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

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

Quarterly Status Report, Quarter ending September 30th, 2016

Per the requirements of the Consent Decree (paragraph VI. 7. (a) (1)) the following is submitted by the Office of Ship Disposal for the fiscal year quarter ending September 30th, 2016:

1. Number and description of Suisun Bay Reserve Fleet (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 <u>for the following quarter</u>, 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> <u>None</u> <u>N/A</u>

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2. SBRF non-retention vessels removed during the quarter ending September 30th, 2016:

VesselDispositionRemoval DateNoneN/AN/A

- 3. Description of *exfoliating* and *exfoliated* paint removal: Each vessel that has been remediated in this quarter; the status of removal of exfoliating and exfoliated paint and characterization, removal, storage, transportation and disposal of any hazardous waste associated with removal of such paint and debris.
 - a. Status of exfoliated paint removal: Exfoliated paint was removed from exterior horizontal surfaces of the ships listed in Table 1. The material removed included exfoliated paint, rust scale, corroded metal, bird waste, dust and miscellaneous debris. Methodology is/was pursuant to the SBRF Stormwater Pollution Prevention Plan (SWPPP).

Table 1

		Status o	f Ex	foliated	Paint	
AREA OF INDUSTRIAL ACTIVITY	~	#26 P3 Maintenance Completed	# of drums	*approx weight of drums		#27 P3 Maintenance Due
CAPE BRETON		8/29/2016	2	200	11/28/2016	2/26/2017
CAPE BORDA		8/31/2016	2	200	11/30/2016	2/28/2017

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

Note: As of March 27, 2012, all MARAD Non-Retention vessels listed in Amended Exhibit A to the Consent Decree have been remediated of exfoliated and exfoliating paint above the waterline in compliance with paragraph 6(b)(2) of the Consent Decree.

- c. Characterization of any hazardous waste associated with removal of exfoliating and exfoliated paint: Exfoliated paint is managed as hazardous waste and subject to RCRA Subtitle C, California's HWCL, and implementing regulations. During this quarter, the Maritime Administration has performed no characterization that would support a determination that exfoliated paint is not hazardous waste. Prior to transportation and disposal, waste characterization for exfoliated paint removed was based on previous sampling data. This method was adopted to avoid duplication of cost/effort. Paint chips and debris had been analyzed during the initial sweeping phase and from the paint sampling and analysis accomplished in 2006 and 2010. All samples were characterized as hazardous waste and properly disposed.
- d. Removal of any hazardous waste associated with removal of exfoliating and exfoliated paint:
 - i. Exfoliated paint: All such hazardous waste was initially collected by shoveling, HEPA vacuuming and/or sweeping, then consolidated into five gallon buckets, hand-carried and emptied into 55-gallon reconditioned steel drums staged on one end of each vessel being cleaned.
 - ii. Exfoliating paint: No activity for this quarter.
- e. Storage of any hazardous waste associated with removal of exfoliating and exfoliated paint:
 - i. <u>Exfoliated paint</u>: Filled drums (as described in section 3.d.i) 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 are stored under cover on pallets. Transportation to the disposal site was accomplished via contract, with pick-up being as needed.
- ii. Exfoliating paint: No activity for this quarter.
- g. Disposal of any hazardous waste associated with removal of exfoliating and exfoliated paint:
 - i. <u>Exfoliated paint</u>: 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.
- 4. Vessel Condition Summary Report. The Vessel Condition Summary Report for this quarter is included as an attachment to this report.
- 5. Hazardous Waste Manifests. Copies of all hazardous waste manifests for any material disposed of during this quarter from the SBRF are included as an attachment to this report.

