Appendix C

Tesoro Savage Vancouver Energy Distribution Terminal
Vancouver, Washington

Preliminary Stormwater Pollution Prevention Plan

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TESORO SAVAGE VANCOUVER ENERGY DISTRIBUTION TERMINAL
PRELIMINARY STORMWATER POLLUTION PREVENTION PLAN

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LIST OF ATTACHMENTS

Attachment A General Location Map

Attachment B Site Map

Attachment C SWPPP Certification or Recertification Form [for Level 1, 2, or 3 Corrective Action(s)]

Attachment D Industrial Stormwater Monthly Inspection Report

APPENDIX C
PRELIMINARY STORMWATER POLLUTION PREVENTION PLAN

1.0 FACILITY DESCRIPTION AND CONTACT INFORMATION

1.1 Facility Information

Tesoro Savage Petroleum Terminal LLC (the Applicant) is proposing to construct a facility to receive crude oil by rail, store it on site, and ship it by the Columbia River to various consumers and end users located primarily on the West Coast. Unit trains will arrive at the project site and will be stationed on the facility rail loops. The trains will be "indexed" through the unloading area (Area 200), where the crude oil will be gravity drained into the transfer pipeline system (Area 500). The product will be pumped through the transfer pipelines to the crude oil storage tanks (Area 300) where it will be held until the marine vessel loading operation. Marine vessels will arrive and moor at the facility dock (Area 400). Product will be pumped from the storage tanks to the loading area, and loaded on to the marine vessels.

Facility Information

Name of Facility: Tesoro Savage Vancouver Energy Distribution Terminal

Street: 5701 NW Old Lower River Road

City: Vancouver State: WA ZIP Code: 98660

County: Clark

Permit Number: TBD

Latitude: 45º 39' 06" N Longitude: 122º 43' 52" W

Estimated area of industrial activity at site exposed to stormwater: 28± (acres)

Discharge Information

Does this facility discharge stormwater into surface waters? ☐ Yes ☒ No

Does this facility discharge stormwater into a municipal stormwater conveyance system? ☒ Yes ☐ No

SIC Code(s): 5171 "Petroleum Bulk Station & Terminal"

1.2 Contact Information/Responsible Parties

Facility Operator (s):

Name: Tesoro Savage Petroleum Terminal LLC

Address: 5501 NW Lower River Road

City, State, Zip Code: Vancouver, WA 98660

Telephone Number: (801) 944-6600

E-mail Address: generalcounsel@savageservices.com

Fax Number (801) 944-6554

Facility Owner (s):

Name: Port of Vancouver

Address 3103 NW Lower River Road

City, State Zip Code Vancouver, WA 98660

Telephone Number: (360) 693-3611

E-mail Address: info@portvanusa.com

E-mail Address: (503) 735-1565

SWPPP Contact:

Name: TBD

Address TBD

City, State Zip Code TBD

Telephone Number: TBD

E-mail Address: TBD

E-mail Address: TBD

1.3 General Location Map (Optional)

A copy of the general location map for this facility is included in Attachment A.

1.4 Site Map

A site map for this facility is included in Attachment B.

1.5 Stormwater Pollution Prevention Team

Staff Names and/or Title	Individual Responsibilities
Staff Name & Title - TBD Tesoro Savage Petroleum Terminal, LLC	Explanation of that staff person's responsibilities relating to compliance with the permit e.g. SWPPP updates, monitoring, specific BMP maintenance/ implementation, monthly inspections will be provided with Final SWPPP
TBD	
TBD	

The lease holder with Port of Vancouver, Tesoro Savage Petroleum Terminal LLC, is ultimately responsible for compliance with all applicable stormwater and pollution prevention regulations. The terminal will be operated jointly with staff from both Savage Services and Tesoro Corporation. Staff from Savage Services will be responsible for operations of the rail unloading facility, tank farm, boiler buildings, offices, and change rooms. Tesoro Corporation will be responsible for operations at the dock and vessel loading. Responsible staff for both companies will be listed above when assigned.

2.0 FACILITY ASSESSMENT

2.1 Facility Description

Industrial Activity – Industrial activity includes the bulk storage and transfer of crude oil. Crude oil will be shipped into the facility by rail car, stored temporarily on site at a tank farm, and then loaded to marine vessels for transportation to U.S. West Coast refineries. Crude oil transfer within the facility between rail cars, tank farm, and marine vessel loading area will be by transfer pipeline. The maximum amount of crude oil to be stored at the tank farm facility is estimated to be 2,280,000 barrels.

Unit trains will arrive at the project site and will be stationed on the facility rail loops. The trains will be "indexed" through the unloading area (Area 200), where the crude oil will be gravity drained into the transfer pipeline system (Area 500)[1]. The product will be pumped through the transfer pipelines to the crude oil storage tanks (Area 300) where it will be held until the marine vessel loading operation. Marine vessels will arrive and moor at the facility dock (Area 400). Product will be pumped from the storage tanks to the loading area, and loaded on to the marine vessels. In addition to the primary components described above, the facility will include ancillary elements that will support

[1] When a unit train is ready for unloading, the train will pull into the unloading facility and stage the first 30 tank cars for unloading. Upon completion of the unloading of the first 30 tank cars, the train will move forward and position the next 30 cars. This process of staging cars is referred to as "indexing."

the offloading, storage, and loading operations. The primary and ancillary elements are described in detail below. The table below summarizes the primary and ancillary project elements by facility Area.

Facility Area	Primary and Ancillary Project Elements
Rail Infrastructure	• Rail Facility Loops
200 – Rail Offloading	• Rail Offloading Area • Administrative and Support Buildings
300 – Storage	• Product Storage Tanks • Secondary Containment Berm • Area 300 Boiler Building • Area 300 Pump Pit • Area 300 Control Room/E-House • Area 300 Fire Pump and Foam Building
400 – Vessel Loading	• Marine Vessel Loading Hoses and Equipment • Control Room/E-House • Crane Control Room • Dock Safety Unit • Vapor Control Unit • Vapor Blower Skid • Dock Improvements
500 – Transfer Pipelines	• Transfer Piping from Area 200 to Area 300 • Transfer Piping to/from Area 300 to Area 400 • Piping from Vessel Loading to Vapor Control Unit
Area 600 and Area 700 Boiler Buildings	• West Boiler Building • East Boiler Building

Area 200 – Rail Car Offloading

The rail car offloading facility is composed of a covered structure into which the trains will be pulled and indexed and where the unloading will occur. The building that houses the rail car unloading function will be approximately 1,850 feet long by 91 feet wide, with a maximum height of approximately 50 feet. The structure will consist of a steel frame with sheet metal walls. The exterior walls of the offloading facility will be painted a neutral color. The structure will be open on both ends and have sides that stop short of the roof line to allow continuous venting. The structure will have translucent panels for natural lighting, as well as interior lighting.

Approximately five tanks, with a total capacity of approximately 1,000 barrels, will be constructed adjacent to the administrative/support area. These tanks will be connected, and will serve as secondary containment, to a piping system that will receive spills captured in the spill pans. The combined volume of the tanks is sized to contain the entire contents of a single tank car. Product captured in a spill pan will flow by gravity into a dedicated spill collection line, which will be routed from the unloading facility to the spill holding tanks under the existing rail lines. The spill holding tanks will be covered, constructed of steel, and anchored in accordance with applicable seismic design requirements.

The proposed project will require an approximately 3,400-square-foot office building for administrative functions; two additional buildings, one measuring approximately 3,400 square feet and a second measuring 2,500 square feet, will house lockers, restrooms, and other employee support facilities. These elements will be located on the north side of the Terminal 5 loop south of Old Lower River Road. Parking and landscaping will be provided per City standards.

A small maintenance and warehousing building will be constructed on a concrete pad foundation on the south side of the rail car unloading facility. Only light maintenance activities are expected to occur on site; major maintenance, such as pump rebuilds, will be conducted off site.

Area 300 – Storage

The crude oil will be stored in up to six double-bottom, aboveground storage tanks (ASTs) located on 22 acres on Parcel 1A. These tanks will be approximately 48 feet in height and 240 feet in diameter, with a shell capacity of 380,000 barrels each. The maximum amount of product stored in each tank will be 360,000 barrels, to take into account the presence of the internal floating roof and the additional head space required to provide product movement in the event of seismic conditions. The tanks will be painted white.

The field-erected ASTs will be constructed per American Petroleum Institute (API) Standard 650, including a uniformly supported flat bottom, welded carbon steel construction, control of product temperature and internal tank pressure to API specifications, and using appropriate live load characteristics for roof design. Two of the tanks will be equipped with steam manifolds constructed into the bottom of the tanks so that the contents of the tanks can be heated to control viscosity during loading and unloading. All of the tanks will be equipped with mixers to prevent tank contents from stratifying during storage.

Each tank will have a fixed roof to keep precipitation from reaching the inside of the tank and an internal floating roof to control vapor emissions from the tank to the atmosphere. The floating roof will be designed to avoid tipping during operations. The floating roof in the heated tanks will be equipped with a scraping device to ensure free movement of the roof in the event of wax buildup on the storage tank walls.

The double-bottomed tanks will include a leak detection system between the tank floors, and will be cathodically protected to prevent corrosion.

The tanks will be enclosed by a containment berm approximately 6 feet in height. The containment area will be designed with a capacity at least equal to 110 percent of the volume of the largest tank plus precipitation from a 24-hour, 100-year storm event. This capacity reflects the most stringent of Washington spill prevention and control and National Fire Protection Association requirements.

The entire tank containment area will be lined with an impervious membrane to prevent any spills from leaving the containment area via the ground.

Stormwater collected in the bottom of the berm will gravity-drain to the berm area sump. The sump will house three pumps to convey the stormwater through a treatment system before it discharges to the stormwater system. Treatment will consist of a hydrodynamic separator, an oil-water separator, and finally a water quality vault. Prior to pumping water out of the sump to the stormwater system, a visual inspection will be conducted to detect the presence of oil sheen. If no oil sheen is detected, the sump pumps will be started manually; the pumps will shut off automatically when the low level is reached. If oil products are identified through visual inspection, the pump will be emptied to vacuum trucks, and the oily water disposed off site at an authorized location.

Area 400 – Vessel Loading

Piping, jib cranes, a moveable gangway, an observation and control platform, dock safety unit, pipe trays, and lighting will be installed on the existing dock that serves berths 13 and 14. High-velocity hoses will be used to transfer the crude oil from the piping system to the vessel being loaded. The high-velocity hoses will be connected to the grounding grid to protect from the buildup of static electricity. The loading system will incorporate automatic shutoff valves with a maximum 30-second shutoff time.

Area 500 – Transfer Pipelines

A combination of above- and below-ground steel transfer pipelines will convey crude oil from the rail unloading building in Area 200 to the storage tanks in Area 300 and from the storage tanks to the vessel loading system in Area 400. At full build-out, the system will include the following.

