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1. SCOPE:

1.1 Title: General Requirements for Work Within Naval Station Norfolk; accomplish

1.2 Location of Work:

1.2.1 Not Applicable

1.3 Identification:

1.3.1 Not Applicable

2. REFERENCES:

2.1 Standard Items

2.2 29 CFR 1915, Occupational Safety and Health Administration (OSHA)

2.3 Environmental Protection Regulations of 40 CFR

2.4 Department of Transportation (DOT) Regulations of 49 CFR

2.5 Virginia Department of Environmental Quality (DEQ), Virginia Hazardous Waste Management Regulations 9 VAC 20-60

2.6 Virginia Department of Environmental Quality (DEQ), Virginia Solid Waste Management Regulations 9 VAC 20-81

2.7 Virginia Department of Environmental Quality (DEQ), Virginia Air Regulations 9 VAC 5 Chapters 40 and 80.

2.8 NAVSEA 389-0288 ACN 49, Radiological Controls

3. REQUIREMENTS:

3.1 The following requirements must be observed, in addition to the specific requirements of the Job Order. (SEE NOTE 4.1)

3.2 MARMC OCCUPATIONAL SAFETY, HEALTH AND ENVIRONMENT (OSHE) STAFF OVERSIGHT OF OPERATIONS. THE MARMC OSHE DIVISION (Code 106) or its designated inspectors, must on occasion inspect the contractor's work areas.

3.2.1 Each inspector will direct each control measure, normally via the SUPERVISOR, if each condition is not consistent with permits or regulatory requirements.

3.2.2 These control measures may include stoppage of work pending correction of deficiencies and the investigating of mishaps.

3.2.3 Written corrective actions may be required before work can resume. The SUPERVISOR will coordinate submittal of this documentation and return to work authorization.

3.3 Provide a representative who will serve as an environmental

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coordinator for the purposes of administering each requirement of this Work Item, including coordinating the work with MARMC Code 106.

3.3.1 Submit a list with name, address, office and telephone number of the representative and one alternate. Submit updates to this list each time representatives are added or deleted.

3.4 Accomplish the requirements of 009-09 of 2.1 for providing a Process Control Procedure (PCP) to MARMC OSHE Division via the SUPERVISOR. The PCP shall address each control and each operational action which will be employed to ensure no adverse environmental impact occurs while performing work within a naval facility. The PCP must include each plan applicable to the location and scope of the work being performed:

3.4.1 Oil, Sewage, or Hazardous Substances Spill Contingency and Control Plan.

3.4.1.1 Emergency Coordinator: Provide name, address, office and 24 hour emergency telephone numbers for the Emergency Coordinator, and one alternate. Provide a list of all personnel responsible for each cleanup action that have successfully accomplished spill response training in accordance with 2.2 and 2.3. Submit updates to this list each time employees are added or deleted.

3.4.1.2 Describe response time and spill cleanup capability (i.e., equipment such as oil-skimmer, absorbent pads/booms, etc.).

3.4.1.3 Prevention Methods: Describe each method and each work practice to be employed to prevent and minimize discharges of any volume aboard the vessel, ashore, or to the waters adjacent to the cognizant naval facility.

3.4.1.4 Additional Resources: Specify a standby sub-contractor capable of responding to the maximum spill scenario in case a discharge exceeds the prime contractor's qualifications and cleanup capability. Provide name, address, and telephone number of the sub-contractor, estimated response time, each qualification and cleanup capabilities, and certification from the sub-contractor that they will respond if called regardless of time/weather, etc. Provide the same data for each sub-contractor as required in 3.4.1.1.

3.4.1.5 Certification: Provide a signed certification statement which reads, "All practical spill scenarios herein listed are based on the type of work being accomplished and have been reviewed, and the proper responsible action must be taken by (contractor's name) to control and clean up any spill in an accelerated manner until the contamination of such spill is reduced to a satisfactory level where the residual is within each federal, state and local requirement. In the event of a spill which requires action beyond our capabilities, and/or which requires immediate action to contain a spill where we are not able to respond immediately, the Navy may, at its discretion, take the appropriate action, and we, (contractor's name) must reimburse the government for the following costs; cleanup of the

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spill, administrative and other costs that were incurred as a result of the spill. These costs may be paid to the government through an off-set in the contract price, at the government's discretion."

3.4.2 Pumping Operations Plan (liquid transfer to barge/tank or vice versa or any combination).

3.4.2.1 Describe the continuous communications between pump tender and barge/tank tender to allow immediate shutdown if upset occurs during pumping/transfer operations.

3.4.2.2 Specify each method for gauging compartment volume in barge/tank. Maximum volume to be 90 percent of capacity.

3.4.2.3 Describe each provision to tag each pump line to indicate where the line is originating (i.e., ship tank/void) and pump number.

