



U.S. Department of Transportation  
Maritime Administration

# CONCURRENCE RECORD

ORIGINATING OFFICE		SUBJECT: SBRF CONSENT DECREE FINAL STATUS REPORT AUG 2017			
SEQUENCE	CODE NO.	ORGANIZATIONAL UNIT	INITIALS		DATE
			WITHIN OFFICE	OFFICE HEAD	
	100	MARITIME ADMINISTRATOR			
	110	DEPUTY MARITIME ADMINISTRATOR			
	120	EXECUTIVE DIRECTOR			
	130	OFFICE OF CIVIL RIGHTS			
6	220	OFFICE OF CHIEF COUNSEL			
	221	DIVISION OF LITIGATION AND GENERAL LAW			
	222	DIVISION OF MARITIME PROGRAMS			
	225	DIVISION OF LEGISLATION AND REGULATIONS			
	231	OFFICE OF INTERNATIONAL ACTIVITIES			
	232	OFFICE OF POLICY AND PLANS			
	240	OFFICE OF CONGRESSIONAL AND PUBLIC AFFAIRS			
	250	OFFICE OF CHIEF FINANCIAL OFFICER			
	254	OFFICE OF NATIONAL SECURITY RESOURCE MANAGEMENT			
	300	ASSOCIATE ADMINISTRATOR FOR ADMINISTRATION			
	340	OFFICE OF CHIEF INFORMATION OFFICER			
	360	OFFICE OF HUMAN RESOURCES			
	380	OFFICE OF ACQUISITION			
	390	OFFICE OF MANAGEMENT AND ADMINISTRATIVE SERVICES			
	400	ASSOCIATE ADMINISTRATOR FOR ENVIRONMENT AND COMPLIANCE			
	410	OFFICE OF ENVIRONMENT			
	420	OFFICE OF SECURITY			
	430	OFFICE OF SAFETY			
	500	ASSOCIATE ADMINISTRATOR FOR INTERMODAL SYSTEM DEVELOPMENT			
	510	OFFICE OF INFRASTRUCTURE DEVELOPMENT AND CONGESTION MITIGATION			
	520	OFFICE OF MARINE HIGHWAYS AND PASSENGER SERVICES			
	530	OFFICE OF DEEPWATER PORTS AND OFFSHORE ACTIVITIES			
	540	OFFICE OF SHIPPER AND CARRIER OUTREACH			
	550	OFFICE OF GATEWAYS			
5	600	ASSOCIATE ADMINISTRATOR FOR STRATEGIC SEALIFT			
	600.1	DEPUTY ASSOCIATE ADMINISTRATOR FOR COMMERCIAL SEALIFT			
4	600.2	DEPUTY ASSOCIATE ADMINISTRATOR FOR FEDERAL SEALIFT			
	600.3	DEPUTY ASSOCIATE ADMINISTRATOR & NATIONAL COORDINATOR FOR & NATIONAL COORDINATOR FOR MARITIME EDUCATION AND TRAINING			
3	610	OFFICE OF SHIP OPERATIONS			
	620	OFFICE OF CARGO AND COMMERCIAL SEALIFT			
	630	OFFICE OF SEALIFT SUPPORT			
2	640	OFFICE OF SHIP DISPOSAL			
	650	OFFICE OF LABOR AND TRAINING			
	710	OFFICE OF FINANCIAL APPROVALS AND MARINE INSURANCE			
	720	OFFICE OF SHIPYARDS AND MARINE FINANCE			
1/7	612	DIVISION of SEALIFT OPERATIONS (Wagner/Fleet Facilities)			

TJS 8/18/17  
JAS 8/24/17  
8/30/17

8-15-2017

8/15

8/15

8/14/17

14 Aug 17

SUMMARY OF DOCUMENT:

rec'd JG 8/24/17

TBC 8-17-17



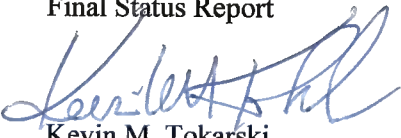
U.S. Department  
of Transportation  
**MARITIME  
ADMINISTRATION**