Up to three approximately 24-inch-diameter, 1,800-foot-long pipes will collect the crude oil unloaded at the rail unloading stations; one of these pipelines will be electrically heat-traced to ensure that the viscosity of the non-pipeline crude oil will be maintained as it is conveyed out of the unloading building.

Three approximately 24-inch-diameter, 5,500-foot-long pipes will connect the rail car unloading facility to the storage tanks in Area 300; one of these pipes will be electrically heat-traced to ensure that the viscosity of the non-pipeline crude oil will be maintained from the unloading facility to the storage area.

Two approximately 24- to 30 inch-diameter, 5,300-foot-long pipes will connect the storage tanks with the vessel loading system in Area 400.

One approximately 6-inch-diameter, 5,300-foot-long pipe will return crude oil from the vessel loading system back to the storage tanks; this pipe is provided to handle loading process shutdowns and to prevent over-pressure and hammering in the pipe conveyance system.

One approximately 16- to 22-inch-diameter, 600-foot-long pipe will deliver hydrocarbon vapor generated during loading of vessels to the marine vapor combustion/recovery unit (MCVU)

Piping will be constructed of 836 Grade B low carbon steel welded pipe. Aboveground runs of piping will be supported so that the bottom of the piping is approximately 2 feet

off the ground on vertical supports located every 20 to 25 feet. The vertical supports will be fixed on small concrete foundations. Where multiple pipes are placed within the routing pipelines may be either laid side-to-side, or stacked. Expansion loops will be constructed throughout the transfer pipeline runs to accommodate for thermal expansion of the pipelines during operation. Where road or rail crossings occur, the piping will be housed in underground steel casings or raised aboveground for standard American Railway Engineering and Maintenance-of-Way Association clearances; with sealed casings with incorporated leak detection. Runs of aboveground pipeline will be single walled, consistent with industry practice to ensure ease of inspection and maintenance, and in accordance with the applicable requirements of WAC 173-180-340 and 49 CFR 195.246 through 49 CFR 195.254.

The piping system and associated supports and foundations will be designed to applicable seismic protection standards, and will be grounded to protect against the buildup of static electricity during crude oil conveyance. Manual isolation valves will be located on the piping system at the exit of the rail car unloading facility and at the entrance to the storage tank area.

Areas 600 and 700 – Boiler Buildings

Two boiler buildings will be constructed to provide steam for heating of product during offloading and storage operations. The Area 600 West Boiler Building will be located west of the administration and support buildings. This building will have a footprint of approximately 6,000 square feet. The Area 600 boiler building will provide steam to the rail car unloading facility. The building will house four boilers.

The Area 700 East Boiler Building will be located adjacent to the tank storage area; this boiler will provide steam to heat the contents of two of the storage tanks. The Area 700 boiler building will house two boilers. The boilers will be housed in an approximately 3,000-square-foot building.

Regular Business Hours – The facility is planned to operate 24 hours per day, 7 days per week, and 52 weeks per year.

General Layout – The general layout of the facility is shown on the site map included in Appendix B.

2.2 Industrial Activity, Materials Inventory, and Associated Pollutants

The entire project site was associated with previous industrial activities. Sites currently involved in industrial activities include the rail unloading facility, tank farm, and dock area. The west boiler, office and change rooms, and rail unloading facility were previously on the site of the ALCOA Evergreen aluminum plant. The former plant was dismantled and the site underwent extensive cleanup efforts in 2009 removing pollutants from the site. There are several deed restrictive environmental caps where known pollutants remain. These deed restrictive areas are shown on the general layout.

The former aluminum plant site has since been used for outdoor material storage and transfer from rail cars. The tank farm storage area was formerly used for dry material and

cargo storage. The former aluminum plant site has underwent extensive construction activities since the dismantling, including new rail lines, underground utilities, and excavation.

Operations within the facility are limited to the loading, unloading, storage, and transfer of liquid crude oil. Specific operations are described below.

Area 200 – Rail Car Offloading

The rail car offloading facility will be designed to receive and unload both non-heated pipeline quality crude oil unit trains, and heated non-pipeline quality crude unit trains. Two of the unloading tracks will accommodate trains carrying pipeline quality crude oil that can be drained and conveyed without being heated; the third unloading track will accommodate trains carrying non-pipeline quality crude that needs to be heated prior to draining and conveyance to storage. It is expected that the facility will receive up to four unit trains carrying pipeline quality crude oil per day, and up to one unit train carrying non-pipeline quality crude per day, for a total of five unit trains per day.

The 30 unloading stations dedicated to heated non-pipeline quality crude unit trains also will be equipped with steam connections to heat the crude oil to decrease its viscosity and allow it to flow more easily. Steam will be produced in the Area 600 Boiler Building and piped to the unloading facility. Tanks cars that receive steam will be fitted with permanent internal steam manifolds at the bottom of the car. Inlet steam hoses will be connected to each car to allow steam to circulate in the manifold, thereby warming the contents of the tank car. Steam condensate exiting the manifolds will be collected via condensate hoses, and piped back to the steam boilers in a closed loop system.

Unloading will be accomplished with a closed-loop system, i.e., the product will be contained in an enclosed system at all times from when it leaves the rail car to when it enters the storage tanks. During the entire unloading process, the product will never be exposed to the atmosphere. Unloading hoses will be manually connected to the valves on the cars using dry fit connectors, one hose per tank car. Dry fit connectors are designed so that the product in the hose cannot come into contact with the atmosphere. Each hose will be equipped with an automatic shutoff valve. Once the dry fit connector has been secured, the product will gravity-drain from the cars to a collection header.

The collection header collects the flow from a grouping of six cars. The collection headers will be housed in underground trenches running parallel to the rail tracks. A single 9-foot-wide by 5-foot-deep trench will serve the two train tracks dedicated to non-heated crude unloading; a 9-foot-wide by 5-foot-deep trench will serve the single track dedicated to unloading heated crude. Although the primary purpose of the trench is to house the product collection lines, spill collection line, and electrical and data lines, the trench can also act as containment if the collection and spill lines leak.

Each collection header is directly connected to a dedicated pumping station, which transfers the product into a 24-inch-diameter transfer pipeline. One such pipeline will be installed per track, and it will collect the flow from all five groupings of unloading stations on that track. As the product flows from the offloading header to the pumping

stations, it is passed through a basket strainer to remove solids. The pumping stations monitor volumetric flow rate and crude oil density and contaminants (sediment and water), and collect regular samples of the crude for analysis. The discharge of all five unloading pumping stations will be combined into one 24-inch-diameter transfer pipeline per track, which will convey the product to the storage tanks in Area 400. This transfer pipeline is part of Area 500 and is also described in detail below. There will be a total of two non-heated 24-inch transfer pipelines, one per track, from the unloading stations to the tank farm inlet manifold. The discharge of the heated unloading pumping stations will be combined into a separate heat-traced, 24-inch transfer pipe to the tank farm heated inlet manifold.

The collection headers convey the product to pumps that will pump the product to one of three 24-inch pipelines that will convey the product to the storage tanks. The pumps are housed in pump pits. Each of the five pump pits serving the non-heated unloading track will measure approximately 15 feet wide by 34 feet long and 15 feet deep. The five pump pits serving the track unloading non-pipeline quality crude will measure 10 feet wide by 34 feet long and 15 feet deep. Two pumps will serve each offloading header, with one acting as a primary and the second an online spare on standby. During pumping, the product will not come into contact with the vaults; however, the vaults can act as containment if the pumps or piping leak. The trenches and pump vaults will be constructed of concrete and then coated with leakproof sealant.

Area 300 – Storage

Crude oil stored in the tanks will be pumped to the dock for transfer to a ship or barge. Four variable speed pumps will pump the crude oil, with three pumps in operation and one on standby. The pumps will be housed in the tank farm pump pit located on the west side of the storage tank area. It will be equipped with two sump pumps to evacuate any stormwater that collects in it. Stormwater evacuated from the pit will be routed through the treatment and discharge system associated with the containment berm sump described above.

Area 400 – Vessel Loading

The marine vessels will generally arrive at the berth empty. While they are being loaded, vapors from the vessel tanks will be collected and either recovered or combusted to control the emissions released to the air. Piping from the dock will convey the vapors to an enclosed MCVU. Depending on the selected method, this unit will consist of a 50- by 50-foot concrete slab housing equipment and up to two 10- to 15-foot-diameter steel stacks approximately 45 to 50 feet in height.

Area 500 – Transfer Pipelines

A combination of above- and below-ground steel transfer pipelines will convey crude oil from the rail unloading building in Area 200 to the storage tanks in Area 300 and from the storage tanks to the vessel loading system in Area 400. At full build-out, the system will include the following.

Up to three approximately 24-inch-diameter, 1,800-foot-long pipes will collect the crude oil unloaded at the rail unloading stations; one of these pipelines will be electrically heat-

traced to ensure that the viscosity of the non-pipeline crude oil will be maintained as it is conveyed out of the unloading building.

Three approximately 24-inch-diameter, 5,500-foot-long pipes will connect the rail car unloading facility to the storage tanks in Area 300; one of these pipes will be electrically heat-traced to ensure that the viscosity of the non-pipeline crude oil will be maintained from the unloading facility to the storage area.

Two approximately 24- to 30 inch-diameter, 5,300-foot-long pipes will connect the storage tanks with the vessel loading system in Area 400.

One approximately 6-inch-diameter, 5,300-foot-long pipe will return crude oil from the vessel loading system back to the storage tanks; this pipe is provided to handle loading process shutdowns and to prevent over-pressure and hammering in the pipe conveyance system.

One approximately 16- to 22-inch-diameter, 600-foot-long pipe will deliver hydrocarbon vapor generated during loading of vessels to the MCVU.

Areas 600 and 700 – Boiler Buildings

Water circulates through the inside of heat transfer tubes while the outside of the tubes is heated by direct contact with the hot boiler combustion gases and radiant heat transfer. Natural gas will be supplied to the boiler buildings from the existing pipeline serving the area. An existing gas line in Old Lower River Road will provide service to the site. Steam from the boilers will be delivered to the point of use via insulated pipelines. The gas-fired boiler may also provide steam to pipes and ancillary equipment and space heating.

Materials and Pollutants

There will be no outdoor storage of materials or products. All crude oil within the facility is contained within rail cars, pipelines, and storage tanks. Small quantities of on-site dust or particulates may be generated by the impervious surfaces, including gravel surfacing. Miscellaneous operational cleaning supplies, solvents, and chemicals will be stored inside protected from stormwater. Select roof runoff will be routed directly to storm drain sewers, and all remaining stormwater runoff will be routed through water quality treatment units.

On-site waste treatment and storage occurs at the following locations.

- West Boiler Building – Pretreatment of west boiler blowdown prior to disposal to the municipal sanitary sewer. The treatment process is continuous and does not require storage for treated wastewater.

