheduled hazardous waste pick-up times.



### TURN - IN REQUIREMENTS

When used or unused HM is placed on the pier it must be managed in accordance with OPNAVINST 5090.1C 22-6.2.6 which states ships are required to transfer used or excess HM to a NAVY shore activity who, working with ship personnel, will determine whether shipboard material HM is usable, reusable or should be disposed of as Hazardous Waste.

Clean Harbors will accept used HM that is turned in by ship personnel provided it conforms to the protocol stated in Chapter 23 of OPNAVINST 5100.19E. In accordance with OPNAVINST 5100.19E, HM not meeting the requirements as specified in the instruction will be returned to the originating ship and the command notified.

When HM is placed on the pier, it must be identified with a Hazardous Waste Label, if applicable. NAVFAC Hazardous Waste Contractor Clean Harbors provides generic labels and offers assistance in preparing the label if requested.

USED HAZARDOUS MATERIAL DAILY PICK-UP SCHEDULE					
TIMES	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
0800 – 0830	PIER 1 PIER 3 PIER 5				
0850 – 0920	PIER 2 PIER 4 PIER 6				
1000 – 1030	PIER 7 PIER 9 PIER 13				
1050 – 1120	PIER 8 PIER 10 PIER 12				

Clean Harbors is **NOT** permitted to accept the following wastes:

- Radioactive Materials
- Bio-Infectious Wastes, Sewage or Mixtures Containing Sewage (Feces, Urine)
- Medical Wastes, Drugs, Sharps, Sharps Containers, Blood Contaminated Materials
- Compressed Gas Cylinders
- Explosives, Ammunition, Ordnance, Pyrotechnics
- Wet Garbage and Inedible Food.

### HAZARDOUS SUBSTANCE SPILLS

Ships are required to make the following notifications if a hazardous substance enters the bay or if oil sheen is discovered.

- Contact Port Operations (**Liquid Cargo**) at **619-556-8006** and follow reporting and notification requirements listed
  - Local time and date of spill?
  - Facility /vessel where spill originated?
  - Spill Location (Pier, mooring designation, etc.)?

- Volume spilled in gallons?
  - Type of oil spilled?
  - Operation under way when spill Occurred/Discovered?
  - Cause of spill?
  - Slick description and movement?
  - Spill Environment – Weather, winds, etc.?
  - Any areas damaged or threatened?
  - Telephonic report to National Response Center made?
  - Are samples needed or were they taken?
  - How was spill contained?
  - Spill Removal Method – If any?
  - Volume of oil recovered in gallons?
  - Who performed spill removal?
  - Regulatory Agency(s) on site.
  - Contact information of person reporting?
- **NBSD CDO (619) 247-8897**
  - **Environmental Office 556-1537** (0700 – 1600). If you reach the office voicemail, please leave quantity of spill, date, time, location and a POC.

## **HAZARDOUS MATERIAL**



**Unused hazardous material.** Unused excess hazardous material must be turned-in to FISC Logistics Support Center (LSC) or by contacting your LSR. You can locate your LSR by contacting (619) 556-0420 or by visiting FISC website at <https://www.navsup.navy.mil>. Ships with excess HM must call the LSR to arrange for screening and offload by qualified FISC personnel.

**DO NOT leave used or excess HM unattended on the piers.** This is considered "abandoned" HM which subjects the Navy to a Notice of Violation and fine.

For abandoned HM on the pier call the Waterfront Environmental Coordinator (WEC), Pier Supervisor, LSR or NBSD Environmental Office.

**Used HM Pick-Up Schedule.** Used HM not acceptable for turn-in at FISC HAZMINCEN must be turned in to the NAVFAC Hazardous Waste Contractor Clean Harbors during scheduled pier pick-up times listed on the previous page. For further information, or to make emergency arrangements, contact (619) 556-9600/9601 or your LSR.

Used HM must be in proper containers, labeled and not leak when subjected to normal handling when it is placed on the pier.