# Memorandum

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Subject: Final Status Report

Date: August 15, 2017

From:   
Kevin M. Tokarski  
Associate Administrator for Strategic Sealift

Reply to  
Attn. of:

To: File

The attached Status Report complies with the requirements set forth in Arc Ecology, Et al. v. Maritime Administration, et al. E.D. Cal. 2:07-cv-02320-GEB-KJN. The report will be forwarded to DOJ for delivery to the plaintiff group. With all 57 vessels at this date having departed California state waters, this is the final status report.

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

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

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

Final Status Report 10 August, 2017

Per the requirements of the Consent Decree (paragraph VI. 7. (a) (1)) the following is submitted by the Office of Ship Disposal as the final report on the completion of the Consent Decree requirements to remove non-retention vessels from Suisun Bay Reserve Fleet:

1. With the departure of the last non-retention ship, *Cape Borda*, from the Suisun Bay Reserve Fleet (SBRF) on July 25, 2017, and from the waters of the State of California on August 10, 2017, the last non-retention ship subject to the terms of the Consent Decree has been Removed for Disposal from the SBRF. **Accordingly, this is the final status report submitted under the Consent Decree.**
2. Number and description of SBRF non-retention vessels in the process, or to be included in the process, of acquiring dry-docking, towing and recycling (or other) disposal services for the following quarter, which may result in the removal of the vessels depending on the availability and scheduling of industrial and other resources:

<u>Vessel</u>	<u>Scheduled Removal Date</u>
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*None. All non-retention vessels have been removed from SBRF.*

3. SBRF non-retention vessels removed during the period from 01 July – 10 August 2017:

<u>Vessel</u>	<u>Disposition</u>	<u>Removal Date</u>
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<i>Cape Breton</i>	<i>Disposal</i>	<i>July 18, 2017</i>
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<i>Cape Borda</i>	<i>Disposal</i>	<i>July 25, 2017</i>
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4. Description of *exfoliating* and *exfoliated* paint removal: Each vessel that has been remediated in this quarter; the status of removal of exfoliating and exfoliated paint and characterization, removal, storage, transportation and disposal of any hazardous waste associated with removal of such paint and debris.
  - a. Status of exfoliated paint removal: No exfoliated paint was removed from the two remaining non-retention ships since the last reporting period. Both ships were removed from SBRF at least four weeks before their next maintenance sweep was due.
  - b. Status of exfoliating paint removal: No activity for this quarter.
  - c. Characterization of any hazardous waste associated with removal of exfoliating and exfoliated paint: Exfoliated paint is managed as hazardous waste and subject to RCRA Subtitle C, California's HWCL, and implementing regulations. During this quarter, the

Maritime Administration has performed no characterization that would support a determination that exfoliated paint is not hazardous waste. Prior to transportation and disposal, waste characterization for exfoliated paint removed was based on previous sampling data. This method was adopted to avoid duplication of cost/effort. Paint chips and debris had been analyzed during the initial sweeping phase and from the paint sampling and analysis accomplished in 2006 and 2010. All samples were characterized as hazardous waste and properly disposed.

- d. Removal of any hazardous waste associated with removal of exfoliating and exfoliated paint:
  - i. Exfoliated paint: No activity for this quarter.
  - ii. Exfoliating paint: No activity for this quarter.
- e. Storage of any hazardous waste associated with removal of exfoliating and exfoliated paint:
  - i. Exfoliated paint: Filled drums were transported and stored in the SBRF parking lot under cover, pending disposal, in accordance with established BMPs.
  - ii. Exfoliating paint: No activity for this quarter.
- f. Transportation of any hazardous waste associated with removal of exfoliating and exfoliated paint:
  - i. Exfoliated paint: Filled 55-gallon drums containing such waste were transported from vessels by crane barge to the pier, then fork-lifted to the parking lot where they were stored under cover on pallets. Transportation to the disposal site was accomplished via contract, with the last pick-up being July 25, 2017.
  - ii. Exfoliating paint: No activity for this quarter.
- g. Disposal of any hazardous waste associated with removal of exfoliating and exfoliated paint:
  - i. Exfoliated paint: Drums containing such waste were disposed by contractor, Industrial Waste Utilization, Inc., with the waste being hauled to US Ecology, Beatty, and NV (TSDF).