- East Boiler Building – Pretreatment of tank farm boiler blowdown prior to disposal to the municipal sanitary sewer. The treatment process is continuous and does not require storage for treated wastewater. Domestic wastewater from an on-site restroom and rainwater falling into the pump basin will be mixed with boiler plant wastewater for discharge to the municipal sanitary sewer.

- Vapor Combustion – Volatile gasses are drawn from docked vessels and piped to the vapor combustion unit (VCU) at the dock area; the VCU treats the gases prior to their discharge to the atmosphere. The VCU does not generate any wastewater.

- Rail Car Spill Containment – In the event of an accidental oil spill within the rail car unloading area, spilled oil would drain into the rail spill pans and, if catastrophic, into secondary containment trenches that extend the full length of the rail car unloading building. Pumping systems would transfer spilled oil to aboveground containment tanks located adjacent to the parking lot by the office and change room facilities. Liquid in the containment tanks will be hauled off site for disposal at a licensed hazardous materials handling facility.

- Foam Fire Protection Systems – The rail car unloading building and storage tanks are equipped with foam retardant fire suppressing systems. In the event that these systems are activated, foam will be contained within the tank farm bermed area or unloading building containment systems. This material will then be hauled off site for disposal at a licensed hazardous materials handling facility.

Industrial Activity/Exposed Materials	Associated Pollutants
Area 200 – Rail Car Unloading	crude oil, sediment, turbidity
Area 300 – Storage Area	crude oil, fire retardant, sediment, turbidity
Area 400 – Vessel Loading	sediment, turbidity
Area 500 – Transfer Pipelines	crude oil
Areas 600 and 700 – Boiler Buildings	sediment, turbidity

2.3 Spills and Leaks

Areas of Site Where Potential Spills/Leaks Could Occur

Location	Outfalls
Area 200 – Railcar Unloading Area	Terminal 5 Outfall
Area 300 – Storage Area	Terminal 4 Outfall
Area 400 – Vessel Loading	TBD
Area 500 – Transfer Pipeline West Boiler Area	Terminals 4 and 5 Outfalls
Areas 600 and 700 – Boiler Buildings	Terminal 5 Outfall

3.0 BEST MANAGEMENT PRACTICES (BMPs)

3.1 Operational Source Control BMPs

3.1.1 Good Housekeeping

- Vacuum paved surfaces with a vacuum sweeper (or a sweeper with a vacuum attachment) to remove accumulated pollutants a minimum of once per quarter.

- Identify and control all on-site sources of dust to minimize stormwater contamination from the deposition of dust on areas exposed to precipitation.

- Keep all dumpsters under cover or fit with a lid that must remain closed when not in use.

3.1.2 Operational Source Control BMPs – Docks and Vessels

- Clean regularly all accessible work, service and storage areas to remove debris, and any other potential stormwater pollutants.

- Sweep rather than hose debris on the dock. If hosing is unavoidable, the hose water must be collected and conveyed to treatment.

- Dispose of greasy rags, oil filters, air filters, batteries, spent coolant, and degreasers properly.

- Drain oil filters before disposal or recycling.

- Immediately repair or replace leaking connections, valves, pipes, hoses, and equipment that causes the contamination of stormwater.

- Use drip pans, drop cloths, tarpaulins, or other protective devices in all paint mixing and solvent operations unless carried out in impervious contained and covered areas.

- Maintain automatic bilge pumps in a manner that will prevent waste material from being pumped automatically into surface water.

- Prohibit uncontained spray painting, blasting, or sanding activities over open water.

- Do not dump or pour waste materials down floor drains, sinks, or outdoor storm drain inlets that discharge to surface water. Plug floor drains that are connected to storm drains or to surface water. If necessary, install a sump that is pumped regularly.

- Prohibit outside spray painting, blasting, or sanding activities during windy conditions that render containment ineffective.

- Do not burn paint and/or use spray guns on topsides or above decks.

- Immediately clean up any spillage on dock, boat, or ship deck areas and dispose of the wastes properly.

- In the event of an accidental discharge of oil or hazardous material into waters of the state or onto land with a potential for entry into state waters, immediately notify the yard, port, marina owner or manager, the Department of Ecology, and the National Response Center at 1-800-424-8802 (24-hour). If the spill can reach or has reached marine water, call the U.S. Coast Guard at (206) 217-6232.

3.1.3 Operational Source Control BMPs – Dust Control at Disturbed Land Areas and Unpaved Roadways and Parking Lots

- Sprinkle or wet down soil or dust with water as long as it does not result in a wastewater discharge.

- Use only local- and/or state-government-approved dust suppressant chemicals, such as those listed in Washington Department of Ecology Publication 96-433, "Techniques for Dust Prevention and Suppression."

- Avoid excessive and repeated applications of dust suppressant chemicals. Time the application of dust suppressants to avoid or minimize their wash-off by rainfall or human activity, such as irrigation.

- Apply stormwater containment to prevent the conveyance of stormwater Total Suspended Solids (TSS) into storm drains or receiving waters.

- The use of motor oil for dust control is prohibited. Care should be taken when using lignin derivatives and other high Biological Oxygen Demand (BOD) chemicals in excavations or areas easily accessible to surface water or groundwater.

- Consult with the Ecology regional office in your area on discharge permit requirements if the dust suppression process results in a wastewater discharge to the ground, groundwater, storm drain, or surface water.

3.1.4 Operational Source Control BMPs - Landscaping and Lawn/Vegetation Management

Landscaping:

- Install engineered soil/landscape systems to improve the infiltration and regulation of stormwater in landscaped areas.

- Do not dispose of collected vegetation into waterways or storm drainage systems.

Pesticides:

- Develop and implement an Integrated Pest Management (IPM) plan and use pesticides only as a last resort.

  An IPM program might consist of the following steps.

  Step 1: Correctly identify problem pests and understand their life cycle.
  Step 2: Establish tolerance thresholds for pests.
  Step 3: Monitor to detect and prevent pest problems.
  Step 4: Modify the maintenance program to promote healthy plants and discourage pests.
  Step 5: Use cultural, physical, mechanical, or biological controls first if pests exceed the tolerance thresholds.
  Step 6: Evaluate and record the effectiveness of the control and modify maintenance practices to support lawn or landscape recovery and prevent recurrence.

- Implement a pesticide-use plan and include at a minimum a list of selected pesticides and their specific uses; brands, formulations, application methods, and quantities to be used; equipment use and maintenance procedures; safety, storage, and disposal methods; and monitoring, record keeping, and public notice procedures. All procedures shall conform to the requirements of Chapter 17.21 RCW and Chapter 16-228 WAC (Appendix IV-D R.7).

- Choose the least toxic pesticide available that is capable of reducing the infestation to acceptable levels. The pesticide should readily degrade in the environment and/or have properties that strongly bind it to the soil. Any pest control used should be conducted at the life stage when the pest is most vulnerable. For example, if it is necessary to use a Bacillus thuringiens as application to control tent caterpillars, it must be applied before the caterpillars cocoon or it will be ineffective. Any method used should be site-specific and not used wholesale over a wide area.

- Apply the pesticide according to label directions. Under no conditions shall pesticides be applied in quantities that exceed manufacturer's instructions.

- Mix the pesticides and clean the application equipment in an area where accidental spills will not enter surface or ground waters, and will not contaminate the soil.

- Store pesticides in enclosed areas or in covered impervious containment. Ensure that pesticide contaminated stormwater or spills/leaks of pesticides are not discharged to storm drains. Do not hose down the paved areas to a storm drain or conveyance ditch. Store and maintain appropriate spill cleanup materials in a location known to all near the storage area.

- Clean up any spilled pesticides and ensure that the pesticide contaminated waste materials are kept in designated covered and contained areas.

- The pesticide application equipment must be capable of immediate shutoff in the event of an emergency.

- Do not spray pesticides within 100 feet of open waters (including wetlands, ponds, and streams), sloughs, and any drainage ditch or channel that leads to open water except when approved by Ecology or the local jurisdiction. All sensitive areas, including wells, creeks, and wetlands, must be flagged prior to spraying.

- As required by the local government or by Ecology, complete public posting of the area to be sprayed prior to the application.

- Spray applications should only be conducted during weather conditions as specified in the label direction and applicable local and state regulations. Do not apply during rain or immediately before expected rain.

Vegetation Management:

- Use at least an 8-inch "topsoil" layer with at least 8 percent organic matter to provide a sufficient vegetation-growing medium. Amending existing landscapes and turf systems by increasing the percent organic matter and depth of topsoil can substantially improve the permeability of the soil, the disease and drought resistance of the vegetation, and reduce fertilizer demand. This reduces the demand for fertilizers, herbicides, and pesticides. Organic matter is the least water-soluble form of nutrients that can be added to the soil. Composted organic matter generally releases only between 2 and 10 percent of its total nitrogen annually, and this release corresponds closely to the plant growth cycle. If natural plant debris and mulch are returned to the soil, this system can continue recycling nutrients indefinitely.

- Select the appropriate turfgrass mixture for your climate and soil type. Certain tall fescues and rye grasses resist insect attack because the symbiotic endophytic fungi found naturally in their tissues repel or kill common leaf and stem-eating lawn insects. They do not, however, repel root-feeding lawn pests, such as Crane Fly larvae, and are toxic to ruminants, such as cattle and sheep. The fungus causes no known adverse effects to the host plant or to humans. Endophytic grasses are commercially available and can be used in areas, such as parks or golf courses, where grazing does not occur. The local Cooperative Extension office can offer advice on which types of grass are best suited to the area and soil type.

- Use the following seeding and planting BMPs, or equivalent BMPs to obtain information on grass mixtures, temporary and permanent seeding procedures, maintenance of a recently planted area, and fertilizer application rates: temporary seeding, mulching and matting, clear plastic covering, permanent seeding and planting, and sodding as described in Volume II of the stormwater manual.

- Selection of desired plant species can be made by adjusting the soil properties of the subject site. For example, a constructed wetland can be designed to resist the invasion of reed canary grass by layering specific strata of organic matters (e.g., compost forest product residuals) and creating a mildly acidic pH and carbon-rich soil medium. Consult a soil restoration specialist for site-specific conditions.

- Aerate lawns regularly in areas of heavy use where the soil tends to become compacted. Aeration should be conducted while the grasses in the lawn are growing most vigorously. Remove layers of thatch greater than 3/4 inch deep.

- Mowing is a stress-creating activity for turfgrass. When grass is mowed too short, its productivity is decreased and there is less growth of roots and rhizomes. The turf becomes less tolerant of environmental stresses, more disease prone, and more reliant on outside means, such as pesticides, fertilizers, and irrigation to remain healthy. Set the mowing height at the highest acceptable level and mow at times and intervals designed to minimize stress on the turf. Generally mowing only one-third of the grass blade height will prevent stressing the turf.