3.4.2.4 Specify that Oil Disposal Rafts (ODRs or Donuts) must not be used.

3.4.3 Hazardous Material (HM) Management Plan.

3.4.3.1 Identify each method used to inform the Navy and other employer(s) of precautionary measures which need to be taken to protect their employees while in the work place during normal operating conditions and in foreseeable emergencies. Describe how HM will be stored during the contract period at the contractor facility and list where the Safety Data Sheet (SDS) will be located on the job site.

3.4.3.2 Provide certification of training for personnel who use, store, transport or manage HM in accordance with 2.2 through 2.4. Describe each method to remove HM from naval facility.

3.4.4 Solid Waste (SW) (including liquids) and Hazardous Waste (HW) Management Plan.

3.4.4.1 Submit the Quality Assurance/Quality Control (QA/QC) program for certified and accredited laboratory conducting data analysis.

3.4.4.2 Provide a Hazardous Waste Minimization section that describes the efforts to minimize waste generation by reducing the volume or toxicity.

3.4.4.3 Submit a SW sampling plan for hazardous waste determination as required by 2.5.

3.4.4.4 Provide certification of training for personnel who handle, drum/containerize, sample, store, transport or manage HW as required by 2.3 through 2.5.

3.4.4.5 Describe how and who will remove SW and contractor generated hazardous waste from the naval facility.

3.4.4.6 Describe how SW/HW will be identified, how each container will be labeled and what container will be utilized for

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waste.

3.4.4.7 For work located at Naval Station Norfolk, the Contractor must prepare, provide and affix labels/placards for each container of solid waste accumulated on the land, pier and/or the vessel, including solid waste that is "Pending Analysis." Each label/placard must be weatherproof and large enough to provide ready identification and provide the following information:

- Contractor Name
- Contractor POC: (name, cell phone number, phone number)
- Vessel name
- Contract phone number
- Contractor Work Order Number
- Ship’s QTR Deck/OOD phone number
- Description of Waste
- Analysis Pending/Sample date (if applicable)
- Government Maintenance Team Project Manager (name, phone number)
- CNSL Port Engineer (name, phone number)

3.4.4.8 Describe how each compatible/compliant drum, can, or roll off bin used to store/containerize SW and HW will be accumulated and stored at the naval facility. Describe how each container will be inspected at the end of each work shift to ensure each container cover is properly closed and secured.

3.4.5 Abrasive Blasting/Grinding and Paint Surface Preparation Plan.

3.4.5.1 Describe each device and best management practice to be used during abrasive blasting/grinding and paint surface preparation including each shrouding, enclosure, pontoon and lighter, and vacuum equipment. Enclosures need not be larger than the hull surface that can be serviced in one 24 hour period.

3.4.5.2 Describe how and where blast debris will be stored, including type of container(s). If roll-off bins are used, describe the type of container cover used to eliminate unnecessary release to the environment. Describe in detail the frequency of cleanup and describe each debris collection procedure.

3.4.5.3 Describe how the debris will be sampled and tested in accordance with 2.5. Identify each disposal procedure.

3.4.5.4 Describe how non-high efficiency particulate air (HEPA) blasting of non-lead based paint will be sealed from wind and surface waters. Describe what fire retardant shroud material is used.

3.4.5.5 For work performed on a dry dock, describe how horizontal shrouding will be installed between vessel and dry dock wing wall or deck. Describe how vertical shrouding will be

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installed to prevent material from entering the water. Describe how the fire retardant shroud material will be hung upon the dock floor and anchored. State whether or not straw bales will be placed upon the dock floor behind the bottom of the shroud.

3.4.6 Ultra High Pressure Hydroblasting Plan.

3.4.6.1 Describe the hydroblasting equipment to be used. Low/high pressure wands are not permitted. The equipment must be capable of removing and recovering coating from vessel surface. The system must contain (without the use of a coffer dam) and recover the process water and removed coating. During the hydroblasting removal process, hydrogen gas is produced when aluminum particles in removed coating, such as nonskid, reacts with water. Analysis of similar processes indicate the waste generated (both liquid and solid/semi-solid) might not be regulated as a hazardous waste, but might be restricted waste by other regulations.

3.4.6.2 Describe how blast protection and each safety boundary will be established prior to the start of each hydroblasting operation. State a warning label must be attached to each end of each high pressure water hose identifying the presence of high pressure water.

3.4.6.3 Describe how personnel working in the proximity of a water jet operation will be notified of the dangers of high pressure water. State each personnel access area near the nozzle will be cordoned off with barrier tape and appropriate weatherproof warning signs such as "DANGER: HIGH PRESSURE WATER JETTING OPERATIONS" will be used. Describe what water jet blast protection will be used in each area open to possible over spray of the nozzle.