## COMPRESSED GAS CYLINDERS

- Disposal: Contact NAVSUP Fleet Logistics Center at 556-0381, for compressed gas cylinder disposal, regardless of size. Gas cylinders shall not be placed in trash or scrap metal containers.
- Do not intentionally puncture, vent, or discharge gas cylinders into the environment.
- Aerosol containers (like paint cans) are not compressed gas cylinders and must be managed through NAVFAC Hazardous Waste Contractor Clean Harbors.
- Refrigerant Bottles: All empty and unused refrigerant bottles such as R12 and R114 and Halons 1202, 1211 and 1301 shall be returned to the Supply System. Contact NAVSUP logistics for turn-in procedures.

If abandoned compressed gas cylinders are found, call your LSR.

## AIR QUALITY

In accordance with OPNAV 5090.1C all paint usage onboard ship, by ships' forces, while in port, must be logged and tracked. The log should include the following information:

- 1) Date Coating/Prep Agent/Cleaner Used
- 2) Product Manufacturer
- 3) Quantities (Pint, Qt, Gallon, Oz): Qty Issued/Qty Used
- 4) Volatile Organic Compound grams/Liter or lbs/Gal
- 5) Common Product Name (e.g. Haze Gray, Thinner)



The usage logs should be maintained for three years. San Diego Air Pollution Control District (SDAPCD) is the regulatory agency overseeing air quality. SDAPCD is authorized to come aboard ship and conduct inspections of ships and their activities that are related to air quality. This includes but not limited to: paint, solvent and adhesive usage, blasting, sanding, and engines over 50 hp. Engines used for propulsion are exempt. If you require a form contact NBSD's Air Program Manager at 556-1805.

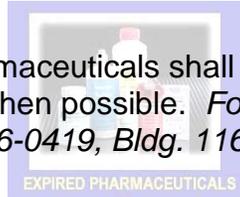
## SHIP LIGHT-OFF PROCEDURES

The Air Pollution Control District no longer requires a phone call from ships testing their boilers or prior to getting underway. In lieu of calling the District to report a light-off, ships shall record the start time, estimated duration and reason for the light-off. If the log is not kept to support the visible emission exemption and a visible emission exceedence is observed, a notice of violation may be issued. Visible emissions cannot exceed 40 percent opacity (Ringlemann 2) for greater than 3 minutes in any consecutive 60-minute period. Contact the NBSD Environmental Office for additional details at 556-1805.

## MEDICAL WASTES

Unit's producing medical waste (MW) are to turn in their MW to the Navy's contractor Black Gold Industries (BGI). The times for medical waste pickup are on the following pages.

Expired or soon-to-be-expired pharmaceuticals shall be turned in to the Guaranteed Return Program (GRP), FISCSD, when possible. *For more information, please contact or visit: Ms. Monet Bernhardt at 556-0419, Bldg. 116, NBSD.*



Expeditionary Health Services Pacific Medical Warehouse, located in Bldg. 279, provides the following services:

- Collection and redistribution of excess medical equipment and consumables.
- Issue and tracking of CBR medications for COMNAVSURFPAC units.

The hours of operation are 0700-1100 / 1145-1400 Monday through Friday. Call (619) 556-1465 or 571-3801 for special appointments or more information.

## MEDICAL WASTE CATEGORIES

Wastes generated from diagnosis, research, treatment, immunizations, production or testing of biological products containing infectious agents are normally classified as medical waste. The four categories of medical waste are as follows:



(1) **Medical Solid Waste (MSW).** MSW includes but is not limited to empty specimen containers, bandages, dressings, dried blood, non-infectious surgical gloves, unused IV tubing, non-contaminated broken glassware, and other materials that are not classified as biohazards. If you are uncertain if you have medical solid waste, please contact the *NBSD Environmental office at 556-1537*. Unused medical solid waste **should be** managed as regular trash and disposed of in the appropriate dumpster. All medical solid waste must be double bagged before being placed in the trash. The bags **DO NOT** require any labeling or marking.

(2) **Bio-hazardous Waste.** Most bio-hazardous waste falls into one of the following categories:

- Laboratory waste, pathogens, used specimen stocks or cultures, infectious agents, vaccines, non-sterilized culture dishes or materials that may contain infectious substances and may pose a significant threat to human health.
- Blood and body fluids, containers contaminated with blood or body fluid elements that have separated from the solid portion of the waste under normal temperature.