Irrigation:

- The depth from which a plant normally extracts water depends on the rooting depth of the plant. Appropriately irrigated lawn grasses normally root in the top 6 to 12 inches of soil; lawns irrigated on a daily basis often root only in the top 1 inch of soil. Improper irrigation can encourage pest problems, leach nutrients, and make a lawn completely dependent on artificial watering. The amount of water applied depends on the normal rooting depth of the turfgrass species used, the available water holding capacity of the soil, and the efficiency of the irrigation system. Consult with the local water utility, Conservation District, or Cooperative Extension office to help determine optimum irrigation practices.

Fertilizer Management:

- Turfgrass is most responsive to nitrogen fertilization, followed by potassium and phosphorus. Fertilization needs vary by site depending on plant, soil, and climatic conditions. Evaluation of soil nutrient levels through regular testing ensures the best possible efficiency and economy of fertilization. For details on soils testing, contact the local Conservation District or Cooperative Extension Service.

- Fertilizers should be applied in amounts appropriate for the target vegetation and at the time of year that minimizes losses to surface and ground waters. Do not fertilize during a drought or when the soil is dry. Alternatively, do not apply fertilizers within three days prior to predicted rainfall. The longer the period between fertilizer application and either rainfall or irrigation, the less fertilizer runoff occurs.

- Use slow release fertilizers, such as methylene urea, IDBU, or resin coated fertilizers when appropriate, generally in the spring. Use of slow release fertilizers is especially important in areas with sandy or gravelly soils.

- Time the fertilizer application to periods of maximum plant uptake. Generally fall and spring applications are recommended, although Washington State University turf specialists recommend four fertilizer applications per year.

- Properly trained persons should apply all fertilizers. At commercial and industrial facilities, fertilizers should not be applied to grass swales, filter strips, or buffer areas that drain to sensitive water bodies unless approved by the local jurisdiction.

3.1.5 Operational Source Control BMPs – Loading and Unloading Areas for Liquid Material

All Loading/Unloading Areas:

- Place drip pans, or other appropriate temporary containment device, at locations where leaks or spills may occur, such as hose connections, hose reels, and filler nozzles. Drip pans shall always be used when making and breaking connections. Check loading/unloading equipment such as valves, pumps, flanges, and connections regularly for leaks and repair as needed.

Rail Transfer Areas to Above/Below-ground Storage Tanks:

- To minimize the risk of accidental spillage, prepare an "Operations Plan" that describes procedures for loading/unloading. Train the employees, especially fork lift operators, in its execution and post it or otherwise have it readily available to employees.

- Report spills of reportable quantities to Ecology (refer to Section 1.5 for telephone numbers of Ecology regional office).

- Prepare and implement an Emergency Spill Cleanup Plan for the facility (BMP Spills of Oil and Hazardous Substances), which includes the following BMPs:

– Ensure the cleanup of liquid/solid spills in the loading/unloading area immediately, if a significant spill occurs, and, upon completion of the loading/unloading activity, or, at the end of the working day.
– Retain and maintain an appropriate oil spill cleanup kit on-site for rapid cleanup of material spills (see BMP Spills of Oil and Hazardous Substances).
– Ensure that an employee trained in spill containment and cleanup is present during loading/unloading.

- Install a containment pan system within the rails to collect spills/leaks from tank cars and hose connections, hose reels, and filler nozzles.

Loading/Unloading from/to Marine Vessels:

- Facilities and procedures for the loading or unloading of petroleum products must comply with U.S. Coast Guard requirements.

Transfer of Small Quantities from Tanks:

- Refer to BMPs Storage of Liquids in Permanent Aboveground Tanks, and Storage of Liquid, Food Waste, or Dangerous Waste Containers for requirements on the transfer of small quantities from tanks and containers, respectively.

3.1.6 Operational Source Control BMPs – Maintenance of Utility Corridors and Facilities

- Within utility corridors, consider preparing maintenance procedures and an implementation schedule that provides for a vegetative, gravel, or equivalent cover that minimizes bare or thinly vegetated ground surfaces within the corridor, to prevent the erosion of soil.

- Provide maintenance practices to prevent stormwater from accumulating and draining across and/or onto roadways. Stormwater should be conveyed through rail/roadside ditches and culverts. The road should be crowned, outsloped, water barred, or otherwise left in a condition not conducive to erosion. Appropriately maintaining grassy roadside ditches discharging to surface waters is an effective way of removing some pollutants associated with sediments carried by stormwater.

- Maintain ditches and culverts at an appropriate frequency to ensure that plugging and flooding across the roadbed, with resulting overflow erosion, does not occur.

- Operational Source Control BMPs for the Storage of Waste Materials that can Contaminate Stormwater.

3.1.7 Operational Source Control BMPs – Maintenance of Rail/Roadside Ditches

- Inspect ditches regularly, as needed, to identify sediment accumulations and localized erosion.

- Clean ditches on a regular basis, as needed. Ditches should be kept free of rubbish and debris.

- Vegetation in ditches often prevents erosion and cleanses runoff waters. Remove vegetation only when flow is blocked or excess sediments have accumulated. Conduct ditch maintenance (seeding, fertilizer application, harvesting) in late spring and/or early fall, where possible. This allows vegetative cover to be reestablished by the next wet season thereby minimizing erosion of the ditch, as well as making the ditch effective as a biofilter.

- In the area between the edge of the pavement and the bottom of the ditch, commonly known as the "bare earth zone," use grass vegetation, wherever possible. Vegetation should be established from the edge of the pavement if possible, or at least from the top of the slope of the ditch.

- Diversion ditches on top of cut slopes that are constructed to prevent slope erosion by intercepting surface drainage must be maintained to retain their diversion shape and capability.

- Ditch cleanings are not to be left on the roadway surfaces. Sweep dirt and debris remaining on the pavement at the completion of ditch cleaning operations.

- Ditch cleanings, not contaminated by spills or other releases and not associated with a stormwater treatment system such as a bioswale, may be screened to remove litter and separated into soil and vegetative matter (leaves, grass, needles, branches, etc.). The soil fraction may be handled as 'clean soils' and the vegetative matter can be composted or disposed of in a municipal waste landfill.

- Ditch cleanings contaminated by spills or other releases known or suspected to contain dangerous waste must be handled following the Dangerous Waste Regulations (Chapter 173-303 WAC) unless testing determines it is not dangerous waste.

- Examine culverts on a regular basis for scour or sedimentation at the inlet and outlet, and repair as necessary. Give priority to those culverts conveying perennial and/or salmon-bearing streams and culverts near streams in areas of high sediment load, such as those near subdivisions during construction.

3.1.8 Operational Source Control BMPs – Maintenance of Stormwater Drainage and Treatment Systems

- Inspect and clean treatment BMPs, conveyance systems, and catch basins as needed, and determine whether improvements in O&M are needed.

- Promptly repair any deterioration threatening the structural integrity of the facilities. These include replacement of clean-out gates, catch basin lids, and rock in emergency spillways.

- Ensure that storm sewer capacities are not exceeded and that heavy sediment discharges to the sewer system are prevented.

- Regularly remove debris and sludge from BMPs used for peak-rate control, treatment, etc. and truck to a local- or state-government-approved disposal site.

- Clean catch basins when the depth of deposits reaches 60 percent of the sump depth as measured from the bottom of basin to the invert of the lowest pipe into or out of the basin. However, in no case should there be less than 6 inches clearance from the debris surface to the invert of the lowest pipe. Some catch basins (for example, WSDOT Type 1L basins) may have as little as 12 inches sediment storage below the invert. These catch basins will need more frequent inspection and cleaning to prevent scouring. Where these catch basins are part of a stormwater collection and treatment system, the system owner/operator may choose to concentrate maintenance efforts on downstream control devices as part of a systems approach.

- Clean woody debris in a catch basin as frequently as needed to ensure proper operation of the catch basin.

- Post warning signs; “Dump No Waste - Drains to Surface Water” or emboss on or adjacent to all storm drain inlets where practical.

- Disposal of sediments and liquids from the catch basins must comply with “Recommendations for Management of Street Wastes” described in Appendix IV-G of the stormwater manual.

- Operational Source Control BMPs for Soil Erosion and Sediment Control at Industrial Sites, Storage of Liquid, Spills of Oil and Hazardous Substances, and Illicit Connections to Storm Drains.

3.1.9 Operational Source Control BMPs – Parking and Storage of Vehicles and Equipment

- Do not hose down the area to a storm drain or to a receiving water. Sweep parking lots, storage areas, and driveways, regularly to collect dirt, waste, and debris.

3.1.10 Operational Source Control BMPs – Railroad Yards

- Implement all required BMPs depending on the pollutant-generating activities/sources at a railroad yard facility.

- Do not allow discharge to outside areas from toilets while a train is in transit. Designated off-site pumpout facilities should be used to service these units.

- Use drip pans at hose/pipe connections during liquid transfer and other leak-prone areas.

- During maintenance, do not discard debris or waste liquids along the tracks or in railroad yards.

3.1.11 Operational Source Control BMPs – Roof/Building Drains at Manufacturing and Commercial Buildings

- If leachates and/or emissions from buildings are suspected sources of stormwater pollutants, then sample and analyze the stormwater draining from the building.

- If a roof/building stormwater pollutant source is identified, implement appropriate source control measures, such as air pollution control equipment, selection of materials, painting galvanized surfaces, operational changes, material recycle, process changes, etc.

3.1.12 Operational Source Control BMPs – Soil Erosion and Sediment Control at Industrial Sites

Cover Practice Options:

- Vegetative cover, such as grass, trees, shrubs, on erodible soil areas

- Covering with mats such as clear plastic, jute, synthetic fiber

- Preservation of natural vegetation, including grass, trees, shrubs, and vines

Structural Practice Options:

- Vegetated swale, dike, silt fence, check dam, gravel filter berm, sedimentation basin, and proper grading.

3.1.13 Operational Source Control BMPs for Storage of Liquid

- Place drip pans beneath all mounted container taps and at all potential drip and spill locations during filling and unloading of containers.

- Inspect tanks or container storage areas regularly for corrosion, structural failure, spills, leaks, overfills, and failure of piping systems. Check containers daily for leaks/spills. Replace containers, and replace and tighten bungs in drums as needed.

- Businesses accumulating dangerous wastes that do not contain free liquids need only to store these wastes in a sloped designated area with the containers elevated or otherwise protected from stormwater runon.

- Drums stored in an area where unauthorized persons may gain access must be secured in a manner that prevents accidental spillage, pilferage, or any unauthorized use.

- If the material is a dangerous waste, the business owner must comply with any additional Ecology requirements as required.

- Storage of reactive, ignitable, or flammable liquids must comply with the Uniform Fire Code.

- Cover dumpsters, or keep them under cover such as a lean-to, to prevent the entry of stormwater. Replace or repair leaking garbage dumpsters.