ii. Exfoliating paint: No activity for this quarter.

5. Vessel Condition Summary Report. The Vessel Condition Summary Report for this quarter is included as an attachment to this report.
6. Hazardous Waste Manifests. Copies of all hazardous waste manifests for any material disposed of during this quarter from the SBRF are included as an attachment to this report.

VESSEL CONDITION SUMMARY

Sulsun Bay Reserve Fleet

RANK	SCORE	OVERALL PAINTING	SHIP NAME	PROGRAM	STATUS	LOCATION	HULL COND	HULL LEAKS	HULL PATCH	TOTAL OIL LT	TOPSIDE COND	PAINT COVERAGE	INT COND	DISC RISK	HULL BLANK	TCLP	YEAR BUILT	ENTERED FLEET	CONDITION REMARKS
1	3.24	YELLOW	IRIS	Custody	USCG	SBRF	4	0	0	0.0	3	2	4	4	1	Zn	1943	8/8/1987	
2	3.24	YELLOW	FLANETREE	Custody	USCG	SBRF	4	0	0	0.0	3	2	4	4	1	Zn	1943	5/14/1989	
3	3.82	GREEN	FR-2	Retention	Fleet Supp	SBRF	4	0	0	0.0	4	3	4	4	X	Pb	1944	5/23/1982	Vertical surfaces on the main and 01 decks were recoated as of 6/28/13.
4	3.82	GREEN	TRUMPH	Retention	Log Supp	SBRF	5	0	0	50.2	4	3	4	4	X	Pb	1944	2/6/1986	Performed some coating maintenance on stem and port quarter 9/30/16
5	4.00	GREEN	PETERSBURG	RRF	ROS	SBRF	5	0	0	621.0	4	4	4	4	No	Zn	1984	9/7/2016	Arrived with ROS Crew aboard 9/7/16. Vessel is VGP
6	4.18	GREEN	CAPE PEAK	Retention	Log Supp	SBRF	5	0	0	185.0	5	4	5	2	X	Pb	1971	7/19/2008	
7	4.28	GREEN	CAPE JACOB	Retention	Log Supp	SBRF	5	0	0	238.0	5	3	5	4	X	TBD	1981	4/29/2011	Started coating maintenance April 2014, topside conditions greatly improved
8	4.57	GREEN	GREEN MOUNTAIN STATE	Retention	Log Supp	SBRF	5	0	0	84.1	5	3	5	4	X	Cu	1985	8/2/2004	Started coating maintenance April 2014, topside conditions improving
9	4.57	GREEN	CAPE BOVER	Retention	Log Supp	SBRF	5	0	0	14.3	5	4	5	4	X	Zn	1988	7/17/2003	
10	4.71	GREEN	CAPE GIRARDEAU	Retention	Log Supp	SBRF	5	0	0	228.0	5	5	5	4	X	Zn	1988	7/24/2008	

### Key for Vessel Condition Report

**BOLD RED:** Indicates changes from previous report  
**HIGHLIGHTED YELLOW:** Indicates missing data  
**TOTAL OIL** = is the total of heavy oil + diesel fuel + lube oil

**Non-Retention** = MARAD vessels that no longer have a useful application and are pending disposition  
**Retention** = MARAD vessels that are being preserved for federal agency programs  
**Custody** = Vessels owned/sponsored by other government programs or agencies that are being maintained by MARAD in the NDRF on a reimbursable basis  
**Hull Leaks and Patches** = when a leak is patched it is only shown as a patch. A ship with one leak that was patched will show "0" leaks and "1" patch. These do not affect the Condition Scores.  
**SORTING:** Numerically descending based upon composite condition score.

#### Hull Condition Rating -

- 1 - Known holes exist in the underwater hull that may or may not be patched where the flooded parts of the vessel can be isolated and the potential for additional holes is deemed to be high.
- 2 - Known holes exist in the underwater hull that may or may not be patched where the flooded parts of the vessel can be isolated and the potential for additional holes is moderate.
- 3 - No known or suspected holes are in the underwater hull, the minimum hull scantlings are less than 25% of the classification society original hull thickness requirement, and the potential for the near-term development of holes is moderate.
- 4 - No known or suspected holes are in the underwater hull and the minimum hull scantlings are between 25% and 50% of the classification society original hull thickness requirement.
- 5 - No known or suspected holes are in the underwater hull and the minimum hull scantlings are between 50% and 100% of the classification society original hull thickness requirement.

#### Topside Condition Rating

- 1 - Many known or suspected holes exist in topside areas that leak major amounts of rainwater, which must be pumped frequently.
- 2 - Some known or suspected holes exist in topside areas that leak substantial amounts of rainwater, which must be pumped regularly.
- 3 - A small number of known holes in topside areas that leak rainwater, which must be pumped occasionally.
- 4 - No holes exist in topside areas and no pumping of water from the vessel is required beyond minor occasional bilge house keeping; however, some areas have severe deterioration as indicated by heavy rust and peeling paint.
- 5 - No holes exist in topside areas and no pumping of water from the vessel is required beyond minor occasional bilge house keeping and minor deterioration exists as indicated by slight rust and peeling paint.

#### Paint Condition

- 1 - At least 25% of paint has potential for exfoliation, or there is substantial accumulation of exfoliated paint on deck that has potential for being discharged into the water.
- 2 - Between 5% and 25% of paint has potential for exfoliation, or there is moderate accumulation of exfoliated paint on deck that has potential for being discharged into the water.
- 3 - Less than 5% of paint has potential for exfoliation.
- 4 - Paint is intact and within their service life condition.
- 5 - Paint is intact, in like-new condition.

#### Coating Coverage

- 1 - Major coating degradation exists where large areas of hull or topside steel and rust is visible.
- 2 - Moderate coating degradation exists where small areas of hull or topside steel or rust is visible.
- 3 - Minor coating degradation exists where rust is beginning to bleed through coatings as cracks and chips.
- 4 - Coatings are intact and within their service life condition.
- 5 - Coatings are intact, in like-new condition.

#### Interior Condition Rating

- 1 - Severe rainwater damage or there are spaces that are not safe to enter without personal protective equipment.
- 2 - Minor rainwater damage or there are spaces that are not normally configured because of equipment or vessel structures moved so normal passage ways are blocked or partially blocked.
- 3 - There is no rainwater damage but the potential for damage occurring is high or spaces have large amounts of debris that can't be cleaned by the fleet workforce.
- 4 - Interior spaces are sealed from the external atmosphere but humidity is not actively being lowered with a dehumidification system and spaces are free of debris.
- 5 - Interior spaces are sealed from the external atmosphere and humidity is actively being lowered with a dehumidification system and spaces are free of debris.

#### Discharge Risk Condition Rating

- 1 - High risk for or evident discharge; major remediation required.
- 2 - High risk for or evident discharge; minor remediation required.
- 3 - Low risk for discharge; major remediation required.
- 4 - Low risk for discharge; minor remediation required.
- 5 - Low risk for discharge; no remediation required.

**CALCULATING THE CONDITION SCORE:** The Condition Score is the average of the following seven component scores with each component being weighted appropriately. In essence it is found:

$$\text{Vessel Condition} = \frac{(\text{Hull} + \text{Oil} + \text{Topside} + \text{Paint} + \text{Coverage} + \text{Interior} + \text{Discharge Risk})}{7}$$

The Condition Score is on a scale of 0 to 5, where a score of 5 is best and 0 is worst.

**HULL CONDITION SCORE:** Hull condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale and is adjusted according to the presence and location of hull blanks. If there are no hull blanks, the hull condition is reduced by one point. If there are internal hull blanks the hull score is reduced by 0.5 points. If there are external hull blanks or no need for hull blanks (N/A) then the hull condition is not affected. After the hull score is adjusted for blanks, it is weighted on the lower end of the scale. Hull scores between 2 and 5 are not affected. A score greater than 1.0 but less than 2.0 is weighted by a factor of 1.5. A score less than 1.0 is weighted by a factor of 2.

**TOTAL OIL SCORE:** The Oil Ranking Factor shows how much oil is onboard a vessel, in LT. For the purpose of calculating the Condition Score, this value is reduced to a scale of 0 to 5. For all oil values at or above 1000LT, the value is 0; otherwise, in the range of 800 to 1000LT is 1, 600 to 800LT is 2 points, 400 to 600LT is 3 points, 200 to 400LT is 4 points and less than 200LT of oil is worth 5 points. Furthermore, the Oil Score is tied to the weighted Hull Condition Score. If a Hull Score is less than 2.0, the Oil Score is weighted by a factor of 1.5. A Hull Score of less than 1.0 affects the Oil Score by a factor of 2.

**TOPSIDE CONDITION SCORE:** Topside condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**PAINT CONDITION SCORE:** Paint condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**COATING COVERAGE SCORE:** Coating coverage ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**INTERIOR CONDITION SCORE:** Interior condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**DISCHARGE RISK CONDITION SCORE:** Discharge Risk condition ranges from 1 to 5, where hull the worst vessels are weighted heavier on the scale. A rating of 5 is worth 5 points, 4 worth 4 points, 3 worth 3, 2 worth 1.333 (2 weighted by a factor of 1.5) and 1 is worth 0.5 points (1 weighted by a factor of 2).

**DETERMINING THE OVERALL RATING:** The Overall Rating groups the vessels for easier condition identification. Any vessel with a Condition Score less than 2.5 is a **RED** vessel. Any vessel with a score between 2.51 and 3.499 is a **YELLOW** vessel. Any vessel with a score greater than or equal to 3.5 is a **GREEN** vessel.

#### ADDITIONAL COLUMNS:

**TCLP** - Indicates any exceedences of the Toxicity Characteristic Leaching Procedure tests. The presence of any heavy metals in notable quantities is shown in this column.

**HULL BLANKS** - Indicates the presence and configuration of hull blanks. X - External Blanks, I - Internal Blanks, NO - None Present, N/A - Not Applicable. The presence of internal blanks reduces the Hull Condition by 0.5 points. The lack of hull blanks reduces the Hull Condition by 1 point. External hull blanks (or N/A where appropriate) do not affect the Hull Condition.



<b>UNIFORM HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number <b>CA5690090571</b>	2. Page 1 of <b>1</b>	3. Emergency Response Phone <b>909-984-9984</b>	4. Manifest Tracking Number <b>010871059 FLE</b>		
5. Generator's Name and Mailing Address <b>US DOT MARITIME ADMIN SUISUN BAY RESERVE 2595 LAKE HERMAN ROAD BENECIA, CA 94510</b>			Generator's Site Address (if different than mailing address)				
Generator's Phone: <b>707 745-5604</b>							
6. Transporter 1 Company Name <b>INDUSTRIAL WASTE UTILIZATION, INC.</b>			U.S. EPA ID Number <b>CAD980585293</b>				
7. Transporter 2 Company Name			U.S. EPA ID Number				
8. Designated Facility Name and Site Address <b>AA SYDCOL, LLC 1925 S. FACTOR AVE. YUMA, AZ 85365</b>			U.S. EPA ID Number <b>AZR000501510</b>				
Facility's Phone: <b>928-783-3676</b>							
9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))	10. Containers		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes	
		No.	Type				
	<b>1. Non RCRA Hazardous waste solid (oily rags/absorbents)</b>	<b>07</b>	<b>DM</b>	<b>882</b>	<b>P</b>	<b>223</b>	
	<b>2.</b>						
	<b>3.</b>						
	<b>4.</b>						
14. Special Handling Instructions and Additional Information <b>1) oily rags/absorbents-approval # S18153-SL1</b> <b>1) 7X55</b>							
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.							
Generator's/Officer's Printed/Typed Name <b>MARTIN ESQUIVEL</b>			Signature <i>Martin Esquivel</i>		Month Day Year <b>07 25 17</b>		
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____							
17. Transporter Acknowledgment of Receipt of Materials							
Transporter 1 Printed/Typed Name <b>McMANAMA, LARRY L.</b>			Signature <i>Larry L. McManama</i>		Month Day Year <b>07 25 17</b>		
Transporter 2 Printed/Typed Name			Signature		Month Day Year		
18. Discrepancy							
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection							
18b. Alternate Facility (or Generator) Manifest Reference Number: _____ U.S. EPA ID Number _____							
Facility's Phone: _____							
18c. Signature of Alternate Facility (or Generator)			Signature		Month Day Year		
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)							
1. _____		2. _____		3. _____		4. _____	
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a							
Printed/Typed Name			Signature		Month Day Year		



<b>UNIFORM HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number <b>CA5690090571</b>	2. Page 1 of <b>1</b>	3. Emergency Response Phone <b>909-984-9984</b>	4. Manifest Tracking Number <b>010871060 FLE</b>		
5. Generator's Name and Mailing Address <b>US DOT MARITIME ADMIN SUISUN BAY RESERVE 2595 LAKE HERMAN ROAD BENECIA, CA 94510</b>				Generator's Site Address (if different than mailing address)			
Generator's Phone: <b>707 745-5604</b>							
6. Transporter 1 Company Name <b>INDUSTRIAL WASTE UTILIZATION, INC.</b>				U.S. EPA ID Number <b>CAD980585293</b>			
7. Transporter 2 Company Name				U.S. EPA ID Number			
8. Designated Facility Name and Site Address <b>US ECOLOGY HWY 95, 11 MILES SOUTH OF BEATTY BEATTY, NV 89003</b>				U.S. EPA ID Number <b>NVT330010000</b>			
Facility's Phone: <b>800-239-3943</b>							
9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))	10. Containers		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes	
		No.	Type				
X	1. <b>RQ, NA3077, Hazardous waste, solid, n.o.s. (lead based paint chips/perlite/coconut fiber), 9, PGIII</b>	02	DM	392	P	D008	181
	2.						
	3.						
	4.						
14. Special Handling Instructions and Additional Information <b>1) lead based paint chips/debris-approval # 070128303-1091</b>							
<b>02X55</b>							
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable International and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.							
Generator's/Offeror's Printed/Typed Name <b>MARTIN ESQUIVEL</b>				Signature <i>Martin Esquivel</i>		Month Day Year <b>07/25/17</b>	
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____							
17. Transporter Acknowledgment of Receipt of Materials							
Transporter 1 Printed/Typed Name <b>MC MANAMA, LARRY L.</b>				Signature <i>McManama</i>		Month Day Year <b>07/25/17</b>	
Transporter 2 Printed/Typed Name				Signature		Month Day Year	
18. Discrepancy							
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection							
18b. Alternate Facility (or Generator)				Manifest Reference Number: _____ U.S. EPA ID Number _____			
Facility's Phone: _____							
18c. Signature of Alternate Facility (or Generator)				Signature		Month Day Year	
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)							
1. _____		2. _____		3. _____		4. _____	
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a							
Printed/Typed Name				Signature		Month Day Year	