- Tissues & medical /surgical type items contaminated with or once contained chemotherapeutic agents.



Bio-hazardous waste must be staged for pier side collection by the medical waste contractor at the times listed below. Bio-hazardous waste is never to be discarded into the trash. All bio-hazardous waste must be accumulated, managed and disposed of in certified **red bags**. All bio-hazardous waste bags shall be closed to prevent any leakage or expulsion of solid or liquid waste during storage, handling or transportation. Each bag shall be clearly labeled with the bag contents.

(3) **Sharps Waste.** Sharps are devices having rigid edges or corners used in medical or dental practices that are capable of cutting or piercing. Examples include hypodermic needles, syringes with needles, blades, lancets or broken glassware contaminated with bio-hazardous type wastes.



- **Unused** sharps contained in the original packaging can be returned to the GRP for reuse.
- **Used/contaminated** sharps wastes must be accumulated in leak proof, rigid, puncture-resistant containers which when sealed, cannot be easily reopened. **Sharps are not to be managed in plastic bags. A rigid container is a must.** As with bio-hazardous wastes, used sharps waste is not authorized to be placed into the trash and must be managed and disposed of as bio-hazardous waste. All sharps containers must have the Generator's Label when first placed into use. This includes Name, Address and Phone #.

#### (4) **Pharmaceutical / Waste Pharmaceuticals**



A pharmaceutical is any over-the-counter or prescription drug which is used for medical treatment. Any unused or extendable medicinal pharmaceutical form aboard ship maybe managed as out lined below. This will apply to all pharmaceuticals not classified as waste.

- Provided to another navy command either afloat or ashore for usage or distribution or returned to the manufacturer through either:
  - A Reverse Distribution Program (**RDP**).
  - A Guaranteed Return Program (**GRP**).

The disposal of unused pharmaceuticals as medical waste should be the ships last option.

Pharmaceuticals that are expired, unusable or discarded and cannot be redistributed as stated above must be classified and managed as a waste. This includes:

- Medicinal Waste Pharmaceuticals
- RCRA Waste Pharmaceuticals

- Waste Pharmaceutical Personal Care Products (PPCP's)

Medicinal waste pharmaceuticals are to be managed as regulated medical waste as outlined below and turned-in to BGI for disposal during normal scheduled pier side pick-up times.

- Waste pharmaceuticals must be placed into **clear plastic bags** and identified with the ship's name, address, telephone number prior to pick up by the medical waste contractor (BGI). The bag shall also be labeled "**Waste Pharmaceuticals-Incinerate Only**".

**DO NOT FLUSH PHARMACEUTICALS DOWN A TOILET!**



### RCRA WASTE PHARMACEUTICALS

Some waste pharmaceuticals have been classified by EPA as hazardous waste because their characteristics pose a specific harm to human health or the environment. This also includes iodine's and alcohols or other medicinal products.

The table below is a non inclusive list of RCRA waste pharmaceuticals or associated product characteristics that **CANNOT** be turn-in to BGI and must be managed as hazardous waste.

Waste Code	Constituent of Concern	Product Name Examples:
P001	Warfarin & salts (concentration > 0.3%)	Coumadin; Warfarin
P012	Arsenic trioxide	Trisenox
P042	Epinephrine	Adrenalin; EpiPen; Eppy/N; Epifrin; Epinal; Anaphalaxis kit; Epinephrine (inhalants, injectibles, kits); Racepinephrine; Racord; Primatene aerosol inhaler
P046	Phentermine	Phentermine (CIV)
P075	Nicotine & salts	Nicotine patches; Habitrol; Nicoderm; Nicorette; Nicotrol; Tetrahydronicotyryne
P188	Physostigmine salicylate	aka Eserine salicylate
P204	Physostigmine	aka Eserine
U010	Mitomycin C	Mitomycin; Mitomycin C; Mutamycin; Mutamycin VHA Plus
U015	Azaserine	Chemotherapy for leukemia
U034	Chloral / Chloral hydrate	Chloral hydrate (CIV)
U035	Chlorambucil	Leukeran
U044	<i>Chloroform</i>	<i>Not commonly seen</i>
U058	Cyclophosphamide	CTX; Cytoxan injection, Lycophilized/VHA Plus; Neosar; Procytox