3.4.6.4 Describe how each noise hazardous area and equipment shall be identified.

3.4.6.5 Describe the method of collection and transfer of waste streams and a best management plan to reduce the volume of liquid introduced into each solid/semi-solid waste container during the separation stage from waste water collection.

3.4.6.6 Estimated weight of solid/semi-solid waste (lbs) and volume of waste water (gallons) to be removed. This can be a total or on a per area basis.

3.4.6.7 Describe sampling plan to document hydrogen off-gassing of waste streams while on government property and a ventilation strategy for use if hydrogen gas is detected. This plan should be effective to maintain the hydrogen gas level in each storage area to less than 10% of the Lower Explosive Limit (LEL) for hydrogen.

3.4.6.8 Waste stream types include: paint debris, water filters, water, and oily debris. Water and filtered paint debris must be collected and sampled prior to disposal in accordance with 3.5.3.3 through 3.5.3.5. The contractor must characterize the waste for disposal.

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3.4.6.9 Submit one legible copy, in hard copy or approved transferrable media, of a plan describing conveyance and plumbing for the offloading of waste water, to the SUPERVISOR 72 hours prior to start of availability.

3.4.6.10 Describe what control equipment will be placed at each end and each connection. Describe how personnel will monitor each line during each pumping operation for spill contingency purposes.

3.4.6.11 Measure and record the amount of waste water generated.

3.4.6.12 State the waste water will not be filtered or treated on government property. Wastewater must not be decanted from the conveyance, or discharged from the conveyance while on government property.

3.4.6.13 Identify and provide the name of the company/carrier transporting non-regulated waste for disposal.

3.4.6.14 Submit three legible copies, in hard copy and approved transferrable media, of a report listing results of the requirements of 3.4.6.11 through 3.4.6.13 to the SUPERVISOR 24 hours prior to the transportation of wastewater.

3.4.6.15 Wastewater which exceeds regulatory limits for hazardous waste characterization must be managed in accordance with 3.5.4 through 3.5.4.2.

3.5 Accomplish the following for work performed on each naval ship and craft located within the naval facility:

3.5.1 In the event of any unauthorized discharge, release, or spill:

3.5.1.1 Begin immediate cleanup efforts such as sweeping, containing, plugging, patching, diking, or pumping.

3.5.1.2 Notify the cognizant naval facility and others, in the order as follows, immediately upon discovery of any discharge to land or surface water.

NOTE: CDO is responsible for contacting NRC for each spill of petroleum, oil, lubricant, HM, and HW. CNB's Environmental Department will review all other spills to determine reporting procedures.

OCCURRING AT NAVAL STATION NORFOLK:

1. Ship's Command Duty Officer (CDO)	XXX-XXXX
2. Regional Dispatch Center (RDC)	444-3333
3. MARMC OSHE Div. from 0700-1530	400-0166/0106
Alternate numbers	618-6495/837-8890
4. MARMC Command Duty Officer (CDO) from 1531-0659	400-0000

3.5.1.3 Provide the type of waste discharged, Safety Data Sheet (SDS), description of the material, time and duration of the discharge, the total quantity discharged or spilled, reason for

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the discharge or spill, and the name and phone number of the person who discovered the discharge, release or spill.

3.5.2 HM Notification and Storage.

3.5.2.1 Submit HM and Emergency Planning Community Right-to-Know Act (EPCRA) Reporting Form, Attachment A to the naval facility, MARMC OSHE Division via the SUPERVISOR, prior to use and storage of each HM used throughout the duration of the contract/job order. Submit a SDS for each HM which does not have a federal stock number.

3.5.2.2 A storage or lay down area must be approved by the SUPERVISOR and the naval facility prior to storing HM. HM must not be stored on government property, on barges, or in tanks/voids other than in each assigned and properly labeled storage area.

3.5.3 Solid Waste (SW)/Non-Hazardous Waste (Non-HW) Containerization, Storage, Accumulation, Disposal, and Compliance.

3.5.3.1 Containerize all SW/Non-HW in accordance with 2.2 through 2.7. Waste must be stored in compatible steel drums or cans that must be kept closed with lids secured by rings or in roll-off bins that are covered. Each container shall be labeled/marked to withstand weather and sun with the description of waste, date of generation, ship name, contractor name, contractor point of contact and phone number.

3.5.3.2 Container-to-container transfer of paint, blast grit, or scraping/grinding debris must be conducted in an area completely sheltered from wind and rain. Each container must remain closed except during transfer of contents. Compressed air or water pressure must not be used to wash or blow paint chips, dust or related debris overboard or to deck drains discharging into bilges. Paint debris must not be dumped into the Collection, Holding, and Transfer (CHT) System.