RANK	Overall Rating	SCORE	SHIP NAME	PROGRAM	STATUS	LOCATION	HULL	HULL LEAKS	HULL	TOTAL OIL LT	TOPSIDE COND	PAINT	COVERAGE	INT COND	DISC RISK	HULL BLANK	TCLP	YEAR BUILT	ENTERED FLEET	CONDITION REMARKS
1	2.58	YELLOW	NASSAU	Custody	Navy	BRF	2	0	1	306.79	5	3	2	4	3	I	NO	1979	4/28/2011	SCHEDULED FOR CUSTODY RETENTION THROUGH FY-16 - 5-YEAR PLAN
2	2.74	YELLOW	SIMON LAKE	Non-Retention	Stripping	JRRF	5	0	0	0.0	3	2	2	4	1	i	No	1964	12/03/15	Exfoliating paint remediation planned
3	3.24	YELLOW	CAPE ALEXANDER	Non-Retention	Disposal	JRRF	5	0	0	484.1	2	4	4	2	4	×	Unk	1962	09/04/03	Extending pant remediation planned
4	3.24	YELLOW	IRIS	Custody	USCG	SBRF	4	0	0	0.0	3	2	2	4	4	î	Zn	1943	8/8/1997	
5	3.24	YELLOW	PLANETREE	Custody	USCG	SBRF	4	0	0	0.0	3	2	2	4	4	i	Zn	1943	5/14/1999	
6	3.29	YELLOW	CAPE MENDOCINO	Retention	Log Support	BRF	5	0	0	1204.75	5	3	3	3	4	×	TBD	1972	10/15/2011	
7	3.33	YELLOW	HARKNESS	Retention	Log Support	JRRF	5	0	0	93.6	3	3	3	2	4	î	No	1967	03/29/93	
8	3.52	GREEN	CHESAPEAKE	Retention	Log Support	BRF	5	0	0	29.74	4	2	2	5	3	X	NO	1964	2/18/2009	
9	3.62		CAPE FLORIDA	Retention	Log Support	BRF	5	0	0	59.76	4	3	2	5	3	î	TBD	1971	10/11/2005	Vertical surfaces on the main and 01 decks were recoated as of 6/28/13.
10	3.62		FB-62	Retention	Fleet Support	SBRF	4	0	0	0.0	4	3	2	4	4	X	Pb	1944	5/23/1962	Vertical surfaces on the main and 01 decks were recoated as of 6/28/13.
11	3.62		TRIUMPH	Retention	Log Support	SBRF	5	0	0	50.2	4	3	3	4	2	î	Zn	1984	2/9/1996	torriodi dariacco dil trio main aria di addito noro roccatoa de di 6/26/101
12	3.71		EQUALITY STATE	Non-Retention	Disposal	BRF	5	0	0	605.2	5	4	3	4	4	i	NO	1962	12/13/2005	
13	3.86		CAPE FLATTERY	Retention	Military Useful	BRF	5	0	0	435.23	5	3	3	5	4	NO	TBD	1973	7/20/2008	
14	3.86		CAPE JUBY	Retention	Log Support	JRRF	5	0	0	631.7	4	4	4	4	4	X	No	1962	07/01/03	
15	4.00		CAPE GIBSON	Non-Retention	Disposal	BRF	5	0	0	526.13	5	3	3	5	4	X	TBD	1968	4/4/2012	
16	4.00		PETERSBURG	RRF	ROS	SBRF	5	0	0	621.0	4	4	4	5	4	No		1963	9/7/2016	Arrived with ROS Crew aboard 9/7/16. Vessel is VGP
17	4.00		CAPE JOHNSON	Non-Retention	Disposal	JRRF	5	0	0	507.6	4	4	4	4	4	Х	No	1962	09/18/08	
18	4.14		TRIPOLI	Non-Retention	Disposal	BRF	5	0	0	10.81	5	3	3	4	4	X/I	TBD	1965	4/10/2015	
19	4.14		REGULUS	RRF	RRF	BRF/MLF	5	0	0	4610	5	5	5	5	5	NO	TBD	1972	8/19/2014	
20	4.14	GREEN		RRF	RRF	BRF/MLF	5	0	0	6489	5	5	5	5	5	NO	TBD	1973	11/30/2014	
21	4.19		CAPE FEAR	Retention	Log Support	SBRF	5	0	0	195.0	5	4	4	5	2	Х	Pb	1971	7/19/2006	
22	4.29		CAPE FAREWELL	Retention	Military Useful	BRF	5	0	0	200.29	5	4	4	5	4	NO	TBD	1973	6/16/2009	
23	4.29		CAPE LOBOS	Non-Retention	Disposal	BRF	5	0	0	76.84	5	3	3	5	4	X	NO	1972	9/29/2008	COSMETIC WORK 4TH QTR UPGRADE GREEN
24	4.29		DIAMOND STATE	Retention	Log Support	BRF	5	0	0	191.28	5	4	3	5	4	ı	NO	1960	7/20/2006	
25	4.29		SAMUEL COBB	Retention	Interim Hold	BRF	5	0	0	265.71	5	4	4	5	3	X	TBD	1985	2/28/2011	
26	4.29	GREEN	CAPE JACOB	Retention	Log Support	SBRF	5	0	0	238.0	5	3	2	5	4	X	TBD	1961	4/29/2011	Started coating maintenance April 2014, topside conditions greatly improved
27	4.29		CAPE NOME	Retention	Log Support	JRRF	5	0	0	224.1	4	4	4	5	4	X	No	1969	03/13/03	
28	4.43	GREEN	PAUL BUCK	Retention	Interim Hold	BRF	5	0	0	56.72	5	4	4	5	3	X	TBD	1985	2/1/2011	CARGO TANKS UNDER DH
29	4.43	GREEN	RICHARD G. MATTHIESEN	Retention	Military Useful	BRF	5	0	0	73.87	5	4	4	5	3	X	TBD	1985	5/10/2011	CARGO TANKS UNDER DH.
30	4.43	GREEN	CAPE ARCHWAY	Non-Retention	Disposal	JRRF	5	0	0	157.0	4	4	4	5	4	X	No	1963	07/10/03	
31	4.43	GREEN	CAPE AVINOF	Retention	Training Use	JRRF	5	0	0	57.3	4	4	4	5	4	X	No	1963	10/17/03	
32	4.43	GREEN	CAPE ANN	Retention	Training Use	JRRF	5	0	0	48.9	4	4	4	5	4	X	Unk	1962	07/22/03	
33	4.43	GREEN	CAPE ALAVA	Non-Retention	Disposal	JRRF	5	0	0	37.4	4	4	4	5	4	X	No	1962	07/24/03	
34	4.57	GREEN	CAPE VICTORY	RRF	RRF	BRF	5	0	0	417.05	5	5	5	5	5	NO	TBD	1984	7/10/2009	
35	4.57	GREEN	CAPE VINCENT	RRF	RRF	BRF	5	0	0	445.92	5	5	5	5	5	NO	TBD	1984	8/26/2009	
36	4.57		GREEN MOUNTAIN STATE	Retention	Log Support	SBRF	5	0	0	84.1	5	3	3	5	4	Χ	Cu	1965	8/2/2004	Started coating maintenance April 2014, topside conditions improving
37	4.57		CAPE BORDA	Non-Retention	Disposal	SBRF	5	0	0	14.8	5	4	4	5	4	Χ	Zn	1967	7/21/2003	Topside coating remediation completed by SBRF crew on 6/24/11
38	4.57		CAPE BOVER	Retention	Log Support	SBRF	5	0	0	14.3	5	4	4	5	4	Χ	Zn	1966	7/17/2003	
39	4.57		CAPE BRETON	Non-Retention	Disposal	SBRF	5	0	0	3.3	5	4	4	5	4	Х	Pb	1967	3/25/2003	Topside coating remediation & maintenance completed by SBRF crew on 6/27/11
40	4.71		CAPE GIRARDEAU	Retention	Log Support	SBRF	5	0	0	228.0	5	5	5	5	4	Х	Zn	1968	7/24/2008	
41	4.86		OBSERVATION ISLAND	Non-Retention	Disposal	BRF	5	0	0	0.13	5	4	5	5	5	X/I	TBD	1953	3/29/2014	
42	4.86		SUMNER	Non-Retention	Disposal	BRF	5	0	1	12.14	5	4	5	5	5	Х	TBD	1992	8/28/2014	
43	5.00		ACE CUSTOM DECK BARGES	Custody	Army	BRF	5	0	0	0	5	5	5	5	5	NA	TBD	2010	3/4/2010	
44	5.00	GREEN	BRAVANTE IX	Custody	Title XI	BRF	5	0	0	55.49	5	5	5	5	5	NA	TBD	2014	4/24/2016	