Waste Code	Constituent of Concern	Product Name Examples:
U059	Daunomycin	Daunorubicin, Cerubidin, DaunoXome, Rubidomycin; Liposomal; Idarubicin/Idamycin; Daunomycin
U075	Dichlorodifluoromethane	Dichlorodifluoromethane
U089	Diethylstilbesterol	Diethylstilbestrol, DES (synthetic estrogen), Stilphostrol
U121	Trichloromonofluoromethane	Trichlorofluoromethane
U129	Lindane	G-Well shampoo; Kwell; shampoo
U132	Hexachlorophene	PhisoHex disinfectant
U150	Melphalan	Alkeran; L-PAM; Melphalan
U151	Mercury	Mercurochrome; Mercury iodide; Mercury chloride; Mercury sulfate
U182	Paraldehyde	Paral; Paraldehyde (CIV)
U187	Phenacetin	Acetophenetidin; typically veterinary
U188	Phenol	Phenol; Liquified phenol
U200	Reserpine	Resperine
U201	Resorcinol	Resorcinol
U205	Selenium sulfide	Exsel shampoo; selenium sulfide; Selsun
U206	Streptozotocin	Streptozotocin; Streptozocin; Zanosar
U237	<i>Uracil mustard</i>	<i>Not commonly seen: Uracil mustard; Uramustine</i>
U248	Warfarin & salts (concentration $\leq$ 0.3%)	Warfarin

## PHARMACEUTICAL & PERSONAL CARE PRODUCTS (PPCP)

Recent environmental laws require **PPCPs** to be managed similar to pharmaceuticals (e.g either as HW or MW depending on the products hazardous characteristics). Personal care products include any products used for personal health or cosmetic reasons. Sunscreen, cosmetics, fragrances, vitamins, supplements and any medicated personal use products are included. An example, aftershave, cologne, perfume and antibacterial soaps contain alcohol and are toxic. Antihistamines would be medical waste pharmaceuticals.

PPCPs include, but are not limited to:

- Aftershave
- Antibacterial soap
- Antibiotics
- Anti-fungal products
- Antihistamines
- Antiperspirant deodorant
- Antiseptics such as iodine, betadine and alcohol based hand wipes
- Aspirin, acetaminophen and ibuprofen

- Blood pressure medications
- Dandruff shampoo
- Decongestants
- Eyeliner
- Hair styling gel
- Lotion containing vitamins
- Nail polish and remover
- Nicotine patches
- Pain Medications
- Products that contain lidocaine
- Psoriasis and eczema topical treatments

Empty containers which held PPCPs may be placed into pier side trash bins.

**MEDICAL WASTE TURN IN & DISPOSAL**



Medical waste must be staged separately from used hazardous materials in a secure or designated location (separation is as simple as storing the medical waste on its own pallet). Shipboard medical and dental waste will be collected pier side **Tuesday and Friday** per the following schedule:

MEDICAL WASTE PIER SIDE PICK-UP SCHEDULE							
PIER	TUE / FRI		PIER	TUE / FRI		PIER	TUE / FRI
1	0700 - 0725		5	0900 - 0925		9	1100 - 1125
2	0730 - 0755		6	0930 - 0955		10	1130 - 1155
3	0800 - 0825		7	1000 - 1025		12	1200 - 1225
4	0830 - 0855		8	1030 - 1055		13	1230 - 1255



SECTION 3

VESSEL MAINTENANCE  
&  
PRESERVATION

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# VESSEL MAINTENANCE AND PRESERVATION



The Best Management Practices (BMPs) listed in this guide must be implemented by ship's forces. Approval to use alternative BMPs may be granted by NBSD Environmental Office if it can be demonstrated that the alternative BMPs will provide an equivalent level of environmental protection

## GRINDING, SANDING, CHIPPING, WELDING & SURFACE PREPARATION



- Work shall be discontinued during high wind or rain.
- The area scheduled for work should not exceed a 10 ft x 10 ft area at any given time.
- Where work has the potential to discharge particulates into the bay, shrouding, tarps, or use other effective methods on vertical or horizontal surfaces, near or on the skin of the ship, maximizing the capture of dust, paint chips, metal fragments, etc.
- Work required on grating or other pervious surfaces found aboard ship must have a drop cloth or equivalent substitute placed underneath the work surface.
- When hydraulic man-lifts are used, canvas covers, plastic at least 6 mm thick or equivalent durable material must be used to cover the bottom portion of the man-lift and must not extend vertically beyond the kick plate.
- Work areas must be swept up thoroughly upon the completion of each job, or at a minimum at the end of each work shift.