3.5.3.3 A DEQ certified laboratory must analyze all solid waste for Toxicity Characteristics Leaching Procedures (TCLP) to determine the presence of HW characteristics. Confirm that each laboratory report includes analytical data, the applicable regulatory level of Toxicity Characteristic waste, and identifies each toxic waste which exceed regulatory levels.

3.5.3.4 Each laboratory report must be provided to the naval facility, MARMC OSHE Division via the SUPERVISOR, immediately upon receipt from laboratory. Facsimile transmission is acceptable and can be transmitted to 443-3298. Contact MARMC OSHE Division via telephone, 400-0166/0106 (alternate numbers 618-6495/837-8890) to confirm receipt of each analysis.

3.5.3.5 NAVFAC MIDLANT EV Services via the SUPERVISOR will issue authorization to contractor to remove SW and contractor must remove SW from naval facility within 48 hours of notification and transfer to permitted facility. (SEE NOTE 4.2).

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3.5.3.6 Submit one legible copy of each Solid/Non-Hazardous waste manifest to NAVFAC MIDLANT EV Services via the SUPERVISOR within seven days of disposal facility acceptance.

3.5.4 HW Identification, Containerization, Storage, Disposal, and Compliance.

3.5.4.1 Immediately upon hazardous waste determination confirm the proper Environmental Protection Agency (EPA) waste code(s) and DOT proper shipping name is determined and is identified on each container label.

3.5.4.2 No HW is to be shipped by water.

3.5.4.3 All wastes must be separated, stored and transferred based on chemical compatibility and properly packaged for offload and transport.

3.5.5 Discharges.

3.5.5.1 There must be no direct or indirect overboard discharge of petroleum products, grit blast material, food matter, cleaning fluids, paint or paint solvents, soap products, or any solid, chemical, compound, or mixture of solution. Detergents must not be washed overboard through deck drains. If a decks must be washed with detergent, stopper (damage control plug) and cover must be used for each deck drain and the mixture must be gathered and disposed of through the CHT system (no oils present), or the oily waste system (oils present). Non- persistent emulsifiers may be discharged into the bilge with the ship's approval. Obtain prior approval of the naval facility, MARMC OSHE Division via the SUPERVISOR for all overboard discharges.

3.5.6 Best Management Practices (BMPs)

3.5.6.1 Adequate disposal services must be provided for all sanitary wastes generated by vessels moored or docked at the permitted facility to remove and dispose of all sewage from the vessels by discharge into the permitted facility’s sanitary waste system or other appropriate collection means.

3.5.6.2 Vessels which have been fitted to collect gray water, either with sewage or separately, must not discharge the gray water into surface waters unless addressed specifically as a permitted discharge.

3.5.6.3 The general yard area must be cleaned on a regular basis to minimize the possibility that runoff will carry spent abrasives, paints, solvents, cleaners, anti-corrosive compounds, paint chips, scrap metal, trash, garbage, petroleum products or other debris into the receiving water. Cleanup of areas contributing runoff must consist of mechanical or manual methods to sweep up and collect the debris. Mechanical cleanup may be accomplished by mechanical sweepers, front end loaders, vacuum cleaners or other innovative equipment. Manual methods include the use of shovels and brooms.

3.5.6.4 Acceptable methods of control must be utilized during water washing or blasting, abrasive blasting and/or spray painting, with the intent of preventing wastewater, blast dust

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and paint overspray from falling into the receiving water. For dry docks, these include the following: down- spraying of blast materials and paint; barriers or shrouds beneath the hull; barriers or shrouds between the hull and the wing walls of the dry dock; barriers or shrouds hung from the flying bridge to the dry dock, from the bow and stern of the vessel, or from temporary structures erected for that purpose. The bottom edge of free-hanging barriers must be weighted to hold them in-place during a light breeze.

3.5.6.5 When abrasive blasting vessel superstructures, each opening and each open area between decks must be covered (including but not limited to scuppers, railings, freeing ports, ladders, and doorways) if they allow discharge to surface waters.

3.5.6.6 Fixed or floating platforms must be used as work surfaces when working at the water surface. These platforms must be used to provide a surface to catch spent abrasive, slag, paint, trash and other debris/pollutants and must be cleaned at the end of each work shift.

3.5.6.7 Dust and overspray from abrasive blasting and painting in yard facilities must be controlled to minimize the spreading of windblown materials. Frequent cleanup of these areas must be practiced to prevent abrasive blasting waste from being washed into storm sewers or the adjacent waterway.