- Drain dumpsters and/or dumpster pads to sanitary sewer. Keep dumpster lids closed. Install waterproof liners.

3.1.14 Operational Source Control BMPs for Storage of Liquids in Permanent Aboveground Tanks

- Inspect the tank containment areas regularly to identify problem components such as fittings, pipe connections, and valves, for leaks/spills, cracks, corrosion, etc.

- Place adequately sized drip pans beneath all mounted taps and drip/spill locations during filling/ unloading of tanks. Valved drain tubing may be needed in mounted drip pans.

- Sweep and clean the tank storage area regularly, if paved.

- Replace or repair tanks that are leaking, corroded, or otherwise deteriorating.

- All installations shall comply with the Uniform Fire Code and the National Electric Code.

3.1.15 Operational Source Control BMPs for Washing and Steam Cleaning Vehicles/Equipment/Building Structures

- Conduct vehicle washing at an off-site commercial washing facility in which the washing occurs in an enclosure and drains to the sanitary sewer.

- Conduct miscellaneous parts/equipment washing at a designated location within the rail unloading facility, which drains to containment storage for haul off.

- Conduct outside washing operation in a designated wash area with the following features.

– In a paved area, constructed as a spill containment pad to prevent the run-on of stormwater from adjacent areas. Slope the spill containment area so that washwater is collected in a containment pad drain system with perimeter drains, trench drains, or catchment drains. Size the containment pad to extend out a minimum of 4 feet on all sides of the vehicles and/or equipment being washed.
– Convey the washwater to a sump (like a grit separator) and then to a sanitary sewer (if allowed by City of Vancouver). A National Pollution Discharge Elimination System (NPDES) permit may be required for any washwater discharge to a storm drain or

receiving water after treatment. Contact the Ecology regional office for NPDES permit requirements.

- The containment sump must have a positive control outlet valve for spill control with live containment volume, and oil/water separation. Size the minimum live storage volume to contain the maximum expected daily washwater flow plus the sludge storage volume below the outlet pipe. The outlet valve will be shut during the washing cycle to collect the washwater in the sump. The valve should remain shut for at least 2 hours following the washing operation to allow the oil and solids to separate before discharge to a sanitary sewer.
- The inlet valve in the discharge pipe should be closed when washing is not occurring, thereby preventing the entry of uncontaminated stormwater into the pretreatment/ treatment system. The stormwater can then drain into the conveyance/discharge system outside of the wash pad (essentially bypasses the washwater treatment/conveyance system). Post signs to inform people of the operation and purpose of the valve. Clean the concrete pad thoroughly until there is no foam or visible sheen in the washwater prior to closing the inlet valve and allowing uncontaminated stormwater to overflow and drain off the pad.
    - Collect the washwater from building structures and convey it to appropriate treatment, such as a sanitary sewer system if it contains oils, soaps, or detergents, where feasible. If the washwater does not contain oils, soaps, or detergents, then it could drain to soils that have sufficient natural attenuation capacity for dust and sediment.

Preventive Maintenance:

- Clean catch basins when the depth of debris reaches 60 percent of the sump depth. In addition, the Permittee must keep the debris surface at least 6 inches below the outlet pipe.

- Inspect all equipment and vehicles during monthly site inspections for leaking fluids, such as oil, antifreeze, etc. Take leaking equipment and vehicles out of service or prevent leaks from spilling on the ground until repaired.

- Immediately clean up spills and leaks (e.g., using absorbents, vacuuming, etc.) to prevent the discharge of pollutants.

Spill Prevention and Emergency Cleanup:

- Store all chemical liquids, fluids, and petroleum products, on an impervious surface that is surrounded with a containment berm or dike that is capable of containing 10 percent of the total enclosed tank volume or 110 percent of the volume contained in the largest tank, whichever is greater.

- Prevent precipitation from accumulating in containment areas with a roof or equivalent structure or include a written plan on how it will manage and dispose of accumulated water if a containment area cover is not practical.

- Locate spill kits within 25 feet of all stationary fueling stations, fuel transfer stations, and mobile fueling units. At a minimum, spill kits shall include:
  - Oil absorbents capable of absorbing 15 gallons of fuel.
  - A storm drain plug or cover kit.
  - A non-water containment boom, a minimum of 10 feet in length with a 12-gallon absorbent capacity.
  - A non-metallic shovel.
  - Two 5-gallon buckets with lids.
- Block, plug, or cover storm drains that receive runoff from areas where fueling, during fueling.
- Use drip pans or equivalent containment measures during all petroleum transfer operations.
- Locate materials, equipment, and activities so that leaks are contained in existing containment and diversion systems (confine the storage of leaky or leak-prone vehicles and equipment awaiting maintenance to protected areas).
- Use drip pans and absorbents under or around leaky vehicles and equipment or store indoors where feasible. Drain fluids from equipment and vehicles prior to on-site storage or disposal.
- Maintain a spill log that includes the following information for chemical and petroleum spills: date, time, amount, location, and reason for spill; date/time clean-up completed, notifications made and staff involved.
- Condition S3 of the Industrial Stormwater General Permit requires the SWPPP to include the “applicable” Spill Prevention Operational and Source Control BMPs listed in Ecology’s SWMMs, or other guidance documents as mandatory.

3.1.16 Operational Source Control BMPs for Spills of Oil and Hazardous Substances

- Prepare an Emergency Spill Control Plan (SCP), which includes:
  - A description of the facility, including the owner's name and address;
  - The nature of the activity at the facility;
  - The general types of chemicals used or stored at the facility;
  - A site plan showing the location of storage areas for chemicals, the locations of storm drains, the areas draining to them, and the location and description of any devices to stop spills from leaving the site, such as positive control valves;
  - Cleanup procedures;
  - Notification procedures to be used in the event of a spill, such as notifying key personnel. Agencies such as Ecology, local fire department, Washington State Patrol, and the local Sewer Authority, shall be notified; and
  - The name of the designated person with overall spill cleanup and notification responsibility.

- Train key personnel in the implementation of the Emergency SCP. Prepare a summary of the plan and post it at appropriate points in the building, identifying the spill cleanup coordinators, location of cleanup kits, and phone numbers of regulatory agencies to be contacted in the event of a spill.

- Update the SCP regularly.

- Immediately notify Ecology and City of Vancouver if a spill may reach sanitary or storm sewers, groundwater, or surface water, in accordance with federal and Ecology spill reporting requirements.

- Immediately clean up spills. Do not use emulsifiers for cleanup unless an appropriate disposal method for the resulting oily wastewater is implemented. Absorbent material shall not be washed down a floor drain or storm sewer.

- Locate emergency spill containment and cleanup kit(s) in high potential spill areas. The contents of the kit shall be appropriate for the type and quantities of chemical liquids stored at the facility.

3.1.17 Operational Source Control BMPs for Illicit Connections to Storm Drains

- Eliminate unpermitted wastewater discharges to storm drains, groundwater, or surface water.
- Convey unpermitted discharges to a sanitary sewer if allowed by the City of Vancouver.
- Obtain appropriate permits for these discharges.

3.1.18 Employee Training

A complete narrative and description of applicable staff training will be provided with the Final SWPPP.

3.1.19 Inspections, Reporting, and Recordkeeping

- Identify facility personnel who will inspect designated equipment and facility areas as required in Condition S7.

- Contain a visual inspection report or check list that includes all items required by Condition S7.C.

- Provide a tracking or follow-up procedure to ensure that a report is prepared and any appropriate action taken in response to visual inspections.

- Define how the Permittee will comply with signature requirements and records retention identified in Special Condition S9, Reporting and Recordkeeping Requirements.

- Include a certification of compliance with the SWPPP and permit for each inspection using the language in S7.C.1.c.

See Attachment D for monthly inspection reporting and record keeping.

3.1.20 Illicit Discharges

Water from washing vehicles or equipment, steam cleaning and/or pressure washing is considered process wastewater. The Permittee must not allow this process wastewater to comingle with stormwater or enter storm drains; and must collect in a tank for off-site disposal, or discharge it to a sanitary sewer, with written approval from the local sewage authority.

During each monthly site inspection, look for signs of illicit discharges, especially during dry weather when stormwater isn't discharging from the site. Each monthly site inspection will include:

- Observations made at stormwater sampling locations and areas where stormwater associated with industrial activity is discharged off-site; or discharged to waters of the state, or to a storm sewer system that drains to waters of the state.

- Observations for the presence of floating materials, visible oil sheen, discoloration, turbidity, odor, etc. in the stormwater discharge(s).

- Observations for the presence of illicit discharges, such as domestic wastewater, noncontact cooling water, or process wastewater (including leachate).

  – If an illicit discharge is discovered, the Permittee shall notify Ecology within seven days.

  – The Permittee shall eliminate the illicit discharge within 30 days.

3.2 Structural Source Control BMPs

Mandatory Structural Source Control BMPs required by Condition S3 of the Industrial Stormwater General Permit.

- Use grading, berming, or curbing to prevent runoff of contaminated flows and divert run-on away from manufacturing, processing, and material storage areas (including loading and unloading, storage, disposal, cleaning, maintenance, and fueling operations).

- Perform all cleaning operations indoors, under cover, or in bermed areas that prevent stormwater runoff and run-on and also that capture any overspray.

- Ensure that all washwater drains to a collection system that directs the washwater to further treatment or storage and not to the stormwater drainage system.

- Condition S3 of the Industrial Stormwater General Permit requires the SWPPP to include the "applicable" Structural Source Control BMPs listed in Ecology's SWMMs, or other guidance documents <u>as mandatory</u>.

3.2.1 Structural Source Control BMPs for Loading and Unloading Areas for Liquid Material

All Loading/Unloading Areas:

- Consistent with Uniform Fire Code requirements (Appendix IV-D R.2) and to the extent practicable, conduct unloading or loading of solids and liquids in a manufacturing building, under a roof, or lean-to, or other appropriate cover.

- Berm, dike, and/or slope the loading/unloading area to prevent run-on of stormwater and to prevent the runoff or loss of any spilled material from the area.

- Large loading areas frequently are not curbed along the shoreline. As a result, stormwater passes directly off the paved surface into surface water. Place curbs along the edge, or slope the edge such that the stormwater can flow to an internal storm drain system that leads to an approved treatment BMP.

- Pave and slope loading/unloading areas to prevent the pooling of water. The use of catch basins and drain lines within the interior of the paved area must be minimized as they will frequently be covered by material, or they should be placed in designated "alleyways" that are not covered by material, containers or equipment.

3.2.2 Structural Source Control BMPs for Storage of Liquid or Dangerous Waste Containers

- Keep containers with dangerous waste or other potential pollutant liquids inside a building unless this is impracticable due to site constraints or Uniform Fire Code requirements.

- Store containers in a designated area, which is covered, bermed or diked, paved and impervious in order to contain leaks and spills. The secondary containment shall be sloped to drain into a dead-end sump for the collection of leaks and small spills.