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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** Coating 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 avearge of the following seven component scores with each component being weighted appropriately. In essence it is found:

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

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 excedences of the Toxicity Characteristic Leaching Procedure tests. The presence of any heavy metals in notable quantities is shown in this column.

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

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8. Designated Facility Name and Sit US ECOLOGY HWY 95, 11 MILES BEATTY, NV 89003 Facility's Phone: 800-239-	SOUTH OF BEATTY				U.S. EPA ID		30010000	
	ncluding Proper Shipping Name, Hazard Class, ID N	Number,	10. Cont	ainers	11. Total	12. Unit		
HM and Packing Group (if any))			No.	Туре	Quantity	Wt./Vol.	13. Wa	ste Codes
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20. Designated Facility Owner or Ope	rator: Certification of receipt of hazardous materials	s covered by the manifest of	except as noted in Ite					ALLEGO HOLO AND

Signature

Printed/Typed Name

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Ш	5. Gei	nerator's Name and Mailin	n Address			0 F Ø 500 //	Generator's Sit	e Addres	s (if different t	nan mailing addre	ess)			
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	BET General	VICIA, C4.945 rator's Phone:	510 707-7	145.5104										
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	Exporter, I certify that the contents of this consignment conform to the terms of the attached E I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large qu	PA Acknowledgme	nt of Consent.			in oxport on	tua	uno i initary	
	Generator's/Offeror's Printed/Typed Name	Signature	or (b) (ii r aim a sina	r quartity gon	oratory is true.		Month	•	ear
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	20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered b	ov the manifest exc	ept as noted in Item	18a			· ·		_
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	5. Generator's Name and Mailin US DOT MARITIM 2595 LAKE HERM BENECIA, CA 94: Generator's Phone: 707	E ADMIN SUISUN BAY AN ROAD	RESERVE		Generator	s Site Address	(if different th	nan mailing addres					:
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	INDUSTRIAL WAS	TE UTILIZATION, INC	3.					Ì	CADS	805852	293		
	7. Transporter 2 Company Name			· · · · · · · · · · · · · · · · · · ·				U.S. EPA ID N					
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	8. Designated Facility Name and AA SYDCOL, LLC 1925 S. FACTOR YUMA, AZ 85365 Facility's Phone: 928-78	AVE.						U.S. EPA ID N	•	005015	1.0		
ŀ	9a. 9b. U.S. DOT Descriptio	n (including Proper Shipping Name, Hazi	ard Class, ID Number,			10. Contai	ners	11. Total	12. Unit		Waste C	odes	
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ASBURY ENVIRONMENTAL SERVICES

1300 S. SANTA FE AVENUE □ COMPTON, CALIFORNIA 90221 □ (310) 886-3400 EPA# CAD028277036

	DIXON 800-727-2879	UNION CITY 888-603-8844	CHICO ; 800-733-9043	FRESNO 866-994-6937	
DATE 9-8	16 Sun Bay	Reserve		ONE TIME PICK UP	□YES or □ NO
				CONTRACT CUSTOMER	R □ YES or □ NO
CUSTOMER EPA # JOB SITE ADDRESS	A 56900 LAKE HEN	CONTACT F12 90571 Man 12 F2		CUSTOMER NUMBER AMOUNT CHECK NUMBER P.O. NUMBER CASH RECEIVED	
NOTES:				COMMODITY \//	P.P.M.
MAN BODA			221		
NON-RCRA HAZARI *NO PLACARDS REC	DOUS WASTE, LIQUID (US QUIRED*	SED OIL/MIXED OILS) STATE	CODE		
→ *NO PLACARDS REC NON-RCRA HAZARE *NO PLACARDS OR OTHER MANIFEST NO. DRIVER USED OIL AND GASC	QUIRED* DOUS WASTE, LIQUID (ET MARKINGS REQUIRED*	THYLENE GLYCOL SOLUTION	ONS) STATE CODE	NEXT SERVICE DATE DRUMS DR	UM SIZE
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*NO PLACARDS REC NON-RCRA HAZARE *NO PLACARDS OR OTHER MANIFEST NO. DRIVER USED OIL AND GASC SA RECYCLING, 33: ALTERNATE FACILI DESIGNATED TSDF:	QUIRED* DOUS WASTE, LIQUID (ET MARKINGS REQUIRED* DLINE FILTERS 210 Western Avenue, Union TY ASBURY ENVIRONMENT ASBURY ENVIRONMENT ASBURY ENVIRONMENT BAKERSFIELD TRANSFI D/K DIXON • 7300 Chewr DEMENNO/KERDOON • EVERGREEN ENV. • 4138 RAMOS ENVIRONMENT WORLD OIL-SAN JOAQU	City, CA 94587 1-510-487-5 TAL SERVICES • 2549 Scot. TAL SERVICES-CHICO II, LI TAL SERVICES-FORTUNA • ER INC. • 1620 E. Brundage on Way • Dixon, CA 95620 • 2000 N. Alameda Street • Co. 9 N. Valentine Ave. • Fresno, AL • 1515 S. River Road • W.	Avenue • Chico, CA 95928 • C • 1618 W. 5th St., Chico, 200 Dinsmore Dr., Fortuna, Ln. • Bakersfield, CA 93307 CAT080012602 • (707) 693-ompton, CA 90222 • CAT080 CA 93722 • CAD982446882. Sacramento, CA 95691 • C	DRUMSDR NO. OF GALLONS TRUCK NO. & RT CAL000827844 CA 95928 • CAD980694103 • (A 95928 • CAD980256136 • (CAL000282598 • (661) 377-6008 0013352 • (310) 537-7100	(800) 733-9043 800) 733-9043 0308

*I FURTHER AGREE TO ACCEPT THE ADDITIONAL CHARGES FOR LEGAL DISPOSAL IF THIS WASTE IS OVER 1000 P.P.M. TOTAL HALIDES, OR CONTAINS ANY P.C.B'S.

CUSTOMER SIGNATURE

PRINT NAME