## PAINTING



- Unsheltered painting shall be discontinued during high wind or rain.
- When over-the-side painting is scheduled using camels, floating platforms, or equivalent equipment, drop cloths are to be placed on the deck of the equipment to capture paint droplets or spills. In addition, when practical, a covered float should be placed under the vertical surfaces where over the side work is planned.

- Painting operations conducted from a floating platform must at a minimum have the bottom tier covered with a drop cloth. The drop cloth shall be secured in such a manner as to render it immobile.
- Paint/Coating Requirements. Ship's company personnel shall consult the Ships Hazardous Material List (SHML) for paints authorized for use onboard ship. In addition, the following rules apply:
  - 1) VOC limit for Marine Coatings (Paints) is 340 grams/liter or 2.8 lbs/gl.
  - 2) Thinning of coatings with solvents is prohibited.
  - 3) All paint cans and solvent containers must be kept closed or covered when not in use.
  - 4) Rags used for solvent wipe cleanup must be placed in plastic bags or containers that can be closed and disposed as hazardous waste.
  - 5) Paints / coatings obtained overseas are not authorized for use in California ports.
  - 6) MSDSs must be kept on file for all hazardous materials.

## ADHESIVES



***VOC limits for adhesive coatings: Check with the NBSD Environmental Office if you have questions about VOC content.***

- All adhesive containers must be kept closed or covered when not in use.
- Rags used for cleanup must be placed in plastic bags or containers that can be closed and disposed as hazardous waste.
- Adhesives obtained overseas are not authorized for use in California ports.
- Ship's company is prohibited from establishing an adhesives application station pier side.
- If circumstances require the use of a pier for adhesives work, the evolution must first be evaluated by the NBSD Environmental Office.

## SHIP FRESH WATER WASH DOWNS



**Fresh water wash downs are authorized to remove primarily salt buildup and operations outlined in UNDS.**

Use of detergents to remove oil, grease, grime etc. as part of a fresh water wash down are authorized if applied in small amounts that are only necessary to complete the task. In the event water must be used to remove detergent residues, the discharge shall contain a minimal amount of detergent from entering a waterway.

Prior to a fresh water wash down, all loose debris must be picked up, oils/grease cleaned up and the area swept down. Under no circumstances shall any debris be washed or swept over the side.

As with detergents, fresh water wash downs shall be performed using the minimal amount of water necessary to complete the assigned task.

Water discharged to the bay during the wash downs must have minimal sheen and must not show any evidence of suspended particulates, such as cloudiness and/or discoloration. Discharge water must remain clear a visible sheen on receiving waters must be reported.

### **WEIGHT TESTING WATER DISCHARGES**



The discharge of weight testing water into San Diego Bay is authorized by the NBSD Environmental Office, Water Quality Branch, on a case by case basis. Contact the NBSD Environmental Office at 556-1537.

The discharging vessel must complete the following notification before discharge:

- Obtain approval for weight test from NBSD Environmental Office at 556-1537.
- Provide the vessel POC information including phone number and e-mail address.
- Provide the location of discharge (pier #, and side of ship weight test discharge will occur, e.g. pier side or out board side of the vessel).
- Provide the estimated time, date, & volume of discharge.
- Identify what is being tested (ships crane, life boat davits etc...).
- Indicate how the bags will be obtained? Verify the bags have been cleaned and inspected prior to the test to ensure pollutants are not being added to the source water (bay water).
- Indicate where the testing water will be obtained from (fire main, bay, potable water risers on the pier...)
- Provide POC information of who will be performing the test and managing the discharge.

If possible the discharging vessel must make the notification to the NBSD Environmental Office as early as practical. A 72 hour advance notification is preferred.