- For liquid wastes, surround the containers with a dike. The dike must be of sufficient height to provide a volume of 10 percent of the total enclosed container volume or 110 percent of the volume contained in the largest container, whichever is greater, or, if a single container, 110 percent of the volume of that container.

- Where material is temporarily stored in drums, a containment system can be used as illustrated, in lieu of the above system.

- Place containers mounted for direct removal of a liquid chemical for use by employees inside a containment area as described above. Use a drip pan during liquid transfer.

3.2.3 Structural Source Control BMPs for Storage of Liquids in Permanent Aboveground Tanks

- Locate permanent tanks in impervious (portland cement concrete or equivalent) secondary containment surrounded by dike or UL-approved double-walled. The dike

must be of sufficient height to provide a containment volume of either 10 percent of the total enclosed tank volume or 110 percent of the volume contained in the largest tank, whichever is greater, or, if a single tank, 110 percent of the volume of that tank.

- Slope the secondary containment to drain to a dead-end sump (optional), or equivalent, for the collection of small spills.

- Include a tank overfill protection system to minimize the risk of spillage during loading.

3.3 Treatment BMPs

Structure: Rail Offloading Area – Media Filtration Vault
Date of Implementation: TBD
Discharge Point: Connects to existing Port-owned storm drain
Area(s) Treated: Gravel Yard – see plans
Pollutants Removed: Suspended solids, hydrocarbons, metals
Maintenance Requirement(s): Cleaning and debris removal, inspection for replacement of filtration media
Frequency: Monthly

Structure: Office and Administrative Area – Media Filtration Vault
Date of Implementation: TBD
Discharge Point: Connects to existing Port-owned storm drain
Area(s) Treated: Parking areas – see plans
Pollutants Removed: Suspended solids, hydrocarbons, metals
Maintenance Requirement(s): Cleaning and debris removal, inspection for replacement of filtration media
Frequency: Monthly

Structure: Storage Tank Area – Hydrodynamic Separation Unit
Date of Implementation: TBD
Discharge Point: Connects to existing Port-owned storm drain
Area(s) Treated: Tank Farm area – see plans
Pollutants Removed: Debris and larger solids
Maintenance Requirement(s): Cleaning and debris removal, frequent inspection
Frequency: Monthly

Structure: Storage Tank Area – Oil/Water Separators
Date of Implementation: TBD
Discharge Point: Connects to existing Port-owned storm drain
Area(s) Treated: Tank Farm area – see plans
Pollutants Removed: Oil
Maintenance Requirement(s): Cleaning and oil removal, frequent inspection
Frequency: Monthly

Structure: Storage Tank Area – Media Filtration Vault
Date of Implementation: TBD
Discharge Point: Connects to existing Port-owned storm drain
Area(s) Treated: Tank Farm area – see plans
Pollutants Removed: Suspended solids, hydrocarbons, metals
Maintenance Requirement(s): Cleaning and debris removal, inspection for replacement of filtration media
Frequency: Monthly

Structure: Vessel Loading Area – Media Filtration Vault
Date of Implementation: TBD
Discharge Point: TBD
Area(s) Treated: Shoreline portion of the berth – see plans
Pollutants Removed: Suspended solids, hydrocarbons, metals
Maintenance Requirement(s): Cleaning and debris removal, inspection for replacement of filtration media
Frequency: Monthly

Structure: Boiler Buildings Area – Media Filtration Manhole
Date of Implementation: TBD
Discharge Point: Connects to existing Port-owned storm drain
Area(s) Treated: Pavement areas at the West Boiler Area – see plans
Pollutants Removed: Debris, suspended solids, hydrocarbons, and metals
Maintenance Requirement(s): Cleaning and debris removal, inspection for replacement of filtration media
Frequency: Monthly

3.3.1 Mandatory Treatment BMPs required by Condition S3 of the Industrial Stormwater General Permit

- Condition S3 of the Industrial Stormwater General Permit requires permittees to implement Treatment BMPs listed as "applicable" in Ecology's SWMMs, or other approved guidance documents (see Condition S3.A.3).

- The Permittee may omit individual BMPs if site conditions render the BMP unnecessary, infeasible, or the Permittee provides alternative and equally effective BMPs; if the Permittee clearly justifies each BMP omission in the SWPPP.

- Employ oil/water separators, booms, skimmers, or other methods to eliminate or minimize oil and grease contamination of stormwater discharges.

  – Many "off the shelf" oil removal BMPs are available (absorptive booms, skimmers, pads, etc.)

- If an oil/water separator needs to be designed and installed, refer to:
  Stormwater Management Manual for Western WA (Vol. V, Ch.11):
  http://www.ecy.wa.gov/biblio/0510033.html
  Stormwater Management Manual for Eastern WA (Chapter 5.10)
  http://www.ecy.wa.gov/pubs/0410076.pdf

- Obtain Ecology approval before beginning construction/installation of all treatment BMPs that include the addition of chemicals to provide treatment (e.g., polymer enhanced sand-filter systems, electro-coagulation systems, etc.)

3.3.2 Applicable Treatment BMPs from Ecology's Stormwater Management Manual for Western Washington

3.3.2.1 Treatment BMPs for Parking and Storage of Vehicles and Equipment

- An oil removal system, such as an API or coalescing plant (CP) oil and water separator, catch basin filter, or equivalent BMP, approved by the local jurisdiction, is applicable for parking lots meeting the threshold vehicle traffic intensity level of a high-use site.

A high-use site is:

- Subject to an expected average daily vehicle traffic (ADT) count equal to or greater than 100 vehicles per 1,000 square feet of gross building area: or

- Is subject to storage of a fleet of 25 or more diesel vehicles that are over 10-ton gross weight (trucks, buses, trains, heavy equipment, etc.).

3.3.2.2 Treatment BMPs for Railroad Yards

- In areas subjected to leaks/spills of oils or other chemicals convey the contaminated stormwater to appropriate treatment such as a sanitary sewer, if approved by the City of Vancouver, or, to a CP or API oil/water separator for floating oils, or other treatment, as approved by the local jurisdiction.

3.3.2.3 Treatment BMPs for Storage of Liquid or Dangerous Waste Containers

- For contaminated stormwater in the containment area, connect the sump outlet to a sanitary sewer, if approved by the local Sewer Authority, or to appropriate treatment, such as an API or CP oil/water separator, catch basin filter or other appropriate system (see Volume V of the stormwater manual). Equip the sump outlet with a normally closed valve to prevent the release of spilled or leaked liquids, especially flammables (compliance with fire codes), and dangerous liquids. This valve may be opened only for the conveyance of contaminated stormwater to treatment.

- Another option for discharge of contaminated stormwater is to pump it from a dead-end sump or catchment to a tank truck or other appropriate vehicle for off-site treatment and/or disposal.

3.3.2.4 Treatment BMPs for Storage of Liquids in Permanent Aboveground Tanks

- If the tank containment area is uncovered, equip the outlet from the spill-containment sump with a shutoff valve, which is normally closed and may be opened, manually or automatically, only to convey contaminated stormwater to approved treatment or disposal, or to convey uncontaminated stormwater to a storm drain. Evidence of contamination can include the presence of visible sheen, color, or turbidity in the runoff, or existing or historical operational problems at the facility. Simple pH measurements with litmus or pH paper can be used for areas subject to acid or alkaline contamination.

- At petroleum tank farms, convey stormwater contaminated with floating oil or debris in the contained area through an API or CP-type oil/water separator or other approved treatment prior to discharge to storm drain or surface water.

3.4 Stormwater Peak Runoff and Volume Control BMPs

Volume control facilities are not required for discharge into the Columbia River.

3.5 Erosion and Sediment Control BMPs

Structure: Inlet Protection
Date of Implementation: TBD
Discharge Point: Existing Port owned storm drain system
Area(s) Treated: All areas within construction disturbance boundaries
Pollutants Removed: Sediment and debris
Maintenance Requirement(s): Cleaning and debris removal
Frequency: Monthly

Structure: Silt Fencing
Date of Implementation: TBD
Discharge Point: N/A
Area(s) Treated: All areas within construction disturbance boundaries
Pollutants Removed: Sediment and debris
Maintenance Requirement(s): Cleaning and debris removal
Frequency: Monthly

Structure: Sedimentation Pond
Date of Implementation: TBD
Discharge Point: N/A
Area(s) Treated: All areas within construction disturbance boundaries
Pollutants Removed: Sediment and debris
Maintenance Requirement(s): Cleaning and debris removal
Frequency: Monthly

Structure: Armored Construction Entrance
Date of Implementation: TBD
Discharge Point: N/A
Area(s) Treated: Primary access to and from individual sites
Pollutants Removed: Mud and debris
Maintenance Requirement(s): Cleaning and debris removal
Frequency: Monthly

4.0 SAMPLING PLAN

4.1 Discharge Location(s)

Identify all points of discharge to surface water, storm sewers, or discrete groundwater infiltration locations, such as dry wells or detention ponds.

Discharge ID	Common description	Latitude (optional)	Longitude (optional)	Discharge Type	Comments
1	Storm connection to exist storm sewer at Office Area	45°39'07"	122°43'55"	Existing storm sewer	Exist storm drain discharges to Columbia River
2	Storm connection to exist storm sewer at Unloading Area	45°39'02"	122°43'55"	Existing storm sewer	Exist storm drain discharges to Columbia River
3	Storm connection to exist storm sewer at Tank Farm	45°38'46"	122°42'56"	Existing storm sewer	Exist storm drain discharges to Columbia River
4	Storm connection to exist storm sewer at Dock Area	45°38'35"	122°43'18"	Existing storm sewer	Exist storm drain discharges to Columbia River
6	Storm connection to exist storm sewer at West Boiler Area	45°39'09"	122°44'02"	Existing storm sewer	Exist storm drain discharges to Columbia River

4.2 Identify Each Sampling Location

Identify each sampling location by its unique identifying number such as A1, A2, etc. Include these sampling locations on site map.

Discharge ID	Common description	Latitude (optional)	Longitude (optional)	Discharge Type	Comments
1	Storm connection to exist storm sewer at Office Area	45°39'07"	122°43'55"	Existing storm sewer	Exist storm drain discharges to Columbia River
2	Storm connection to exist storm sewer at Unloading Area	45°39'02"	122°43'55"	Existing storm sewer	Exist storm drain discharges to Columbia River
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6	Storm connection to exist storm sewer at West Boiler Area	45°39'09"	122°44'02"	Existing storm sewer	Exist storm drain discharges to Columbia River

4.3 Staff Responsible for Sampling

Identify the staff responsible for conducting stormwater sampling. Sampling staff will be identified in the final SWPPP.

4.4 Sample Collection and Handling

Specify the procedures for sample collection and handling; and for sending samples to the laboratory. Specific sample collection and handling details will be detailed in the final SWPPP.