3.5.6.8 When water blasting, hydro blasting, or water-cone blasting is used to remove paint from surfaces, the resulting water and debris must be collected in a sump or other suitable device. This mixture then will be either delivered to appropriate containers and plainly labeled for removal and disposal, or subjected to treatment to concentrate the solids for proper disposal and prepare the water for reuse.

3.5.6.9 All shipboard cooling water and facility process water must be directed away from contact with spent abrasive, paint and other debris. Contact of spent abrasive and paint with water will be prevented by proper segregation and control of wastewater streams.

3.5.6.10 During all industrial activities, oil, grease or fuel spills must be prevented from reaching surface waters. Cleanup must be carried out promptly after an oil, grease or fuel spill is detected. Oil containment booms must be conveniently stored so as to be immediately deployable in the event of a spill.

3.5.6.11 Drip pans or other protective devices must be required for all oil or oily waste transfer operations to catch incidental spillage and drips from hose nozzles, hose racks, drums or barrels.

3.5.6.12 Oil contaminated materials shall be removed from the dry dock's deck area as soon as possible, and in all cases prior to submersion of the dry dock.

3.5.6.13 Solid chemicals, chemical solutions, paints, oils, solvents, acids, caustic solutions and waste materials, including used batteries, must be plainly labeled and stored in a manner

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which will prevent the entry of these materials into waters of the State, including ground waters. Storage must be in a manner that will prevent entry into surface waters by overfilling, tipping, rupture, or other accidents within the storage area. All metal finishing chemical solution, caustic wash, and rinse-water tanks must be stored in such a manner and plainly labeled so as to prevent introduction of spills into surface waters. Any intercepted chemical spill must be recycled back to the appropriate chemical solution tank or disposed of. The spilled material must be handled, recycled or disposed of in such manner as to prevent its discharge into surface waters.

3.5.6.14 The mixing of paints and solvents must be carried out in locations and under conditions such that no spill must enter surface waters.

3.5.6.15 There must be no thinner/solvent added to coatings applied to ships or ship parts.

3.5.6.16 Drip pans or other protective devices must be required for all paint mixing and solvent transfer operations, unless the mixing operation is carried out in controlled areas away from storm drains, surface waters, shorelines and piers. Drip pans, drop cloths or tarpaulins must be used whenever paints and solvents are mixed. Sorbents must be on hand to soak up liquid spills. Paints and solvents must not be mixed in areas where spillage would have direct access to surface waters unless containment measures are employed.

3.5.6.17 Paint and solvent spills must be treated as oil spills and must be prevented from reaching storm drains or deck drains and subsequent discharge into the water.

3.5.6.18 The amount of paint stored on the dry dock, and/or on a lighter floor/decking shall be kept to a minimum.

3.5.6.19 Trash receptacles must be provided on each pier and on board each vessel. These receptacles must be emptied as necessary to prevent trash from entering surface waters.

3.5.6.20 Leaking connections, valves, pipes, hoses and soil chutes carrying wastewater must be replaced or repaired immediately. Soil chute and hose connections to vessels and to receiving lines or containers must be tightly connected and leak free.

3.5.6.21 Prior to hose testing, spent abrasives, paint residues, and other debris from the area of the floating dry dock must be removed to prevent pollutants from entering adjacent surface waters. Floatable and low density waste such as wood and plastic, as well as miscellaneous trash such as paper, insulation, and packaging, etc., must be removed from the dry dock deck prior to flooding or sinking.

3.5.6.22 In the event of vessel overhang, all exterior abrasive/water blasting and coating work on the overhanging portion of the vessel must be discontinued. Exterior work on vessels will not be in areas that extend beyond the length of the dry dock, unless appropriate precautions are taken to prevent

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discharge of pollutants into surface waters.

3.5.6.23 Material (spent abrasives, paint chips, etc.) must be cleaned up from the area in the vicinity of shoreline activities before the incoming tide.

3.5.6.24 The removal and/or application (hereafter referred to as use) of hull coatings, and/or other materials/substances or structures which may contain the biocide tributyltin or its derivatives, are prohibited at this permitted facility if these activities result in a point source discharge to State waters.

3.5.6.25 Blasting and painting areas. The permittee must describe and implement measures to prevent spent abrasives, paint chips and overspray from discharging into the receiving water body or the storm sewer system. To prevent the discharge of contaminants, the permittee must consider containing all blasting and painting activities or using other methods, such as hanging plastic barriers or tarpaulins during blasting or painting operations to contain debris. The plan must include a schedule for regularly cleaning storm systems to remove deposits of abrasive blasting debris and paint chips. The plan must include any standard operating practices with regard to blasting and painting activities, such as the prohibition of uncontained blasting or painting over open water or the prohibition of blasting or painting during windy conditions that can render containment ineffective.

3.5.6.26 Material storage areas. All containerized materials (fuels, paints, solvents, waste oil, antifreeze, batteries) must be plainly labeled and stored in a protected, secure location away from drains. The permittee must describe and implement measures to prevent or minimize contamination of precipitation or surface runoff from the storage areas. The permittee must consider implementing an inventory control plan to limit the presence of potentially hazardous materials on-site. Where abrasive blasting is performed, the plan must specifically include a discussion on the storage and disposal of spent abrasive materials generated at the facility.

3.5.6.27 Engine maintenance and repair areas. The permittee shall describe and implement measures to prevent or minimize contamination of precipitation or surface runoff from all areas used for engine maintenance and repair. The permittee shall consider the following measures (or their equivalent): performing all maintenance activities indoors; maintaining an organized inventory of materials used in the shop; draining all parts of fluids prior to disposal; prohibiting the practice of hosing down the shop floor; using dry cleanup methods; and treating or recycling storm water runoff collected from the maintenance area.

3.5.6.28 Material handling areas. The permittee must describe and implement measures to prevent or minimize contamination of precipitation or surface runoff from material handling operations and areas (e.g., fueling, paint and solvent mixing, disposal of process wastewater streams from vessels). The permittee must consider the following methods (or their equivalents): covering

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fueling areas; using spill and overflow protection; mixing paints and solvents in a designated area (preferably indoors or under a shed); and minimizing run on of storm water to material handling areas.

3.5.6.29 There must be no discharge of floating solids or visible foam.

3.5.6.30 Any and all product, materials, industrial wastes, and/or other wastes resulting from the purchase, sale, mining, extraction, transport, preparation and/or storage of raw or intermediate materials, final product, by-product or wastes, must be handled, disposed of and/or stored in such a manner so as not to permit a discharge of such product, materials, industrial wastes and/or other wastes to State waters, except as expressly authorized.

3.5.6.31 Ships desiring to on/off load fuel while pier side NAVSTA Norfolk, must receive approval from the Imminent Superior in Command (ISIC) prior to submitting request to Port Operations. Overnight request to keep barges alongside is not authorized. Only in cases of emergent repairs will the barge be allowed to remain alongside. If a barge is authorized to remain alongside, a civilian tug needs to remain in place throughout the evening in the event of an emergency that requires removal. After hours and on the weekend/holidays NAVFAC Oil Recovery Division response time is 2 hours. (SEE NOTE 4.3)

3.5.7 CHT Work.

3.5.7.1 Notify NAVFAC MIDLANT EV Services via the SUPERVISOR at 400-0166/0106 (alternate numbers 618-6495/837-8890), 24 hours prior to commencement of any CHT system work. Notification must include ship name, ship point of contact/phone number, ship location (pier number), projected work schedule (start/stop date/time), and contractor company name.

3.5.8 Blasting, Grinding, Scraping, or Painting.

3.5.8.1 Prior to any abrasive blasting or open scraping, sampling must be conducted and analyzed for total lead content in paint, in percent by weight, using the Atomic Absorption Method, and tri-butyltin for bottom anti-fouling paint, to establish each safety and environmental requirement prior to each abrasive blasting operation. Paint in excess of 0.5 percent lead by weight will be considered lead based paint.

3.5.8.2 Submit one legible copy, in hard copy or approved transferrable media, of a report listing the results of the requirements of 3.5.8.1 via facsimile to the SUPERVISOR, and MARMC OSHE Division, 443-3298.

3.5.8.3 Blasting, scraping, grinding or painting must take place in an environment completely sealed from wind and surface water. All paint debris must be vacuumed up at the end of each work shift and when leaving the work site unattended. Utilize a HEPA vacuum for lead based paint debris removal. Scraping over small boats is unacceptable due to the likelihood of paint debris being

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discharged overboard by wind, rain, or boat bailing. Scraping over floats is acceptable provided tarps or shrouds are used that have magnets, lines, ropes, or other mechanical means of securing between the ship and float in a manner to allow all debris to be captured. Debris collection will be improved by minimizing the area being scraped or ground.

3.5.8.4 Each abrasive blasting unit, power, and hand tooling for removal of non-lead based paint must be vacuum assisted in order to contain all removed particles.

3.5.8.5 Each abrasive blasting unit, power, and hand tooling for removal of lead based paint must be HEPA filter assisted in order to contain all removed particles. Removal of lead based paint must be performed in accordance with federal, state, and local regulations.

3.5.8.6 Painting of each exterior surface must take place in such a manner as to prevent paint from reaching the surface of the water. Paint floats are permitted as long as they are positioned in such a way as to preclude any paint from dripping into the water. Attach tarp and shroud material using magnets or securing line between the ship and float in a manner to allow all paint drips to be captured. The number of open paint containers should be minimized during each painting operation, and each container must be closed at the end of work shift. Exterior painting must not occur during inclement weather or during times when inclement weather is anticipated before the paint would dry.

3.5.9 National Emission Standards for Hazardous Air Pollutants (NESHAP) for Shipbuilding and Ship Repair Surface Coating Operations.

3.5.9.1 Accomplish the requirements of the National Emission Standards for Hazardous Air Pollutants (NESHAP) in accordance with 2.3 for Shipbuilding and Ship Repair Surface Coating Operations. This includes painting of any marine vessel, small craft, hovercraft Landing Craft Air Cushion (LCAC), floating barrier, or part thereof.

3.5.9.2 Accomplish the requirements of state regulations in accordance with 2.7 for Shipbuilding and Ship Repair Surface Coating Operations. This includes painting of any marine vessel, small craft, hovercraft (LCAC), floating barrier, or part thereof.

3.5.9.3 Thinning of coatings applied to ships or ship parts is strictly prohibited. Report solvent used in each cleaning operation on Attachment C (Solvent Cleaning Form). Submit Attachment C to MARMC Code 106B with copy to NAVFAC MIDLANT Environmental by the 5th day of each month for the preceding months of work.

3.5.9.4 Provide each copy of as-supplied Volatile Organic Compounds (VOC) manufacturer batch certification for each batch used as reported on the Attachment B (Coating Information Form) for inclusion in each NESHAP report. Include daily amount of all paint applied along with each corresponding batch number and each as-supplied manufacture's VOC batch certification. Each batch

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certification must include VOC content "less water and exempt compounds".

3.5.9.5 Use only NESHAP compliant coatings meeting VOC limits listed in the Attachment B (Coating Information Form). (VOC limits listed are "less water and exempt compounds").

3.5.9.6 Accomplish the requirements of 40 CFR part 63, subpart II work practices as shown on the Attachment B (Coating Information Form), in accordance with 2.3. Report any non-compliance with work practices along with each corrective action to MARMC Code 106B with copy to NAVFAC MIDLANT Environmental via the SUPERVISOR.

3.5.9.7 VOC CERTIFICATIONS - manufacturer certification of the as-supplied VOC content of each batch of marine coating must be maintained on site and available for each inspector until submitted with the Attachment B (Coating Information Form). Each certification must specify the VOC content "less water and exempt compounds".

3.5.9.8 Submit one legible copy, in hard copy or approved transferrable media, of the Attachment B (Coating Information Form) usage record and each manufacturer's VOC batch certification, to MARMC Code 106B with copy to NAVFAC MIDLANT Environmental by the 5th day of each month for the preceding months' work. A negative report is required if no usage of marine coatings for the month.

3.6 Diving Operations.

3.6.1 Divers must be trained in the requirements of Article 227.1 of 2.8. Divers must provide Objective Quality Evidence (OQE) of required training qualifications to NNSY Code 105 prior to any diving operations.

3.6.2 Notify Port Operations within thirty minutes of divers entering the water. Submit one legible copy of the Port Operation notification to the SUPERVISOR.

3.6.3 The ship's "Code ALPHA" flag must be up each day prior to and during all diving operations.

3.7 Accomplish the following for work performed at Naval Station Norfolk:

3.7.1 Navy, Co-generated, and Contractor Generated HW Containers.

3.7.1.1 All HW generated must be turned over to the government and will be disposed of under federal facility generator number. HW shall not be stored on piers, in work stations, conex boxes, or contractor vehicles located on piers or other government property, barges, tanks, or voids. If HW is generated after the pick-up schedules listed in 3.7.1.3, the HW must remain aboard ship until the next normal business day and be transferred to the government in accordance with NAVFAC MIDLANT EV Services pick-up schedule.

3.7.1.2 Notify MARMC OSHE Division via the SUPERVISOR, of

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packaged and labeled HW ready for pick-up by NAVFAC MIDLANT EV Services. Request from the SUPERVISOR, and MARMC OSHE Division, a completed DD Form 1348-1.

3.7.1.3 Accompany the SUPERVISOR and MARMC OSHE Division representative, or each designated ship's force personnel with waste and DD Form 1348-1 to turn in location, using the following pier pick up schedule:

Time (Monday-Friday)	Location
0800 - 0915	Pier 9
0800 - 0915	Pier 12
1030 - 1115	Pier 4
1030 - 1115	Pier 3

3.7.1.4 This schedule may change. Contact NAVFAC MIDLANT EV Services at 341-0412 or 341-0460 for current information. Contractor must remain at site until NAVFAC MIDLANT EV Services completes the inventory of waste or when dismissed by the SUPERVISOR. HW must be attended at all times while at the pick-up locations. It is a federal offense to abandon HW on the piers or any other location.

3.7.1.5 NAVFAC MIDLANT EV Services will pick up no more than 4 pallets of waste at one time and should contain no more than 15 line items stacked 2 layers high. Otherwise, a conference will need to be scheduled through CNB Environmental Office, MARMC OSHE Division via the SUPERVISOR. All wastes must be separated, stored and transferred based on chemical compatibility and properly packaged for offload and transport.

3.7.1.6 If the above schedule cannot be met or volumes exceed limits listed in 3.7.1.5, coordinate with the SUPERVISOR, and MARMC OSHE Division, for turn in of HW.

3.7.1.7 Contact the CDO at 400-0000 should a HW determination be made after Friday at 1500 and before Monday at 0700 to make arrangements for immediate transfer of HW.

3.8 Emergency Response System.

3.8.1 CNB has a fully capable response system.

3.8.2 Contractor must instruct their personnel, including each sub-contractor, assigned to a job within CNB, upon witnessing flooding, fire, injury to personnel, or any other incident or casualty requiring emergency response, to immediately contact all the below, providing the location and other pertinent details:

Designated representative of vessel's Commanding Officer	XXX-XXXX
Regional Dispatch Center (RDC)	444-3333
SUPERVISOR	XXX-XXXX

3.9 Perform daily inspections for compliance with each requirement of anything the contractor locates on the pier while performing authorized work at the naval facility. Non-compliance confirmed by the SUPERVISOR

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may result in withholdings against the contractor.

3.9.1 "Anything" might include, but is not limited to; equipment, pumps, compressors, welders, rigs, hoses, cabling, trailers, boxes, bottles, containers, and the like.

3.9.1.1 "Anything" pier side must be removed upon job/contract completion.

3.9.2 Provide and install identification and status placards on each equipment and material, stored on the land, the pier, and/or the vessel. Each placard must be weather proof and legible. (SEE NOTE 4.5)

3.9.2.1 Provide the following information:

-Navy contract number

-Navy task order number

-Contractor point of contact (first name, last name, phone number)

-MARMC MT Project Manager (first name, last name, phone number)

-MARMC MT Port Engineer (first name, last name, phone number)

4. NOTES:

4.1 The cognizant naval facility and the SUPERVISOR will:

4.1.1 Perform periodic inspections on all HW/HM Management activities.

4.1.2 Receive waste if deemed necessary to protect the government's financial or liability interests. In this event, appropriate credit may be taken by the Navy for all costs incurred and work not performed.

4.1.3 Stop work only in the event of a regulatory safety and/or environmental violation.

4.1.4 Conduct each periodic inspection of each sampling procedure.

4.1.5 Provide an accumulation area for staging of HW generated under this job order when the schedule in 3.7.1.3 cannot be met and a storage area aboard ship cannot be secured (case-by-case basis).

4.1.6 Provide oversight (as necessary) to all spill cleanup operations.

4.1.7 The work conducted under this Job Order is subject to unplanned inspections by federal and state regulatory agencies for compliance with each environmental law and regulation. Any such inspections will be brought to the attention of the contractor as soon as possible following notification of the inspection to the naval facility. The naval facility must conduct periodic unplanned inspections of the contractor's operations. Any condition which could affect environmental compliance, will be immediately brought to the contractor's attention for immediate corrective action. Each work operation will be stopped, if deemed a serious compliance issue, and will not restart until the deficiency is corrected. The contractor assumes all costs incurred resulting from stop work or corrective

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actions implemented to effect environmental compliance with federal, state, local laws, and naval facility requirements.

4.2 Coordination must be made with NAVFAC MIDLANT EV Services at 757-341-0412/0460 to obtain proper generator information and signature for each shipping document.

4.3 An emergent situation is defined as serious, unexpected, and often dangerous situation requiring immediate action. These situations are reviewed on a case-by-case basis and are followed up by naval message.

4.4 NAVFAC MIDLANT EV Services is the only authorized division/department to sign any and each waste profile and each shipping document on behalf of the Navy; no other personnel (to include contractors) are authorized to sign. Coordination must be made with NAVFAC MIDLANT EV Services at 757-341-0412/0460 to obtain proper generator information and signature for each waste profile and each shipping document.

4.5 "Anything" located on the pier must be labeled, either with permanent stenciling/markings or attached tags, to identify the contractor's name, a point of contact, and phone number. Each label must be legible, waterproof, and be able to withstand weather conditions and the work operation.

4.6 Standard Items Change __.

5. GOVERNMENT FURNISHED MATERIAL (GFM):

5.1 LLTM:

1. None.

5.2 PUSH MATERIAL:

1. None.

5.3 KITTED MATERIAL:

1. None.

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