## GENERAL PIER HOUSEKEEPING



Good housekeeping is an important BMP and consists of routine sweeping and clean up of work areas which at a minimum, must be completed at the end of each work shift. Hazardous material/waste spills, such as paints and oils, shall be **immediately** cleaned up.

SOPA Pier Environmental Petty officers shall conduct pier walk thoughts at least once a week to monitor cleanliness, spills or leaking equipment and abandoned wastes or item.

Ship's company is not to stage HW or MW on the piers more than thirty minutes in advance of a pier side pickup. The staged HW/MW must be manned until pick-up time.

Ships requiring hazardous material storage on the piers for greater than 24 hours must place liquid materials in secondary containment sufficient enough to contain any spills. All equipment staged on the pier, such as Baker tanks, generators, re-circulating pumps etc., must be placed in secondary containment sufficient to contain spills. Vehicles used solely for transportation and/or loading and unloading are not required to have secondary containment when not in use, unless they are leaking fluids.

## PIER SIDE PAINTING



Painting operations conducted from piers utilizing manlifts shall use non-porous covers designed to prevent the spillage or discharge of paints into the bay. If covers are not available the manlift may be covered or wrapped with similar materials (i.e., plastic, shrink-wrap) to prevent the release of paint into the environment. Paper is not to be used to wrap the basket or used as a drop cloth. Plastic must be minimum of 6 mm in thickness.

Ship's force is prohibited from painting equipment, vehicles etc., on piers. Such evolutions require permitting from the San Diego Air Pollution Control District. If circumstances require ships force to paint items on the pier, the evolution must be cleared through the NBSD Environmental Office.

## SHIPS' FORCES RECORDKEEPING

In accordance with OPNAV 5090.1C all painting evolutions, whether inside the ship or on the outer hull, require USAGE LOGS be maintained. These logs must include ship's name, waste description, accumulation start date, hazard classification and hazard properties.

## LEAKING VEHICLES



For vehicles, forklifts etc., under the cognizance of the ship and found to be leaking fluids (i.e. oil, anti-freeze, etc.), the ship must capture the fluids using a drip pan or similar device. Such devices containing leaked fluids (i.e. oil, oil with water, antifreeze, etc.) must be emptied and cleaned on a daily basis or prior to any rainy days.

Spill/leak residual resulting from leaking vehicles shall be ***immediately*** cleaned up using absorbents, rags, etc.

Materials/wastes generated from leaking vehicles shall be treated as hazardous waste and disposed of accordingly.

The ship will take measures to ensure the vehicle is scheduled for repairs to stop the leak.

## TRASH & RECYCLING

Color-coded recycling bins are provided on most piers.

**NEVER place hazardous material, electronics or medical waste in recycling or trash bins.**

### Recyclable Item Appropriate Recycling Bin

Item:	Bin:
Cardboard .....	Blue
Wood .....	Brown
Scrap Metal / Steel Cans / Aluminum Cans ..	Black



## BLACK SCRAP METAL BINS

- No HAZMAT/HAZWASTE (Turn into Clean Harbors)
- No aerosol cans(Turn into Clean Harbors)
- No electronics or appliances (Turn into DLA/DRMO)
- No items for ***demilitarization*** (see SUPPO for guidance)
- Place scrap metal inside black bins and make sure lids will close.
- Large scrap loads (more than bin capacity) should be delivered directly to CNRSW Recycling Centers. Contact Recycling Center Site Coordinator at 556-9331 for delivery arrangements.

Laser / Toner cartridges are accepted, but must be in original packaging and should be delivered directly to CNRSW Recycling Centers. Contact Recycling Center Site Coordinator at 556-9331/9799 for guidance.

Lead Acid batteries are accepted for recycling and should be delivered directly to CNRSW Recycling Centers. Contact Recycling Center Site Coordinator at 556-9331/9799 for guidance

Items that can be re-used for original purpose must be turned in to DLA-Disposition Services (formerly DRMO) (desks, file cabinets, etc.). 556-1036

### **Miramar Landfill Municipal Solid Waste Disposal**

For Miramar Landfill municipal solid waste disposal, contact NBSD Recycling Center at 556-9331 or 556-9799 for proper guidance.