4.5 Submitting Sample Results to Ecology

Specify the procedures for submitting Discharge Monitoring Reports (DMRs) to Ecology.

NOTE: The following excerpt from Permit Condition S9 may be retained to satisfy this requirement:

- The Permittee shall submit sampling data obtained during each reporting period on a DMR form provided, or otherwise approved, by Ecology.
- The Permittee shall submit sampling results within 45 days of the end of each reporting period.

- The first reporting period shall begin on the effective date of permit coverage.

- Upon permit coverage, the Permittee shall ensure that DMRs are postmarked or received by Ecology by the DMR due dates below:

Reporting Period	Months	DMR Due Date
1	January-March	May 15
2	April-June	August 14
3	July-September	November 14
4	October-December	February 14

- DMRs shall be submitted using Ecology's WAWebDMR system or by mail to the following address:

  Department of Ecology
  Water Quality Program – Industrial Stormwater
  P.O. Box 47696
  Olympia, Washington 98504-7696

- Upon permit coverage, the Permittee shall submit a DMR each reporting period, whether or not the facility has discharged stormwater from the site.

- If discharge(s) occurred during normal working hours, and during safe conditions; but no sample was collected during the entire quarter, the Permittee shall submit a DMR form indicating "no sample obtained." If no discharge(s) occurred during the entire quarter or the discharges during the quarter occurred outside normal working hours or during unsafe conditions, the Permittee shall submit a DMR indicating "no discharge."

- If a Permittee has suspended sampling for a parameter due to consistent attainment, the Permittee shall submit a DMR and indicate that it has achieved Consistent Attainment for that parameter(s).

4.6 Sampling Parameters

Identify parameters for analysis, holding times and preservatives, laboratory quantitation levels, and analytical methods. Table 2 lists the parameters that apply to all facilities.

Table 2. Benchmarks and Sampling Requirements Applicable to All Facilities

Parameter	Units	Benchmark Value	Analytical Method	Laboratory Quantitation Level [a]	Minimum Sampling Frequency [b]
Turbidity	NTU	25	EPA 180.1 Meter	0.5	1/quarter
pH	Standard Units	Between 5.0 and 9.0	Meter/Paper [c]	±0.5	1/quarter
Oil Sheen	Yes/No	No Visible Oil Sheen	N/A	N/A	1/quarter
Copper, Total	µg/L	Western WA: 14 Eastern WA: 32	EPA 200.8	2.0	1/quarter
Zinc, Total	µg/L	117	EPA 200.8	2.5	1/quarter

a The Permittee shall ensure laboratory results comply with the quantitation level specified in the table. However, if a Permittee knows that an alternate, less sensitive method (higher detection level and quantitation level) from 40 CFR Part 136 is sufficient to produce measurable results in its effluent, it may use that method for analysis.

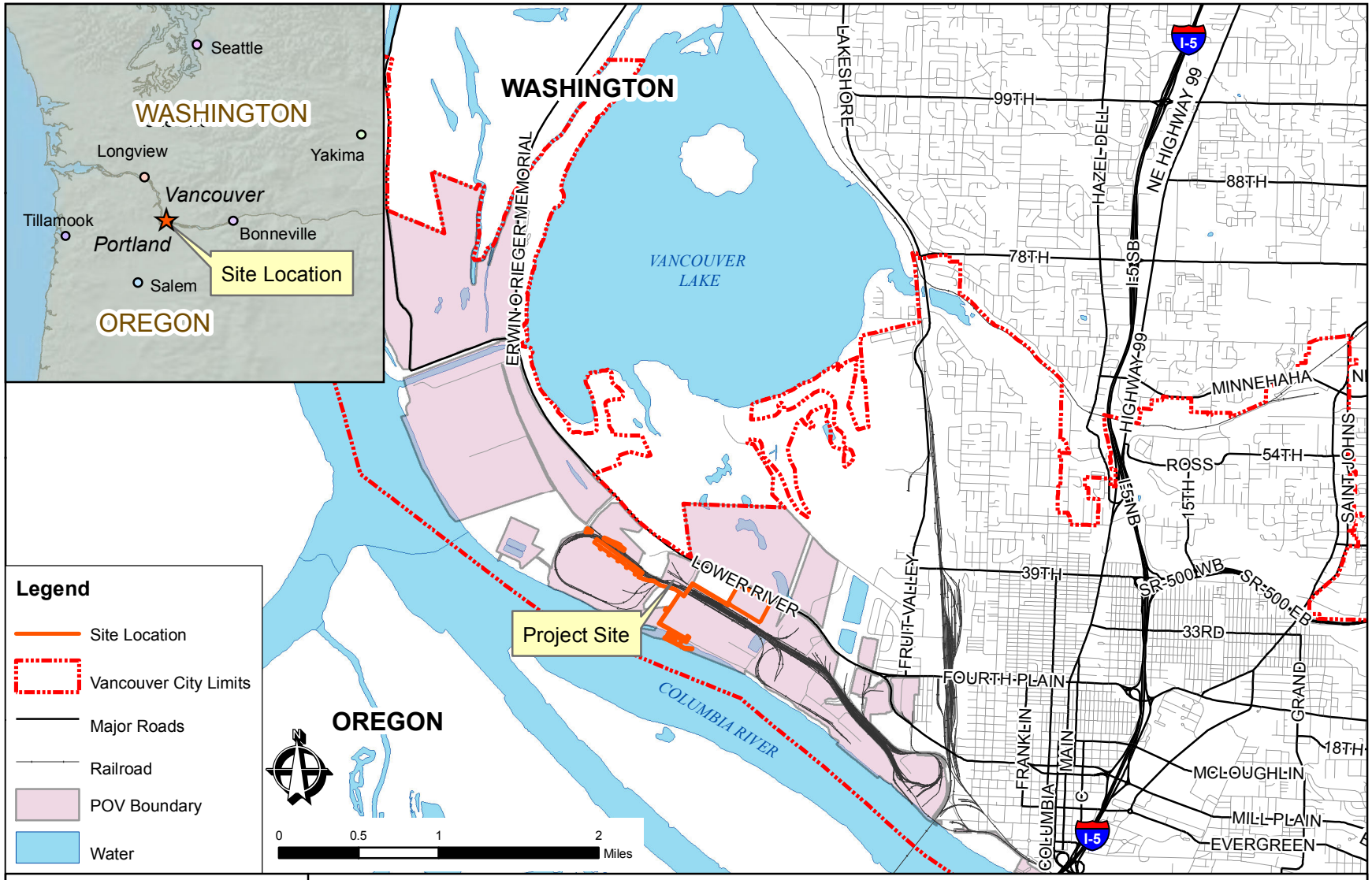
b. 1/quarter means 1 sample taken each quarter, year-round.

c. Permittees shall use either a calibrated pH meter or narrow-range pH indicator paper with a resolution not greater than ± 0.5 SU.

5.0 SWPPP CERTIFICATION

SWPPP will be finalized and appropriate certification provided prior to the facility starting operations.

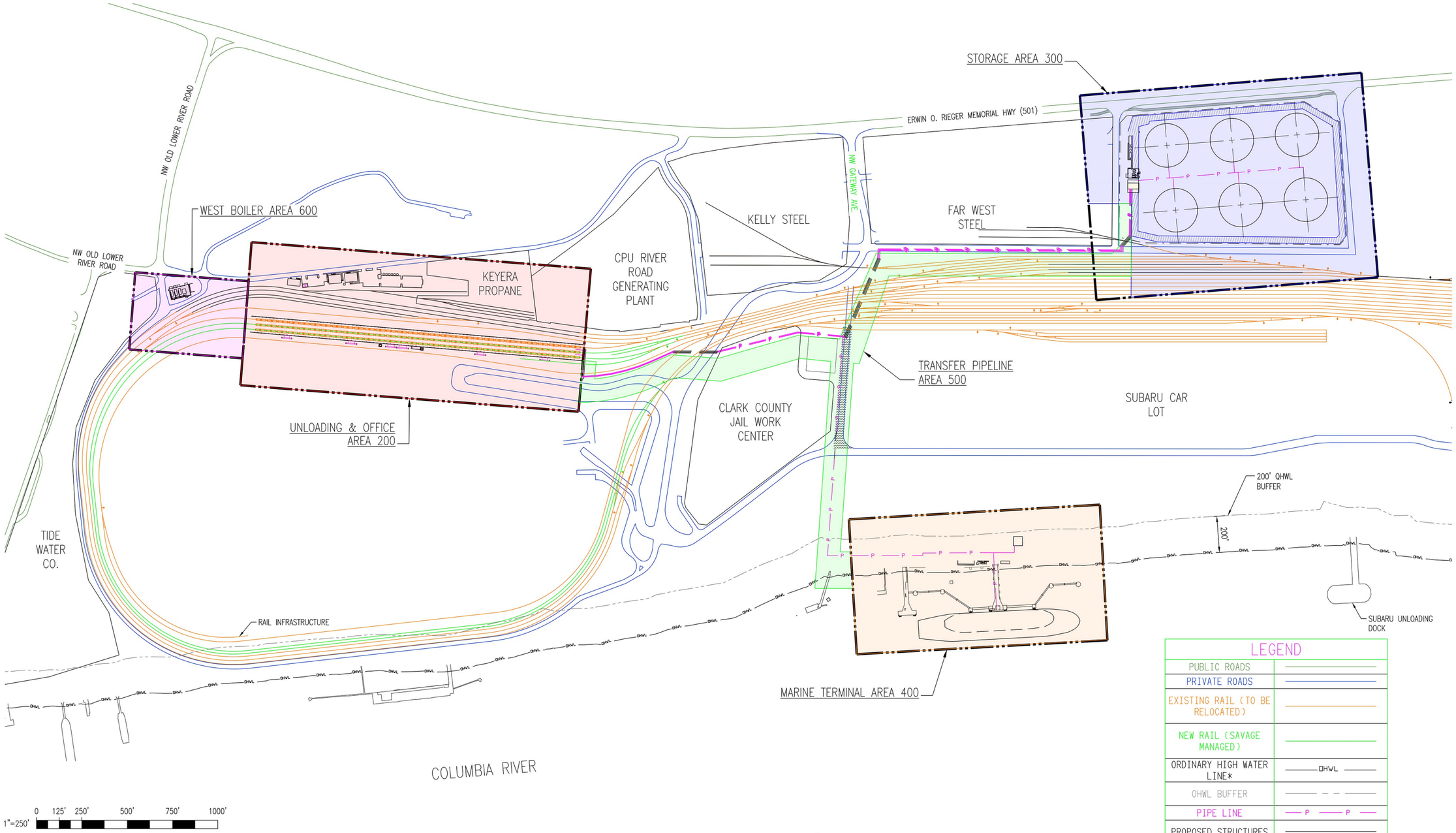
Attachment A
General Location Map



BergerABAM

General Vicinity Map

Attachment B
Site Map



OVERALL SITE – PLAN VIEW
1"=250'

LEGEND	
PUBLIC ROADS	
PRIVATE ROADS	
EXISTING RAIL (TO BE RELOCATED)	
NEW RAIL (SAVAGE MANAGED)	
ORDINARY HIGH WATER LINE*	OHWL
OHWL BUFFER	
PIPE LINE	P P
PROPOSED STRUCTURES	
CONTAINMENT BERM	

* OHWL IS APPROXIMATE AND SHOWN FOR ILLUSTRATIVE PURPOSE ONLY

Attachment C
SWPPP Certification Form

ATTACHMENT C
SWPPP Certification Form

The Permittee shall use this form to sign and certify that the Stormwater Pollution Prevention Plan (SWPPP) is complete, accurate and in compliance with Conditions S3 and S8 of the Industrial Stormwater General Permit.