### **Guidance for Contractor Laydown Areas on Piers & Quay Walls**

All contractors conducting work aboard ship and requiring a designated lay down are required to comply with NAVBASESANDIEGOINST 11000.7 (4 May 2006). Contact NBSD Environmental for guidance at 619-556-1537.



In addition the contractor must also comply with the CNRSW Environmental BMP Guide for Navy piers.



SECTION 4

NBSD ENVIRONMENTAL POLICY

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## DEPARTMENT OF THE NAVY

COMMANDING OFFICER  
NAVAL BASE SAN DIEGO  
3455 SENN ROAD  
SAN DIEGO, CALIFORNIA 92136-5084

IN REPLY REFER TO:  
19 Aug 11

### ENVIRONMENTAL POLICY STATEMENT

Naval Base San Diego's (NBSD) primary goal is to actively support Fleet, Fighter, and Family through exceptional environmental stewardship and strong working relationships with both stakeholders and non-stakeholders. Therefore, we are committed to:

- Making active pollution prevention as a priority. Pollution will be prevented or reduced at the source whenever feasible. Recycling is mandatory for all NBSD activities and all personnel are directed to participate in the NBSD recycling program. For more information and drop off locations, you may contact NBSD Environmental at (619) 556-1537.
- Providing exceptional environmental program support and compliance oversight to both ashore and afloat commands.
- Conservation of energy and water resources. Adherence to the NBSD energy and water management programs will ensure preservation of resources over the entire base.
- Minimizing environmental liabilities through continual review of existing operations and processes looking for opportunities to use new technologies that are environmentally friendly.
- Increasing awareness and knowledge through an effective environmental training program that is available to both civilian and military personnel assigned both ashore and afloat.
- Identifying and reviewing environmental impacts for significance and setting objectives and targets for the reduction and eventual elimination of the environmental impacts.
- Ensuring this policy is communicated to all military and civilian personnel and contractors to encourage their continual awareness and support of NBSD environmental programs. The Environmental Management System is available at <https://www.cnic.navy.mil/sandiego/AboutCNIC/RegionalPolicies/index.htm>.

  
F. W. SMITH JR.  
Captain, U.S. Navy  
Commanding Officer

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SECTION 5

NAVAL BASE SAN DIEGO  
POINTS OF CONTACT

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## NAVAL BASE SAN DIEGO ENVIRONMENTAL OFFICE

ENVIRONMENTAL FOCUS AREA/MEDIA	LOCATION	☎ PHONE NUMBER(S)
INSTALLATION ENVIRONMENTAL OFFICE TROUBLE DESK	NBSD BLDG 72	556-1537
AIR QUALITY	NBSD BLDG 72	556-1805/0794
HAZARDOUS WASTE / MEDICAL WASTE	NBSD BLDG 72	556-6798/0970
INDUSTRIAL WASTEWATER	NBSD BLDG 72	556-3649/4975
NEPA	NBSD BLDG 72	556-5418
STORMWATER	NBSD BLDG 72	556-1533
WATERFRONT: PIERS & QUAY-WALLS	NBSD BLDG 72	556-5048/3649
NAVAL MEDICAL CENTER SAN DIEGO - NBSD ENVIRONMENTAL	NMCS D BLDG 8	532-6161

## ADDITIONAL ENVIRONMENTAL SUPPORT SERVICES

FOCUS AREA	POSITION/NAME	☎ PHONE NUMBER(S)
ANIMALS – SICK OR INJURED ON BASE	WILDLIFE ASSIST VOLUNTEERS MS. MARIE MALLOY	1(858) 278-2222, (619) 921-6044
COMPRESSED GAS CYLINDER TURN-IN	STOODY INDUSTRIAL AND WELDING	(619) 234-6750
	HAZMAT GOV'T POCS : FISCSD HAZMAT DIRECTOR	(619) 556-6209
	NBSD ZONE MANAGER	(619) 556-6210
ELECTRONIC WASTE TURN-IN	DLA-DISPOSITION SERVICES (FORMERLY DRMO)	(619) 556-1049 / 1036
LEGACY COMPUTER EQUIPMENT TURN-IN	NMCI	1(866)843-6624
SOLID WASTE /RECYCLING	RECYCLING, SOLID WASTE MANAGEMENT	(619) 556-9331/ 9799
EMERGENCIES AFTER HOURS, ENVIRONMENTAL	COMMAND DUTY OFFICER, NBSD	(619) 247-8897
SEWAGE SPILLS, LEAKS OR RELEASES	NAVFAC DUTY DESK & NBSD CDO	(619) 556-7349
EMERGENCY MEDICAL WASTE PICK-UP (M-F 0800-1500 ONLY)	ENVIRONMENTAL OFFICE, NBSD	(619) 556-1537
ENVIRONMENTAL / SAFETY OFFICES	NBSD ENVIRONMENTAL OFFICE (OR E-MAIL CNISWEN\NBSANDIEGO@NAVY.MIL)	(619) 556-1537
	COMNAVREG SW HAZWASTE PROGRAM OFFICE	(619) 532-2274
	COMNAVSURFPAC ENVIRONMENTAL OFFICE	(619) 437-2956
	SOPASUBAREA EAST SAFETY OFFICE	(619) 556-4836
FOREIGN GARBAGE REMOVAL	MR. NATE STATEN	(619) 556-7604
	MR. MARTIN TIRADO	(619) 545-8427

## ADDITIONAL ENVIRONMENTAL SUPPORT SERVICES CONTINUED

FOCUS AREA	POSITION/NAME	☎ PHONE NUMBER(S)
HAZARDOUS MATERIAL(HAZMAT), EXCESS - TURN-IN	AFLOAT – CONTACT YOUR RESPECTIVE LSR	---- -- --
	SHORE ACTIVITIES	(619) 556-9723, (619) 556-9722
	REGIONAL CHRIMP CENTER, FISCSD	(619) 556-9722, (619) 556-9723
HAZARDOUS WASTE (HW) - PICKUP	CLEAN HARBORS (CONTRACTOR)	(619) 556-9600/1
	LOGISTICS SUPPORT CENTER, FISCSD	(619) 566-0420
	REGIONAL CHRIMP CENTER, FISCSD (FREE ISSUE HAZMAT)	(619) 556-9722, (619) 556-9723
MEDICAL – RETURNS: UNUSED MEDICAL EQUIPMENT, SUPPLIES, AND PHARMACEUTICAL	GUARANTEED RETURN PROGRAM (GRP), FISCSD MS. MONET BERNHARDT	(619) 556-0419
MEDICAL – RETURNS / ISSUE: UNUSED MEDICAL EQUIPMENT, SUPPLIES, AND PHARMACEUTICALS	EXPEDITIONARY HEALTH SERVICES PACIFIC	(619) 571-3801
OIL SPILLS - ENTERING BAY (VISIBLE SHEEN/REPORTABLE QUANTITY)	CENTRAL OIL RECOVERY, NBSD	(619) 556-8006
	NATIONAL RESPONSE CENTER	(800) 424-8802
	CALIFORNIA EMERGENCY MANAGEMENT AGENCY	(800) 852-7550
	NAVY ON-SCENE COMMANDER	(619) 556-3135
	WATERFRONT ENVIRONMENTAL COORDINATOR	(619) 556-6232
OIL SPILLS - LAND (IF SPILL SUBSEQUENTLY ENTERS BAY, AGENCIES LISTED ABOVE)	FEDERAL FIRE DEPARTMENT	9-911
OILY WASTE / BILGE - OFF LOAD SCHEDULING	SHAW OILY WASTE COORINATOR (CONTRACTOR)	(619) 556-9688, (619) 279-9195
	WATERFRONT OPERATIONS (BERTHING SERVICES)	(619) 556-3147, (619) 556-1433
	AFTER HOURS:	
	NAVFAC DUTY DESK	(619) 556-7349
TRAINING	WATERFRONT ENVIRONMENTAL COORDINATOR	(619) 556-6232
NBSD ENVIRONMENTAL AWARENESS/RESPONSE	ENVIRONMENTAL OFFICE, NBSD	(619) 556-1537

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***Naval Base San Diego Environmental Office***