- A SWPPP certification form needs to be completed and attached to all SWPPPs.
- Each time a Level 1, 2, or 3 Corrective Action is required, this form needs to be resigned and recertified by the Permittee, and attached to the SWPPP.

Is this SWPPP certification in response to a Level 1, 2 or 3 Corrective Action? ☐ Yes ☐ No

If Yes:
- Type of Corrective Action?: ☐ Level 1 ☐ Level 2 ☐ Level 3
- Date SWPPP update/revision completed:_____

"I certify under penalty of law that this SWPPP and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate information to determine compliance with the Industrial Stormwater General Permit. Based on my inquiry of the person or persons who are responsible for stormwater management at my facility, this SWPPP is, to the best of my knowledge and belief, true, accurate, and complete, and in full compliance with Permit Conditions S3 and S8, including the correct Best Management Practices from the applicable Stormwater Management Manual. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

_____	_____
Operator's Printed Name *	Title
_____	_____
Operator's Signature *	Date

* Federal regulations require this document to be signed as follows:
For a corporation, by a principal executive officer of at least the level of vice president;
For a partnership or sole proprietorship, by a general partner or the proprietor, respectively; or
For a municipality, state, federal, or other public facility, by either a principal executive officer or ranking elected official.

This document shall be signed by a person described above or by a duly authorized representative of that person. A person is a duly authorized representative only if:

1. The authorization is made in writing by a person described above and submitted to the Ecology.

2. The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility, such as the position of plant manager, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters.

Changes to authorization. If an authorization under number 2 above is no longer accurate because a different individual or position has responsibility for the overall operation of the facility, a new authorization satisfying the requirements of number 2 above shall be submitted to Ecology prior to, or together with, any reports, information, or applications to be signed by an authorized representative.

Attachment D
Industrial Stormwater Monthly Inspection Report

ATTACHMENT D
Industrial Stormwater Monthly Inspection Report

Inspections must be conducted by a person with the knowledge and skills to assess conditions and activities that could impact stormwater quality at the facility, and evaluate the effectiveness of best management practices required by this permit. Retain a copy of the completed and signed form in accordance with Permit Condition S9.C.

See attached Industrial Stormwater Monthly Inspection Report form.

Industrial Stormwater Monthly Inspection Report

Inspections must be conducted by a person with the knowledge and skills to assess conditions and activities that could impact stormwater quality at the facility, and evaluate the effectiveness of best management practices required by this permit. Retain a copy of the completed and signed form in accordance with Permit Condition S9.C.

FACILITY NAME:	**INSPECTION TIME:** **DATE:**

WEATHER INFORMATION:

- Description of Weather Conditions (e.g., sunny, cloudy, raining, snowing, etc.):
  _____
  _____
- Was stormwater (e.g., runoff from rain or snowmelt) flowing at outfalls and/or discharge areas shown on the Site Map during the inspection: ☐ **Yes** ☐ **No** ☐ **Comments:**
  _____
  _____

I. POTENTIAL POLLUTANT SOURCE AREA INSPECTION AND BEST MANAGEMENT PRACTICES EVALUATION

	Yes	No	Findings and Remedial Action Documentation:
SWPPP and Site Map: Have a copy of the SWPPP and site map with you during the inspection so that you can ensure they are current and accurate. Use it as an aide in recording the location of any issues you identify during the inspection. • Is the Site Map current and accurate? • Is the SWPPP inventory of activities, materials, and products current? Any new potential pollutant sources must be added to the map and reflected in the *SWPPP Facility Assessment and Tables 2, 2A, 3, and 5.*			Describe any findings below and the schedule for remedial action completion including the date initiated and date completed or expected to be completed.

	Yes	No	NA	Findings and Remedial Action Documentation:
Vehicle/Equipment Areas: ***Equipment cleaning: Check NA if not performed on site. Skip section.*** Is equipment washed and/or cleaned only in designated areas? • Observe washing: Is all washwater captured and properly disposed of? ***Equipment fueling: Check NA if not performed on site. Skip section.*** • Are all fueling areas free of contaminant buildup and evidence of chronic leaks/spills? • Are all chemical liquids, fluids, and petroleum products, on an impervious surface that is surrounded with a containment berm or dike that is capable of containing 10% of the total enclosed tank volume or 110% of the volume contained in the largest tank, whichever is greater? • Are structures in place to prevent precipitation from accumulating in containment areas? – If not, is there any water or other fluids accumulated within the containment area? – Note: If containment areas are not covered to prevent water from accumulating, the SWPPP must include a plan describing how accumulated water will be managed and disposed of.				

Equipment maintenance:	**Yes**	**No**	**NA**	**Findings and Remedial Action Documentation:**
• Are maintenance tools, equipment, and materials stored under shelter, elevated, and covered? • Are all drums and containers of fluids stored with proper cover and containment? • Are exteriors of containers kept outside free of deposits? • Are any vehicles and/or equipment leaking fluids? Identify leaking equipment. • Is there evidence of leaks or spills since last inspection? Identify and address. • Are materials, equipment, and activities located so that leaks are contained in existing containment and diversion systems (confine the storage of leaky or leak-prone vehicles and equipment awaiting maintenance to protected areas)? Add any additional site-specific BMPs: _____ _____ _____ _____				
Good Housekeeping BMPs:	**Yes**	**No**	**NA**	**Findings and Remedial Action Documentation:**
1. Are paved surfaces free of accumulated dust/sediment and debris? • Date of last quarterly vacuum/sweep _____ • Are there areas of erosion or sediment/dust sources that discharge to storm drains? 2. Are all waste receptacles located outdoors: • In good condition? • Not leaking contaminants? • Closed when is not being accessed? • External surfaces and area free of excessive contaminant buildup? 3. Are the following areas free of accumulated dust/sediment, debris, contaminants, and/or spills/leaks of fluids? • External dock areas • Pallet, bin, and drum storage areas • Maintenance shop(s) • Equipment staging areas (loaders, tractors, trailers, forklifts, etc.) • Around bag-house(s) • Around bone yards • Other areas of industrial activity: _____ _____ _____ _____ _____ _____ _____				

Spill Response and Equipment: Are spill kits available in the following locations? • Fueling stations • Transfer and mobile fueling units • Vehicle and equipment maintenance areas Do the spill kits contain all the permit required items? • Oil absorbents capable of absorbing 15 gallons of fuel. • A storm drain plug or cover kit. • A non-water containment boom, a minimum of 10 feet in length with a 12-gallon absorbent capacity. • A non-metallic shovel. • Two 5-gallon buckets with lids. Are contaminated absorbent materials properly disposed of?	**Yes**	**No**	**NA**	**Findings and Remedial Action Documentation:**
General Material Storage Areas: • Are damaged materials stored inside a building or another type of storm resistance shelter? • Are all uncontained material piles stored in a manner that does not allow discharge of impacted stormwater? • Are scrap metal bins covered? • Are outdoor containers covered?	**Yes**	**No**	**NA**	**Findings and Remedial Action Documentation:**
Stormwater BMPs and Treatment Structures: Visually inspect all stormwater BMPs and treatment structures devices, discharge areas infiltration, and outfalls shown on the site map. • Are BMPs and treatment structures in good repair and operational? • Are BMPs and treatment structures free from debris buildup that may impair function? • The permit requires Permittees to clean catch basins when the depth of debris reaches 60% of the sump depth. In addition, the Permittee must keep the debris surface at least 6 inches below the outlet pipe. Based on this, do catch basins need to be cleaned? • Are berms, curbing, or other methods used to divert and direct discharges adequate and in good condition?	**Yes**	**No**	**NA**	**Findings and Remedial Action Documentation:**
Observation of Stormwater Discharges: • Is the discharge free of floating materials, visible oil sheen, discoloration, turbidity, odor, foam, or any other signs of contamination? • Water from washing vehicles or equipment, steam cleaning, and/or pressure washing is considered process wastewater and is not allowed to comingle with stormwater or enter storm drains. Is process water comingling with stormwater or entering storm drains? • Illicit discharges include domestic wastewater, noncontact cooling water, or process wastewater (including leachate). Were any illicit discharges observed during the inspection?	**Yes**	**No**	**NA**	**Findings and Remedial Action Documentation:**

II. CORRECTIVE ACTION AND SWPPP MODIFICATIONS DESCRIPTIONS: Additional space to describe inspection findings and corrective actions if needed. Provide brief explanation of the general location and the rationale for the additional or different BMPs.

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

III. CERTIFICATION STATEMENTS AND SIGNATURES:

Inspector - Certification: This section must be completed by the person who conducted the site inspection prior to submitting this form to the person with signature authority (see Permit Condition G2) or a duly authorized representative of that person.

☐ The facility is in compliance with the terms and conditions of the SWPPP and the Industrial Stormwater General Permit.

☐ *The facility is out of compliance with the terms and conditions of the SWPPP and the Industrial Stormwater General Permit. This report includes the remedial actions that must be taken to meet the requirements of the SWPPP and permit, including a schedule of implementation of the remedial actions.*

"I certify that this report is true, accurate, and complete, to the best of my knowledge and belief."

Inspector's Name – Printed	**Inspector's Signature**	**Inspector's Title**	**Date**

Permittee – Certification:

☐ The facility is in compliance with the terms and conditions of the SWPPP and the Industrial Stormwater General Permit.

☐ *The facility is out of compliance with the terms and conditions of the SWPPP and the Industrial Stormwater General Permit. This report includes the remedial actions that must be taken to meet the requirements of the SWPPP and permit, including a schedule of implementation of the remedial actions.*

"I certify under penalty of law, that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

PRINTED NAME of person with **Signature Authority** (permit condition G2.A) or a **Duly Authorized Representative**[1]	SIGNATURE of person with **Signature Authority** (permit condition G2.A) or a **Duly Authorized Representative**[1]	**DATE**

[1]A person is duly authorized representative only if (1) the authorization is made in writing by a person described in Permit Condition G2.A and submitted to Ecology, and (2) the authorization specifies either an individual or a position having responsibility for the overall operation of the regulated *facility*, such as the position of plant manager, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters.