[CGD 92-077]

Northwest Pacific Loran-C Transfer/ Closure

AGENCY: Coast Guard, DOT.

ACTION: Notice of intent.

SUMMARY: The Coast Guard intends to transfer operation and control of the Northwest Pacific Loran-C Chain to the Government of Japan by October 1, 1993 with the exception of the Loran-C station located at Barrigada, Guam, which will cease operation. This transfer date is 15 months prior to the termination date identified in the 1990 Federal Radionavigation Plan. By implementing. This accelerated transfer, the Coast Guard will realize an annual savings of 10 million dollars.

FOR FURTHER INFORMATION CONTACT: Commander Douglas S. Taggart, Chief, Radio Aids Management Branch (G-NRN-1), room 1413, U.S. Coast Guard Headquarters, 2100 2nd Street, SW., Washington, DC 20593-0001, phone (202) 267-0990.

SUPPLEMENTARY INFORMATION: The Northwest Pacific Loran-C Chain (Group Repetition Interval 9970), which was commissioned in 1963 in response to a Department of Defense requirement for a precise navigation system in the Far East, consists of Loran Stations Hokkaido (Japan), Gesashi (Japan), Marcus Island (Japan), Iwo Jima (Japan), Barrigada (Guam), and Loran Monitor Station Yokota (Japan). The Department of Defense requirement for Loran-C will end December 31, 1994. The Department of Defense has approved an agreement between U.S Forces Japan and the Government of Japan allowing the U.S Coast Guard to transfer operation of the Northwest Pacific Loran-C Chain to the Government of Japan by October 1, 1993 with the exception of the Loran-C station located at Barrigada, Guam, which will cease operation at 2400Z, June 30, 1993. The Government of Japan intends to continue operation of the remainder of the chain in support of its national users.

Loran-C system service for the continental U.S. and Alaska is expected to remain in operation through the year 2015 and will not be affected by this action.

Dated: January 29, 1993.

W.J. Ecker,

Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation Safety and Waterway Services.

[FR Doc. 93-2806 Filed 2-4-93; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF THE TREASURY

Public Information Collection Requirements Submitted to OMB for Review

February 1, 1993.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 3171 Treasury Annex, 1500 Pennsylvania Avenue, NW., Washington, DC 20220.

Internal Revenue Service

OMB Number: 1545-0035

Form Number: IRS Forms 943, 943-PR, 943-A, and 943A-PR

Type of Review: Revision

Title: Employer's Annual Tax Return for Agricultural Employees

Description: Agricultural employers must prepare and file Form 943 (Puerto Rico only) to report and pay FICA taxes and (943 only) income tax voluntarily withheld. Agricultural employers may attach Form 943A and 943A-PR to Form 943 and 943-PR to show their tax liabilities for semiweekly periods. The information is used to verify that the correct tax has been paid.

Respondents: Farms, Businesses or other for-profit

Estimated Number of Respondents/ Recordkeepers: 392,443

Estimated Burden Hours Per Respondent/Recordkeeper:

Form	Recordkeeping	Learning about the law or the form	Preparing the form	Copying, assembling, and sending the form to the IRS
943	9 hrs., 20 min.	22 min	1 hr., 28 min	16 min.
943 Mail Out	9 hrs., 5 min	22 min	1 hr., 28 min	16 min.
943 Over the Counter	9 hrs., 34 min.	22 min	1 hr., 28 min	16 min.
943 Voucher	14 min			
943A	9 hrs., 20 min.		9 min	
943A-PR	9 hrs., 20 min.		9 min	
943-PR	8 hrs., 8 min	22 min	27 min	16 min.

Frequency of Response: Annually

Estimated Total Reporting/ Recordkeeping Burden: 4,416,022 hours

Clearance Officer: Garrick Shear (202) 622-3869, Internal Revenue Service, Room 5571, 1111 Constitution Avenue, NW., Washington, DC 20224.

OMB Reviewer: Milo Sunderhauf (202) 395-6880, Office of Management and Budget, Room 3001, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 93-2742 Filed 2-4-93; 8:45 am]

BILLING CODE 4830-01-M

Public Information Collection Requirements Submitted to OMB for Review

February 1, 1993.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, room 3171 Treasury Annex, 1500 Pennsylvania Avenue, NW., Washington, DC 20220.

U.S. Savings Bonds Division

OMB Number: 1535-0001

Form Number: SB–60 and SB–60A
Type of Review: Extension
Title: Payroll Savings Report
Description: The total number of payroll savers is determined from Reports SB–60 and SB–60A completed by companies that offer the sale of Savings Bonds through payroll savings plans. Total number of savers is used in budget formulation and measures of program effectiveness.
Respondents: Businesses or other for-profit
Estimated Number of Respondents: 12,955
Estimated Burden Hours Per Respondent: 41 minutes
Frequency of Response: Semi-annually
Estimated Total Reporting Burden: 17,871 hours
Clearance Officer: Richard J. Schneebeli, (202) 377–7704, U.S. Savings Bonds Division, Room 8035, 800 K Street, NW., Washington, DC 20226.
OMB Reviewer: Milo Sunderhauf, (202) 395–6880, Office of Management and Budget, Room 3001, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 93–2743 Filed 2–4–93; 8:45 am]

BILLING CODE 4830–01–M

Public Information Collection Requirements Submitted to OMB for Review

February 1, 1993.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96–511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, room 3171 Treasury Annex, 1500 Pennsylvania Avenue, NW., Washington, DC 20220.

Bureau of Alcohol, Tobacco and firearms

OMB Number: 1512–0178
Form Number: ATF F 4483 (5300.5)
Type of Review: Extension
Title: Report of Firearms Transactions
Description: This form is used to evaluate Firearms transactions by licensees when the Regional Director (Compliance) determines the need to do so. It is prepared from existing records and submitted to the official.
Respondents: Businesses or other for-profit, Small business or other organizations
Estimated Number of Respondents: 250
Estimated Burden Hours Per Respondent: 1 hour
Frequency of Response: On occasion
Estimated Total Reporting Burden: 250 hours

OMB Number: 1512–0369
Form Number: ATF REC 5300/1
Type of Review: Extension
Title: Licensed Firearms Manufacturers Records of Production, Disposition and Supporting Data
Description: Firearms manufacturers record in a permanent record all firearms manufactured and record their disposition. These records are vital to support ATF mission to inquire into the disposition of any firearm in the course of a criminal investigation.
Respondents: Businesses or other for-profit
Estimated Number of Recordkeepers: 1,380
Estimated Burden Hours Per Recordkeeper: 52 hours, 12 minutes
Frequency of Response: Other
Estimated Total Recordkeeping Burden: 72,023 hours
Clearance Officer: Robert N. Hogarth, (202) 927–8930, Bureau of Alcohol, Tobacco and Firearms, room 3200, 650 Massachusetts Avenue, NW., Washington, DC 20226.
OMB Reviewer: Milo Sunderhauf, (202) 395–6880, Office of Management and Budget, room 3001, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 93–2745 Filed 2–4–93; 8:45 am]

BILLING CODE 4810–31–M

Sunshine Act Meetings

Federal Register
Vol. 58, No. 23
Friday, February 5, 1993

This section of the FEDERAL REGISTER contains notices of meetings published under the "Government in the Sunshine Act" (Pub. L. 94-409) 5 U.S.C. 552b(e)(3).

FEDERAL MARITIME COMMISSION

TIME AND DATE: 10:00 a.m., February 10, 1993.

PLACE: Main Hearing Room, 800 North Capitol Street, NW., Washington, DC 20573–0001.

STATUS: Part of the meeting will be open to the public. The rest of the meeting will be closed to the public.

MATTER(S) TO BE CONSIDERED: Portion open to the public:

1. Petition No. P7–92—Motor Vehicle Manufacturers Association of the United States, Inc. and Wallenius Lines, N.A.—Joint Application for Exemption from Certain Requirements of the Shipping Act of 1984 for Certain Limited Shipments of Passenger Vehicles.
2. Docket No. 92–31—Service Contracts—Consideration of Comments on Proposed Rule.

Portion closed to the public:

1. Trans-Atlantic Agreement Rate Activity.
2. Docket No. 90–13—Memphis Forwarding Company, Inc.—Possible Violations of Section 19(d)(4) of the Shipping Act of 1984—Consideration of the Record.

CONTACT PERSON FOR MORE INFORMATION: Joseph C. Polking, Secretary, (202) 523–5725.

Ronald D. Murphy,
Assistant Secretary.

[FR Doc. 93–2874 Filed 2–3–93; 10:23 am]
BILLING CODE 6730–01–M

BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

TIME AND DATE: 10:00 a.m., Wednesday, February 10, 1993.

PLACE: Marriner S. Eccles Federal Reserve Board Building, C Street entrance between 20th and 21st Streets, NW., Washington, D.C. 20551.

STATUS: Closed.

MATTERS TO BE CONSIDERED:

1. Personnel actions (appointments, promotions, assignments, reassignments, and salary actions) involving individual Federal Reserve System employees.
2. Any items carried forward from a previously announced meeting.

CONTACT PERSON FOR MORE INFORMATION: Mr. Joseph R. Coyne, Assistant to the Board; (202) 452–3204. You may call (202) 452–3207, beginning at approximately 5 p.m. two business days before this meeting, for a recorded announcement of bank and bank holding company applications scheduled for the meeting.

Dated: February 3, 1993.

Jennifer J. Johnson,
Associate Secretary of the Board.

[FR Doc. 93–2889 Filed 2–3–93; 10:24 am]
BILLING CODE 6210–01–M

FEDERAL RETIREMENT THRIFT INVESTMENT BOARD

TIME AND DATE: 9:00 a.m., February 16, 1993.

PLACE: 4th Floor, Conference Room, 1250 H Street NW., Washington, DC.

STATUS: Open.

MATTERS TO BE CONSIDERED: .

1. Approval of the minutes of the January 19, 1993, Board meeting.
2. Labor Department briefing.
3. Review of Peat Marwick audit report entitled "Pension and Welfare Benefits Administration Review of the Policies and Procedures of the Federal Retirement Thrift Investment Board Administrative Staff."
4. Thrift Savings Plan activity report by the Executive Director.
5. Quarterly review of investment policy.

CONTACT PERSON FOR MORE INFORMATION: Tom Trabucco, Director, Office of External Affairs, (202) 942–1640.

Dated: February 2, 1993.

Francis X. Cavanaugh,
Executive Director, Federal Retirement Thrift Investment Board.

[FR Doc. 93–2968 Filed 2–3–93; 2:18 pm]
BILLING CODE 6760–01–M

NUCLEAR REGULATORY COMMISSION

DATE: Tuesday, February 9, 1993.

PLACE: Commissioners' Conference Room, 11555 Rockville Pike, Rockville, Maryland.

STATUS: Open.

MATTERS TO BE CONSIDERED:

Tuesday, February 9

4:30 p.m.
Affirmation/Discussion and Vote (Public Meeting)
a. Final Amendments to 10 CFR Part 61, "Licensing Requirements for Land Disposal of Radioactive Waste" (Tentative)
b. Clarification of Physical Protection Requirements at Fixed Sites

To Verify the Status of Meeting Call (Recording)—(301) 504–1292.

CONTACT PERSON FOR MORE INFORMATION: William Hill (301) 504–1661.

Dated: February 2, 1993.

William M. Hill, Jr.,
SECY Tracking Officer, Office of the Secretary.

[FR Doc. 93–2874 Filed 2–3–93; 10:25 am]
BILLING CODE 6730–01–M

Corrections

Federal Register
Vol. 58, No. 23
Friday, February 5, 1993

This section of the FEDERAL REGISTER contains editorial corrections of previously published Presidential, Rule, Proposed Rule, and Notice documents. These corrections are prepared by the Office of the Federal Register. Agency prepared corrections are issued as signed documents and appear in the appropriate document categories elsewhere in the issue.

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

7 CFR Part 52

[FV-91-329]

United States Standards for Grades of Frozen Cauliflower

Correction

In proposed rule document 93-521 beginning on page 3816 in the issue of Monday, January 11, 1993, make the following correction:

Subpart—United States Standards for Grades of Frozen Cauliflower [Corrected]

On page 3817, in the table of contents, in the third column, the entry for Sec. 52.729 should read "Acceptance criteria."

BILLING CODE 1505-01-D

DEPARTMENT OF AGRICULTURE

Food and Nutrition Service

7 CFR Parts 275 and 283

[Amdt. No. 348]

Food Stamp Program; Hunger Prevention Act of 1988; Rules of Practice; Administrative Law Judges

Correction

In proposed rule document 93-1176 beginning on page 5188 in the issue of Tuesday, January 19, 1993, make the following corrections:

1. On page 5190, in the second column, in the last paragraph, in the first line, "Food Stamp" should read "Food Stamp Act".

2. On page 5194, in the first column, in the last paragraph, in the first line, "part" should read "party".

3. On page 5196, in the second column, in the first line, "§ 283.24" should read "§ 283.4".

4. On the same page, in the 3d column, in the 2d complete paragraph, in the 15th line, delete "The parties would be limited to 15 pages, excluding exhibits."

§ 283.3 [Corrected]

5. On page 5197, in the 3d column, in § 283.3, in the 10th paragraph, "*OC claim*" should read "*QC claim*".

§ 283.5 [Corrected]

6. On page 5198, in the 3d column, in § 283.5(c), in the 12th line, "§ 283.179(d)" should read "§ 283.17(d)".

§ 283.12 [Corrected]

7. On page 5201, in the third column, in § 283.12(b)(8)(iii), in the second line, "required" should read "inquired".

§ 283.15 [Corrected]

8. On page 5202, in the second column, in § 283.15(d)(1), in the fifth line, "guilty or" should read "guilty of".

§ 283.18 [Corrected]

9. On page 5204, in the first column, in § 283.18(a), in the third line, "several" should read "served"; in the fourth line, "part," should read "party,".

§ 283.21 [Corrected]

10. On page 5205, in the second column, in § 283.21(d), in the eighth line, "cause" should read "causes".

§ 283.30 [Corrected]

11. On page 5207, in the second column, in § 283.30, in the next to the last line, "2 days" should read "20 days".

BILLING CODE 1505-01-D

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[T.D. 8457]

RIN 1545-AP74

Taxation of Fringe Benefits and Exclusions From Gross Income of Certain Fringe Benefits

Correction

In rule document 92-30941 beginning on page 62192 in the issue of Wednesday, December 30, 1992, make the following corrections:

§ 1.132-1 [Corrected]

1. On page 62196, in the second column, in § 1.132-1(g), in the sixth line, delete "on".

§ 1.132-5 [Corrected]

2. On page 62198, in the first column, in § 1.132-5(r)(4), in the first line, "for" should read "from".

BILLING CODE 1505-01-D

DEPARTMENT OF VETERANS AFFAIRS

38 CFR Part 1

RIN 2900-AE61

Regional Office Committees on Waivers and Compromises

Correction

In rule document 93-561 beginning on page 3840 in the issue of Tuesday, January 12, 1993, make the following correction:

§ 1.965 [Corrected]

1. On page 3841, in the 1st column, in § 1.965(b)(2), in the 10th line, "if undertaken" should read "is undertaken".

BILLING CODE 1505-01-D

federal register

Friday
February 5, 1993

Part II

Environmental Protection Agency

Federal Agency Hazardous Waste Compliance Docket; Notice

ENVIRONMENTAL PROTECTION AGENCY

[FRL–4552–3]

Federal Agency Hazardous Waste Compliance Docket

AGENCY: Environmental Protection Agency.

ACTION: Notice of Seventh Update of the Federal Agency Hazardous Waste Compliance Docket Pursuant to CERCLA Section 120(c).

SUMMARY: Section 120(c) of the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA), requires the Environmental Protection Agency (EPA) to establish a Federal Agency Hazardous Waste Compliance Docket that contains certain information regarding Federal facilities that manage hazardous waste or from which hazardous substances may be or have been released. (As defined by CERCLA 101(22), a release is any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing into the environment.) CERCLA requires that the docket be updated every 6 months as new facilities are reported to EPA by Federal agencies. The following list identifies the Federal facilities to be included in the sixth update of the docket (that is, facilities not previously listed on the docket and reported to EPA since the last update to the docket, 57 FR 31758, July 17, 1992, which was current as of March 1, 1992). EPA policy specifies that for each Federal facility that is included on the docket during an update, the responsible Federal agency must complete a preliminary assessment (PA) and, if warranted, a site inspection (SI), within 18 months of publication of this notice. Such remedial site evaluation activities will help determine whether the facility should be included on the National Priorities List (NPL) and will provide EPA and the public with valuable information about the facility. In addition to the docket additions list, this notice includes a section comprising revisions (that is, corrections and deletions) to the previous docket list and a new list of the facilities on the docket that have been evaluated and determined not to be appropriate for NPL listing at this time (the Site Evaluation Accomplished (SEA) list). At the time of publication of this notice, the new total number of Federal facilities listed on the docket is 1,930.

DATES: This list is current as of December 7, 1992.

FOR FURTHER INFORMATION CONTACT: Federal Facilities Docket Hotline. Telephone: (800) 548–1016 toll free, or (703) 883–8577.

SUPPLEMENTARY INFORMATION:

Table of Contents

I. Introduction

The Federal Agency Hazardous Waste Compliance Docket ("docket") was required to be established under section 120(c) of CERCLA, 42 U.S.C. 9620(c), as amended by SARA. The docket contains information on Federal facilities that is submitted by Federal agencies to the U.S. Environmental Protection Agency ("EPA" or "the Agency") under sections 3005, 3010, and 3016 of the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. 6925, 6930, and 6937, and under section 103 of CERCLA, 42 U.S.C. 9603. Specifically, RCRA Section 3005 establishes a permitting system for certain hazardous waste treatment, storage, and disposal (TSD) facilities; RCRA Section 3010 requires waste generators, transporters, and TSD facilities to notify EPA of their hazardous waste activities; and RCRA Section 3016 requires Federal agencies to submit biennially to EPA an inventory of hazardous waste sites that the Federal agencies own or operate. CERCLA Section 103(a) requires notification to the National Response Center (NRC) of a release; CERCLA Section 103(c) requires reporting to EPA the existence of a facility at which hazardous substances are or have been stored, treated or disposed and the existence of known or suspected releases of hazardous substances at such facilities.

The docket serves, among others, three major purposes: (1) To identify the universe of Federal facilities that must be evaluated to determine whether they pose a risk to human health and the environment sufficient to warrant inclusion on the NPL; (2) to compile and maintain the information submitted to EPA on these facilities under the provisions listed in Section 120(c) of CERCLA; and (3) to provide a mechanism to make this information available to the public.

The initial list of Federal facilities to be included in the docket was published on February 12, 1988 (53 FR 4280). Updates to the docket have been published on November 16, 1988 (53 FR 47364); December 15, 1989 (54 FR 51472); August 22, 1990 (55 FR 34492); September 27, 1991 (56 FR 49328); and December 12, 1991 (56 FR 64898); and July 17, 1992 (57 FR 31758). This notice constitutes the seventh update of the docket.

Today's notice is divided into four major sections: (1) Corrections, (2) Deletions, (3) Additions, and (4) the SEA list. The docket corrections section lists changes to information on facilities already listed on the docket. The deletions section lists facilities that EPA is deleting from the docket. The additions section lists newly identified facilities that have been reported to EPA since the last update and are now being included on the docket. The SEA list is the list of all docket facilities to which EPA has assigned a status of Site Evaluation Accomplished.

The information submitted to EPA on each Federal facility is contained in the docket repository located in the EPA Regional Office of the region where the facility is found. (See 53 FR 4280 (February 12, 1988) for a description of the information required under these provisions.) Each repository contains the documents submitted to EPA under the reporting provisions and correspondence relevant to the reporting provisions for each facility. A complete national index of the information found in the Regional docket repositories is maintained at EPA Headquarters in Washington, DC, and made available to the public. The index for each Region is available for public review at each Regional repository. Contact the Federal Facilities Docket Hotline (800–548–1016) for information on repository locations and arrangements for reviewing and copying specific documents.

II. Revisions to the Previous Docket

1. Corrections

Changes necessary to correct the previous docket were identified by both EPA and Federal agencies. These changes vary from simple address and spelling changes to facility name and ownership corrections. In addition, some facility name changes were made to make the nomenclature consistent on the docket. Many are simply typographical errors. For each facility with a correction, the original entry as it appeared in the February 12, 1988, notice; or subsequent updates, is shown directly above the corrected entry for easy comparison.

2. Deletions

Today, 59 facilities are being deleted from the docket for various reasons, such as incorrect reporting of hazardous waste activity, change in Federal ownership, and exemption as a small quantity generator (SQG) under RCRA (40 CFR 262.44). Facilities being deleted will no longer be subject to the requirements of CERCLA Section 120(d).

3. Additions

Today, 263 facilities are being added to the docket primarily because of new information obtained by EPA (for example, recent reporting of a facility pursuant to RCRA Sections 3005, 3010, or 3016 or CERCLA Section 103). For all facilities being added in this section, it is EPA's policy that the responsible agency must complete the required PA, and, if warranted, an SI, within 18 months from the date of this publication.

Of the 263 facilities being added to the docket, 30 are facilities that have reported the release of a reportable quantity (RQ) of a hazardous substance to the NRC. Under Section 103(a) of CERCLA, a facility is required to report to the NRC the release of a hazardous substance in a quantity that equals or exceeds the established RQ. Release reports received by the NRC, the U.S. Coast Guard, and EPA are electronically transmitted to the Transportation Systems Center at the U.S. Department of Transportation (DOT), where they become part of the Emergency Response Notification System (ERNS) database. ERNS is a national computer database and retrieval system that stores information on releases of oil and hazardous substances. Facilities being added to the docket and facilities already listed on the docket that have an ERNS report have the notation of "103(a)" in the "Reporting Mechanism" column.

It is EPA's policy generally not to list on the docket facilities that are SQGs and have never generated more than 1,000 kg of hazardous waste in any month. If a facility has ever generated more than 1,000 kg of hazardous waste in any month (that is, is an episodic generator), it will be added to the docket. In addition, facilities that are SQGs but have reported releases under CERCLA Section 103, or hazardous waste activities pursuant to another reporting mechanism, will be listed on the docket, and will undergo remedial site evaluation activities, such as a PA and, where appropriate, an SI. All such facilities will be listed on the docket regardless of whether they are SQGs pursuant to RCRA. As a result, some of the facilities that EPA is today adding to the docket are SQGs that had not been previously listed on the docket but have reported releases or hazardous waste activities to EPA under another reporting provision.

In the process of compiling the documents for the Regional repositories, EPA identified a number of facilities that had previously submitted a PA report, an SI report, a Department of Defense Installation Restoration Program report, or another Federal agency environmental restoration program report, but had not submitted a CERCLA Section 103 notification form. Section 120(c)(3) of CERCLA requires that EPA include information submitted under section 103 in the docket. In general, section 103 requires certain persons to provide notice of certain releases of hazardous substances. The aforementioned Federal agency environmental restoration program reports contain information similar to information provided pursuant to CERCLA Section 103 and are considered equivalent forms of notification for purposes of the docket. Thus, the Agency believes that facilities that have provided information equivalent to a CERCLA Section 103 notification, such as a Federal agency environmental restoration program report, should be included on the docket regardless of the absence of formal section 103 notification. Therefore, some of the facilities that EPA is adding today are being placed on the docket because of the above-mentioned reports.

EPA now includes privately owned, government-operated facilities (POGOs) on the docket. CERCLA section 120(c) requires that the docket contain information submitted under RCRA sections 3005, 3010, and 3016, and CERCLA section 103, which all impose duties on operators as well as owners of facilities. In addition, other subsections of CERCLA section 120 refer to facilities "owned or operated" by an agency or other instrumentality of the Federal Government. This terminology clearly includes facilities that are operated by the Federal Government even if they are not owned by it. Specifically, CERCLA section 120(e), which sets forth the duties of the Federal agencies after a facility is listed on the NPL, refers to the agency that "owns or operates" the facility. In addition, the primary basis for assigning responsibility for conducting PAs and SIs, as required by docket listing, is Executive Order 12580, which assigns this responsibility to the agency with "jurisdiction, custody, or control" over a facility. An operator may be deemed to have jurisdiction, custody or control over a facility.

III. Process for Compiling the Updated Docket

In compiling the newly reported facilities for the update being published today, EPA extracted the names, addresses, and identification numbers of facilities from four EPA databases—ERNS, Biennial Inventory of Federal Agency Hazardous Waste Activities, Resource Conservation and Recovery Information System (RCRIS), and Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS)—that contain Federal facility information submitted under the four provisions listed in CERCLA Section 120(c).

Extensive computer checks compared the current docket list with the information obtained from the above databases to determine which facilities were, in fact, newly reported and qualified for inclusion on the update. In spite of the quality assurance efforts EPA has undertaken, it is possible that State-owned or privately owned facilities, that are not operated by the Federal government, may have been included. These problems are the result of historical procedures used to report and track Federal facility data; the Agency is working to resolve them. Federal agencies are requested to write to EPA's Docket Coordinator at the following address if revisions to this update information are necessary: Federal Facilities Docket Coordinator, Office of Federal Facilities Enforcement (OE–2261), U.S. EPA, 401 M Street, SW., Washington, DC 20460.

IV. Facilities Not Included

As explained in the original docket preamble (53 FR 4280), the docket does not include the following categories of facilities (note, however, that any of these types of facilities may, where appropriate, be listed on the NPL):

1. Facilities formerly owned by a Federal agency and now privately owned. However, facilities that are now owned by another Federal agency will remain on the docket, with responsibility for conducting PAs and SIs resting with the current owner.

2. SQGs that have never produced more than 1,000 kg in any month and have not reported releases under CERCLA Section 103 or other hazardous waste activities under RCRA Section 3016.

3. Facilities that are solely transporters as reported under RCRA Section 3010.

V. Information Contained on Docket Listing

As discussed above, the update information below is divided into three separate sections. The first section is a list of new facilities that are being added to the docket. The second section is a list of facilities being deleted from the docket. The third section comprises corrections to the docket. Each facility listed as part of the update has been assigned a code that indicates a more specific reasons(s) for the addition, deletion, or correction. The code key precedes the lists.

It is EPA's policy that all facilities on the additions list to this seventh docket update must submit a PA, and, if warranted, an SI, to EPA within 18 months of the date of this publication. A PA must include existing information about a site and its surrounding environment, including a thorough examination of the human, food-chain, and environmental targets, the potential waste sources, and migration pathways. Based upon information in the PA, or other information coming to EPA's attention, EPA will determine whether a followup SI is required. An SI augments the data collected in a PA. An SI may reflect sampling and other field data that is used to determine if further action or investigation is appropriate. This policy includes any facility changing responsible agencies. These reports should be submitted to the Federal Facilities Coordinator in the appropriate EPA Regional Office.

The facilities listed in each section are organized by State and then grouped alphabetically within each State by Federal agency responsible for the facility. Under each State heading is listed the facility name and address, the statutory provision(s) under which the facility was reported to EPA, the EPA Region where the facility is located, and the correction codes.

The statutory provision(s) under which a facility reported are listed in a column titled "Reporting Mechanisms." Each Facility has its applicable mechanisms listed; for example: 3010,3016,103(c).

The complete list of Federal facilities that now makes up the docket is not being published today. However, the list is available to interested parties and can be obtained by calling the Federal Facilities Docket Hotline (800–548–1016 or 703–883–8577). As of today, the total number of Federal facilities that appear on the docket is 1,930.

VI. Facility Status Reporting

In response to numerous Federal agency requests, EPA has expanded the docket database to include information on the status of docket facilities. A prevalent concern has been the inability to identify facilities that, after submitting all necessary site assessment information, were found to warrant no further EPA involvement at this time. Accordingly, EPA has expanded the docket database to include a column indicating the facility's status. The status codes are as follows:

U=Undetermined
N=Site Evaluation Accomplished (SEA)
P=Currently Proposed for the NPL
F=Currently Final on the NPL
R=Removed from the Proposed NPL and No Longer Considered for the Final NPL
D=Deleted from the Final NPL

EPA has changed the site assessment recommendation No Further Remedial Action Planned (NFRAP) to SEA to denote a more positive attitude and to emphasize that the determination involves an affirmative effort on EPA's part toward evaluating sites.

SEA is a term used in the Superfund site assessment program to identify facilities where EPA has found that, based on currently available information, listing on the NPL is not likely and further assessment is not appropriate at this time. SEA status does not represent an EPA determination that there are no environmental threats present at the facility or that no further environmental response action of any kind is necessary. As stated, SEA status is intended to mean only that the facility does not appear to warrant NPL listing based on the information available to EPA at this time, and that therefore no further involvement by EPA in site assessment or cleanup at the facility is anticipated. However, additional CERCLA response actions by the agency that owns or operates the facility, whether remedial or removal actions, may be necessary at a facility with SEA status.

The status information contained in the docket is the result of regional evaluation of information taken directly from CERCLIS. (CERCLIS is a database that helps EPA Headquarters and Regional personnel with site, program, and project management. It contains the official inventory of all CERCLA [NPL and non-NPL] sites and supports all site planning and tracking functions. It also integrates financial data from preremedial, remedial, removal, and enforcement programs.) The status information was taken from CERCLIS and sent to the Regional Docket Coordinators for review. The results of their reviews were incorporated into the status field in the docket. Subsequently, a list of all facilities with an SEA status (containing an "N" in the status field) was generated; this list is being published today.

Important limitations apply to this SEA status list. First, the information is accurate only as of December 7, 1992. Second, a facility's status may be subject to change at any time due to any number of factors, including new site information or changing EPA policies. Finally, the SEA status list is based on regional review of CERCLIS data, is provided for information purposes only, and should not be considered binding upon either the agency responsible for the facility or EPA.

The status information in the docket will be reviewed and a new list of SEA facilities will be published at each docket update.

Dated: January 5, 1993.

Herbert H. Tate, Jr.,

Assistant Administrator for Enforcement.

I. Docket Revisions

Categories of Revisions for Docket Update by Correction Code

*Categories for Facility Deletion**

(1) Small Quantity Generator
(2) Not Federally Owned
(3) Formerly Federally Owned
(4) No Hazardous Waste Generated
(5) (This correction code is no longer used)
(6) Redundant Listing/Site on Facility
(7) Combining Sites Into One Facility/Entries Combined
(8) Does Not Fit Facility Definition (All Are Vessels)
(9) No Hazardous Waste (Responsible Agency Changed)
(10) Small Quantity Generator (Responsible Agency Changed)
(11) No Hazardous Waste (Temporary Storage Only)
(12) Not Federally Owned (Small Quantity Generator)
(13) Redundant Listing/Site on Facility (Agencies Will Coordinate)
(14) Small Quantity Generator (Never Actually Built)

Categories for Facility Addition

(15) Small Quantity Generator with Either a RCRA 3016 or CERCLA 103
(16) One Entry Being Split into Two/Agency Responsibility Being Split
(17) New Information Obtained Showing That Facility Should be Included
(18) Facility Was a Site on a Facility That Was Disbanded, Now a Separate Facility
(19) Sites Were Combined into One Facility
(19A) New Facility

Categories for Corrections to Facility Information

(20) Reporting Provisions Change
(20A) Typo Correction/Name Change/Address Change
(21) Changing Responsible Agencies (New Responsible Agency Has 18 Months to Submit PA)

*Further information on category definitions can be obtained by calling the Docket Hotline.

(22) Changing Responsible Agencies and Title (New Responsible Agency Has 18 Months to Submit PA)

(23) New Reporting Mechanism Added to Update

(24) Reporting Mechanism Determined to be Not Applicable after Regional File Review

FEDERAL FACILITIES DOCKET

[Docket Additions]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction code
Canyon Creek RRS	T 7 S, R 6 E, Sec 15.	Big Delta	AK	99737		3016	19A
DERA-Kodiak Tracking Station.	Cape Chiniak Rd, end of.	Kodiak	AK			103c	19A
M–I Drilling Fluids Company-Anchorage.	721 W 1st Ave	Anchorage	AK	99501		3010	19A
Tongass National Forest: Thorne Bay Dump.		Thorne Bay	AK	99919	Agriculture	103c	19A
NOAA-St. Paul Island.	171° 30' 30" Long W and 57° 5'.	St. Paul Village	AK		Commerce	103c	19A
Anchorage Defense Fuel Support Point.	1217 Anchorage Port Road.	Anchorage	AK	99501	Defense	3016	19A
Fairbanks Defense Fuel Support Point.	Canol Service Road	Ft. Wainwright	AK	99703	Defense	3016	19A
PHS-Kanakanak Hospital.	2.5 MI SW of village	Dillingham	AK	99576	Health and Human Services.	103a	19A
FWS–Skilak Guard Station.		Soldotna	AK		Interior	103c 3016	19A
North East Cape St. Lawrence Island.	St. Lawrence Island 70 MI E of Savoonea.	Northeast Cape	AK	99769	Navy	103c	19A
St. Lawrence Island-Cargo Beach Site.	Cargo Beach	Northeast Cape	AK		Navy	103c	19A
Wales Naval Field Station.		Wales	AK	99783	Navy	103c	19A
FAA-Cape Yakataga Facility.	Cape Yakataga	Cape Yakataga	AK	99574	Transportation	3010 3016	19A
FAA–Skwentna Facility.	Skwentna Arpri Area.	Skwentna	AK	99667	Transportation	3010	19A
Summit Air Navigation Site.	Cantwell Pks Hwy 5 MI S Nav Aids.	Summit	AK	99729	Transportation	3016	19A
Percy Roy Farm	County Rd. 40	Pine Level	AL	36065		3016	19A
Martin-Gasden Air National Guard Station.	Gadsden Municipal Airport.	Gadsden	AL		Air Force	103c 3010	19A
Coosa River Storage Annex.		Talledega	AL	35160	Army	103c	19A
Rogersville Corp of Engineers.	Route 4 Box 305	Rogersville	AL	35652	Army	3010	19A
Trinity 500–KV Substation.	Woodall Road at Ipeco Road.	Decatur	AL	35601	Tennessee Valley Authority.	3010	19A
American Samoa Power.	American Samoa	American Samoa	AS			103c	19A
Casa Grande Valley Newspapers.	1104 N Pinal Ave	Casa Grande	AZ	85222		3010	19A
Casa Grande Valley Newspapers.	200 W Second St	Casa Grande	AZ	85222		3010	19A
Lockheed Aeromod Center Inc.	1555 E Aero Park Blvd.	Tucson	AZ	85706		3010	19A
Maricopa County Parks & Recreation Maintenance Yd.	41000 North 99th Avenue.	Phoenix	AZ	85027		3016	19A
Maricopa Water District Lands.	41000 North 99th Avenue.	Phoenix	AZ	85027		3016	19A
Triumph Air Repair Inc.	4010 S 43rd Pl	Phoenix	AZ	85040		3010	19A
Yuma Mesa Irrigation and Drainage District.	14329 S. Fourth Avenue.	Yuma	AZ	85365		3016	19A
Barry M. Goldwater Air Force Range.		Phoenix	AZ	85309	Air Force	103c	19A
Luke-El Mirage Road Landfill.	7011 N. El Mirage Road.	Glendale	AZ	85307	Air Force	3016	19A
BLM-Peoria Auto Fluff Site.	3707 N. 7th St., P.O. Box 16563—Phoenix.	Peoria	AZ		Interior	103c	19A

FEDERAL FACILITIES DOCKET—Continued

[Docket Additions]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction code
Standford #1	NR Ave I & County Highway.	Yuma	AZ	85365	Interior	103c	19A
Standford #2	Yavapai County	Yuma	AZ	86322	Interior	103c	19A
DEA-Ashfork	12 M. SE of Ashfork	Ashfork	AZ		Justice	103a	19A
DEA-Mesa	1764 North Mesa Drive.	Mesa	AZ		Justice	103a	19A
DEA-Phoenix	10809 N. 40th Street.	Phoenix	AZ		Justice	103a	19A
DEA-Sierra Vista	1031 East Acacia	Sierra Vista	AZ		Justice	103a	19A
Action Battery Manufacturing Company.	4700–02 W Rosecrans.	Hawthorne	CA	90250		3010	19A
BLM–ORYX Energy Company—Fellows.	Band Govt Lease Kern County.	Fellows	CA	93224		3010	19A
BLM–ORYX Energy Company—McKittrick.	Cal Federal "A" Lease Kern Co..	McKittrick	CA	93251		3010	19A
Express Cleaners	1170 Arnold Dr #140.	Martinez	CA	94553		3010	19A
Garage, State of California.	570 Ellis	San Francisco	CA	94109		3010	19A
General Chemical Company.	5568 Schaefer Ave .	Chino	CA	91710		3010	19A
LAAFB-Fort MacArthur Annex.	2400 Pacific Avenue	San Pedro	CA	90731		3016	19A
Laxfuel Corporation .		Los Angeles	CA	90045		103c	19A
Lemon Grove Camera.	7848 Broadway	Lemon Grove	CA	92045		3010	19A
Lester Miller Farm	Miller Rd North of Hahn Road.	Arbuckle	CA	95912		3016	19A
Los Angeles County of, Mechanical Dept.	1100 N Eastern Ave	Los Angeles	CA	90063		3010	19A
ORYX Henry	OCSP0240 Plat. Henry Cont. Shelf.	Santa Barbara Channel.	CA	93013		3010	19A
Performance West Petroleum.	2065 Martin Ave #106.	Santa Clara	CA	95050		3010	19A
Prototype Concepts Inc.	1945 Placentia Ave	Costa Mesa	CA	92627		3010	19A
Radionics Inc	1800 Abbott	Salinas	CA	93901		3010	19A
San Gabriel Area 1 4 NPL Site.	San Gabriel Valley ..	Los Angeles	CA	90001		3010	19A
Santa Barbara County Roadyard.	4415 Cathedral — Oaksroad.	Santa Barbara	CA	93110		3010	19A
Angeles Nat'l Forest: Dillion Divide Midnight Dump.	Dillon Divide Off Little Tujunga Road.	San Fernando	CA		Agriculture	103a	19A
Port Hueneme Civil Engineering Laboratory.	Building 560	Port Hueneme	CA	93043	Corps Of Engineers, Civil.	103a	19A
Laboratory for Energy-Health Research (LEHR).	Old Davis Road	Davis	CA	95616	Energy	3016	19A
Geological Survey	345 Middlefield Road.	San Mateo	CA	94025	General Services Administration.	103c 3010	19A
FDA-Los Angeles	1521 W. Pico Blvd ..	Los Angeles	CA	90015	Health and Human Services.	3010	19A
Oakland City Housing.	1180 25th Avenue ..	Oakland	CA	94601	Housing and Urban Development.	3010	19A
BLM–A&W Smelter .		Rosamund	CA		Interior	103c	19A
BLM-Coachella Landfill.		Indio	CA		Interior	103c	19A
BLM-Raintree Pesticide Dump.	S1 R10E T12N	Georgetown	CA		Interior	103a	19A
Herlong Munitions			CA		Interior	3016	19A
Carlsbad Narcotics Task Force.	2461 Impala	Carlsbad	CA	92008	Justice	103a	19A
Alameda Annex Naval Supply Center.		Alameda	CA	94501	Navy	103c	19A
Point Mugu Naval Air Station.	Naval Air Weapons Station.	Point Mugu	CA	93042	Navy	3016	19A
Pomona Industrial Reserve Ordnance Plant.	Pomona/Mission Boulevard.	Pomona	CA	91766	Navy	103c	19A
Port Hueneme Construction Batallion Center.	Building 1360 Neesa.	Port Hueneme	CA	93043	Navy	103a	19A

FEDERAL FACILITIES DOCKET—Continued
[Docket Additions]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction code
Stanislaus Landfill ...	.....	Patterson	CA	.....	Navy	103a	19A
Rockwell International Flight OPS.	5385 W Imperial Highway.	Los Angeles	CA	90245	Transportation	3010	19A
Robert H. Freytag Property.	3102 North Overland Trail.	La Porte	CO	80535	.....	3016	19A
Bonanza Mining District.	.....	Bonanza	CO	81149	Agriculture	103c	19A
Delta Airlines-Denver.	Stapleton Airport	Denver	CO	80238	Commerce	3010 103c	19A
BR-Taylor Reservoir	.....	.....	CO	.....	Interior	103a	19A
Idaho Springs Mercury.	.....	.....	CO	.....	Interior	3016	19A
Bloomfield Naval Weapons Industrial Reserve Plant.	Old Windsor Avenue, P.O. Box 2.	Bloomfield	CT	06002	Navy	103c	19A
U.S. Government Printing Office.	N Capitol & H Sts NW.	Washington	DC	20401	.....	3010	19A
Washington Headquarters.	401 M St SW	Washington	DC	20460	EPA	3010	19A
Washington Headquarters.	600 Independence Ave SW.	Washington	DC	20546	NASA	3010	19A
Synthesis Technologies Inc.	835 Dawson Drive ..	Newark	DE	19713	.....	3010	19A
Busick Farm	State Road 360	Madison	FL	32340	.....	3016	19A
Osceola National Forest Site 2.	North of Highway 100.	Lake City	FL	32055	Agriculture	103c 3016	16
Osceola National Forest Site 3.	Cortez Road, South of Highway 90.	Lake City	FL	32055	Agriculture	3016 103c	16
Osceola National Forest Site 4.	West of Dirt Road, off Route 772.	Lake City	FL	32055	Agriculture	3016 103c	16
Osceola National Forest Site 5.	Hwy 90 to Osceola Forest Office.	Lake City	FL	32055	Agriculture	103c 3016	16
Osceola National Forest Site 6.	South of Hwy 90 on Possum Trot Road.	Lake City	FL	32055	Agriculture	3016 103c	16
Tallahassee Federal Correction Institution.	501 N.E. Capital Circle.	Tallahassee	FL	32311	Justice	103a	19A
Key West Naval Air Station—Demolition Key.	Public Works Office, Naval Air Station.	Key West	FL	33040	Navy	3005	19A
Brunswick Facility ...	Route 11	Brunswick	GA	30365	EPA	103a	19A
Atlanta Penitentiary .	615 McDonough Blvd.	Atlanta	GA	30315	Justice	3016 103c	19A
Federal Law Enforcement Training Center.	GA State Rd 303	Glynco	GA	31524	Treasury	3005 3010 3016	19A
Queen Emmalani Tower.	Queen & South Street.	Honolulu, Oahu	HI	96813	.....	103c	19A
Sandia National Laboratories-Kauai Test Facility.	U.S. Navy Pacific Missile Range.	Kekaha	HI	96796	.....	3016	19A
Kapalama Military Reservation.	Sand Island Access Road.	Oahu Island	HI	96898	Army	103c	19A
Kilauea Military Reservation.	Highway 11, 28 M Marker.	Hawaii National Park.	HI	96718	Army	103c	19A
Pohakuloa Training Area.	Saddle Road, Central Part of Island.	Pohakuloa	HI	96556	Army	103c	19A
Kahoolawe Island	.....	Maui	HI	96732	Navy	103c	19A
Pearl Harbor Naval Complex.	.....	Pearl Harbor	HI	96860	Navy	103c	19A
Kaneohe Coast Guard Omega Station.	Haiku Valley	Kaneohe	HI	96744	Transportation	103c	19A
Des Moines Bulk Mail Center.	4000 NW 109th Street.	Urbandale	IA	50395	Postal Service	3016	19A
Boise National Forest: Missouri Mine.	Idaho City Dist.	.....	ID	.....	Agriculture	3016	19A
Payette National Forest: Cinnabar Mine.	Krassel Dist	.....	ID	.....	Agriculture	3016	19A
BLM-Hoff Road Site	T2S R32E Sect 35 SW of SW.	Blackfoot	ID	83221	Interior	3010	19A
Carrico Eimer Drum Site.	Locust St and Bernard.	Washington	IN	47501	.....	3010	19A
Industrial Fuels and Asphalt.	4240 White Oak Ave.	Hammond	IN	46327	.....	3010	19A

FEDERAL FACILITIES DOCKET—Continued

[Docket Additions]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction code
Wayne/Hoosier National Forest: Branchville Site.	.....	Bedford	IN	47421	Agriculture	103c	19A
Lexington Federal Correctional Institution.	3301 Leestown Rd .	Lexington	KY	40511	Justice	3005 3010	19A
C. Ezell Property	Route 1 Box 69	Sandheimer	LA	71276	.....	3016	19A
Claiborn Range, England Air Force Base.	LA Hwy 488 13M SW of Alexandria.	Alexandria	LA	71301	Agriculture	3010	19A
Baton Rouge Depot	2695 N. Sherwood Forest Drive.	Baton Rouge	LA	70814	Defense	3016	19A
DEA-Hamilton Residence.	Lakeshore Drive	Hamilton	MA	.....	Justice	103a	19A
DEA-Video Corner Bourne National Cemetery.	68 Humphrey Street MA National Cemetery.	Swampscott Bourne	MA	02532	Veterans Administration.	3016	19A
Brockton Medical Center.	940 Belmont Street .	Brockton	MA	02401	Veterans Administration.	3016	19A
West Roxbury Medical Center.	1400 VFW Parkway	W. Roxbury	MA	02132	Veterans Administration.	3016	19A
Ace Professional Finishing Co.	1113 Old N Point Rd Bldg H.	Baltimore	MD	21222	.....	3010	19A
Bainbridge Naval Training Center.	US Highway 222	Bainbridge	MD	21904	.....	103c	19A
Fort Holabird Crime Records Center.	Corner of Oakland and Detroit Avenue.	Baltimore	MD	21222	.....	103c	19A
Kaiser Aluminum & Chemical Corporation.	2000 Halethorpe Ave.	Baltimore	MD	21227	.....	3010	19A
Glenndale Plant Germplasm Quarantine Fac.	11601 Old Pond Road.	Glenn Dale	MD	20769	Agriculture	103c	19A
Granite Control	2845 Hemwood Road.	Woodstock	MD	21163	Defense	103c	19A
NSA (FANX I, II, III)	Elkridge Landing Rd	Linthicum	MD	21090	Defense	3010	19A
NIH–NIA Gerontology Research.	4940 Eastern Avenue.	Baltimore	MD	21224	Health and Human Services.	3010 103c	19A
Bangor Maine Air National Guard-BIA.	Bangor Int'l Arprt Rt 222/Geofrey Blvd.	Bangor	ME	04401	Air Force	103c	19A
Togus Medical Center.	Route 17	Togus	ME	04330	Veterans Administration.	3016	19A
Mt. Clemens Naval Air Facility.	.....	Mt Clemens	MI	48043	Transportation	103c 3010	19A
August Bauer Farm .	Rt. 1 Box 213	Fanbault	MN	55021	.....	3016	19A
USEDA CO USACE	812 First Ave	Two Harbors	MN	55616	Army	3010	19A
Fort Snelling National Cemetery, Minneapolis.	7601 34th Avenue South.	Minneapolis	MN	55450	Veterans Administration.	3016	19A
DEA–St. Louis	120 South Central ..	St Louis	MO	63105	Justice	3010	19A
Bilbo Pennington Property.	Rt. 2	Sumner	MS	38957	.....	3016	19A
FS-Regional Field Service Facility.	14th and Catlin	Missoula	MT	59807	Agriculture	103a	19A
Kootenai National Forest: Libby Airport Wood Trea.	Libby Airport	Libby	MT	59923	Agriculture	3016	19A
Great Falls Montana Air National Guard.	International Airport	Great Falls	MT	59401	Air Force	3010	19A
Precious Metals Plating.	Star Route Box 85 ..	Bonner	MT	.....	Housing and Urban Development.	103c	19A
Grant-Kohrs Ranch .	¼ Mile North of Deer Lodge.	Deer Lodge	MT	59722	Interior	3010	19A
Lyons Station	45 Mi. So of Ennis on Hwy 287.	Ennis	MT	59749	Interior	3010	19A
Tuscon/Herbrew Academy.	NW ¼ Section 26, T 37N, R 9W.	.....	MT	.....	Interior	103c	19A
West Fork Ranger Station.	15 Miles South of Darby, Mt on.	West Fork RS	MT	59829	Interior	3010	19A
Ted Smith Property .	State Route 1903 ...	Parkton	NC	28371	.....	3016	19A
Manchester Medical Center Ash Dump.	718 Smyth Road	Manchester	NH	03104	Veterans Administration.	103c	19A
Sgt. Joyce Kilmer Army Reserve Center.	Bldg 1007 Kilmer USAR Center.	Edison	NJ	08817	Army	3010	19A

FEDERAL FACILITIES DOCKET—Continued

[Docket Additions]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction code
Princeton Plasma Physics Laboratory.	Forrestal Campus ...	Princeton	NJ	.....	Energy	103c 3010	19A
Waste Isolation Pilot Plant.	30 Miles E of Carlsbad/Jal Hwy.	Carlsbad	NM	88221	.....	3016	19A
Gila National Forest	Forest Route 701 3.5 Mi E of Hwy 180.	Alma	NM	88039	Agriculture	103c	19A
BLM-Eddy Potash ...	3071 Potash Mine Road.	Carlsbad	NM	88220	Interior	3016	19A
Assayers Laboratories.	2155 Last Chance Rd.	Elko	NV	89801	.....	3010	19A
Yucca Mountain Site Characterization Project.	FOC—Area 25	Mercury	NV	89023	.....	3016	19A
BLM-Henderson Lead Contamination Soil Site.	T215, R63E, Sec 26, 27, 34, 35.	Henderson	NV	89015	Interior	103c	19A
BLM-Sandy Valley Landfill Site.	2 Miles NE	Sandy Valley	NV	89119	Interior	103c	19A
BLM-Silverado Mill Site.	.....	.....	NV	.....	Interior	3016	19A
Alex Rogowski Property.	RFD 2 Box 334	Goshen	NY	10924	.....	3016	19A
Dresden Naval Underwater Systems Center.	Seneca Lake Field Station.	Dresden	NY	14441	.....	3010	19A
Far Rockaway Postal Service.	1836 Mott Ave	Far Rockaway	NY	11691	.....	3010	19A
General Electric-Johnson City.	600 Main St	Johnson City	NY	13790	.....	3010	19A
McLvor Alice Estate of.	823 McLvor Rd	Oaks Corners	NY	14518	.....	3010	19A
Soiltech Inc Wide Beach Site.	10848 Lake Shore Road.	Irving	NY	14081	.....	3010	19A
West Valley Demonstration Project.	Rock Springs Road	West Valley	NY	14171	.....	3005 3010 3016	19A
Womens Rights N H P.	116 to 122 Fall St ...	Seneca Falls	NY	13148	.....	3010	19A
Bronx Organizational Maintenance Shop #30 & #31.	29 West Kingsbridge Road.	Bronx	NY	10468	Air Force	3010	19A
Bronx Organizational Maintenance Shop #31.	29 W. Kingsbridge Road.	Bronx	NY	10468	Air Force	3010	19A
Brooklyn Organizational Maintenance Shop #23.	355 Marcy Avenue .	Brooklyn	NY	11206	Air Force	3010	19A
Brooklyn Organizational Maintenance Shop #24.	14 Street 8th Avenue.	Brooklyn	NY	11215	Air Force	3010	19A
Brooklyn Organizational Maintenance Shop #40.	1579 Bedford Avenue.	Brooklyn	NY	11225	Air Force	3010	19A
Carthage Organizational Maintenance Shop #14.	1 Park Drive	Carthage	NY	13619	Air Force	3010	19A
Farmingdale Organizational Maintenance Shop #43.	25 Baiting Place Road.	Farmingdale	NY	11735	Air Force	3010	19A
Peekskill Organizational Maintenance Shop #21 NYAR.	955 Washington Street.	Peekskill	NY	10566	Air Force	3010	19A
Peekskill Organizational Maintenance Shop #29.	Camp Smith	Peekskill	NY	10566	Air Force	3010	19A
Staten Island Organizational Maintenance Shop #36.	321 Manor Road	Staten Island	NY	10314	Air Force	3010	19A
Stewart Air National Guard Base.	Stewart International Airport.	Newburgh	NY	12550	Air Force	103c	19A
Syracuse Organizational Maintenance Shop #5.	1055 E. Genesee Street.	Syracuse	NY	13210	Air Force	3010	19A
Valhalla Organizational Maintenance Shop #22 HHC10.	Dana Road	Valhalla	NY	10595	Air Force	3010	19A

FEDERAL FACILITIES DOCKET—Continued
[Docket Additions]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction code
Westhampton Beach Air National Guard Facility.	Suffolk County Airport.	Westhampton Beach.	NY	11978	Air Force	3010	19A
Whitehall Organizational Maintenance Shop #15.	62 Poultney St	Whitehall	NY	12887	Air Force	3010	19A
Niagara Falls Facility	9400 Porter Road	Niagara Falls	NY		Army	103a	19A
FBP-Brooklyn	830 Third Ave Bldg 1.	Brooklyn	NY	11232	Justice	3010	19A
Binghamton Post Office.	115 Henry Street	Binghamton	NY	13902	Postal Service	3010	19A
Hicksville Post Office.	260 Engineers Drive	Hicksville	NY	11802	Postal Service	3010	19A
Aeroquip INOAC	1410 Motor Dr	Fremont	OH	43420		3010	19A
Krejci Dump Site	814 Hines Hill Rd	Boston Heights	OH	44236		3010	19A
Shenango Disposal Site, ORP.			OH		Corps of Engineers, Civil.	3016	19A
Perry Nuclear Power Plant.		Perry	OH		Energy	103a	19A
Lone Mountain Pollution Control Facility.	Junction Hwy 281 & 412.	Waynoka	OK			103a	19A
Atlas Missle Site #10		Mangum	OK	73554	Air Force	103c	19A
Atlas Missle Site #3		Snyder	OK	73566	Air Force	103c	19A
Atlas Missle Site #4		Cache	OK	73527	Air Force	103c	19A
Atlas Missle Site #5		Manitou	OK	73555	Air Force	103c	19A
Atlas Missle Site #6		Manitou	OK	73555	Air Force	103c	19A
Atlas Missle Site #8		Olustee	OK	73560	Air Force	103c	19A
Atlas Missle Site #9		Hollis	OK	73550	Air Force	103c	19A
National Institute for Petroleum & Energy Research.	220 N Virginia Ave	Bartlesville	OK	74003	Energy	3010	19A
Portland 3 Mile Canyon Site.	184 1.2 Mi W of Exit 147.	Arlington	OR	97812	Corps of Engineers, Civil.	3010	19A
Portland Moorings USAED.	8010 NW St Helens Rd.	Portland	OR	97210	Corps of Engineers, Civil.	3010	19A
BPA–Celilo Converter Station.	3920 Columbia View Dr E.	The Dalles	OR	97058	Energy	3010	19A
BPA—Oregon City	16885 Eaden Road	Oregon City	OR	97045	Energy	103a	19A
Allegheny County Department of Maintenance.	Old Freeport Rd Blawnox Gar.	Pittsburgh	PA	15238		3010	19A
Port Clinton Site	Rt 61	Port Clinton	PA	19549		3010	19A
Tennessee Gas Pipeline.	Turkey Run (Station 319).	Wyalusing	PA	18853		3010	19A
911th Tactical Airlift Group.	Greater Pittsburgh Intl Airpt.	Pittsburgh	PA	15231	Air Force	3010	19A
Pittsburgh Air National Gaurd.	Greater Pittsburgh Intnl Airpt.	Pittsburgh	PA	15231	Air Force	3010	19A
Keystone Training Area.	Greenwood Twp	Geneva	PA	16316	Army	103c	19A
Amtrak-Lancaster C&S.	55 McGovern Ave	Lancaster	PA	17602	Transportation	3010	19A
Aqueduct & Sewer Authority.	Road 3 Km 14.3 Barrio Obrero Station.	Santurce	PR	00916		103a	19A
Coventry Nike Control Area.	Off Read School House Road.	Coventry	RI	02816	Army	103c	19A
Hutto-Green Warehouse.	Pascallas St. & Valley Dr.	Blackville	SC	29817		3016	19A
Southern Architectural Woodwork.	7402 Fairfield Rd	Columbia	SC	29203		3010	19A
McEntire Air National Guard Base.	Mailstop 8	Eastover	SC	29044	Air Force	103c	19A
Hub City Inc	524 13th St West	Brookings	SD	57006		3010	19A
Fort Randall Project	Box 19	Pickstown	SD	57367	Corps of Engineers, Civil.	3010	19A
WAPA-Pierre Hydroelectric Plant.	I–90	Pierre	SD	57501	Corps of Engineers, Civil.	103a	19A
Fort Randall Project-Corps of Engineers.	Fort Randall Power Plant.	Pickstown	SD	57367	Corps of Engineers-Civil Works.	3010	19A
Pierre Hydroelectric Plant.	I–90	Pierre	SD	57501	Energy	103a	19A
McGhee Tyson Air National Guard Base.	McGhee Tyson Airport.	Knoxville	TN	37901	Air Force	103c 3010	19A

FEDERAL FACILITIES DOCKET—Continued

[Docket Additions]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction code
Ensley Engineer Yard-Corps of Engineers.	1726 Mithchell Rd ...	Memphis	TN	38109	Corps of Engineers-Civil Works.	3010	19A
Chickamauga Hydro Plant.	TN Hwy 153	Chattanooga	TN	37401	Tennessee Valley Authority.	3010	19A
Capital Wire & Cable.	910 10th St	Plano	TX	75086		3010	19A
Off-Specification Fertilizer Site.	Rural Walker County.		TX			3016	19A
Cotton Insects Research Laboratory.		Brownsville	TX	78520	Agriculture	103c	19A
Federal Grain Union Equity.	2631 Tidal Rd	Deer Park	TX	77536	Agriculture	3010	19A
Honey Bee Research Laboratory.		Weslaco	TX	78520	Agriculture	103c	19A
Atlas Missle Site #7		Odell	TX	79247	Air Force	103c	19A
Fort Worth Facility ...	10 M. SW Carswell AFB Radial 270 & 240.	Fort Worth	TX	76024	Air Force	103a	19A
Houston Army Reserve Center 02 (AMSA 4).	7077 Perimeter Park Drive.	Houston	TX	77041	Army	3010	19A
Ingleside Naval Air Station.	FM 1069 5 M S of City.	Ingleside	TX	78362	Navy	3010	19A
American Fork Canyon/Uinta National.		Pleasant Grove	UT	84601		103c	19A
Salt Lake City Medical Center.	500 Foothill Boulevard.	Salt Lake City	UT	84148	Veterans Administration.	3016	19A
Fauquier County Landfill.	Route 674	Fauquier	VA	22186		103c	19A
Goodwin Junkyard ..	Route 659 Kings Cove Road/Box 98.	Carrollton	VA	22314		103c 3010	19A
Lynn Haven Bay Site.		Lynn Haven Shores	VA	23451		103c	19A
Manchester Tank & Equipment Co.	Air Park Dr Rte 684	Petersburg	VA	23803		3010	19A
Strategic Systems Program Off.	1931 Jefferson Davis Hwy CM #3.	Arlington	VA	22202		3010	19A
Sutton Enterprises Inc.	1067 "A" Alexandria Lane.	Chesapeake	VA	23320		103c/3010	19A
Herndon Office	925 Springvale Road.	Herndon	VA	22070	Defense Mapping Agency.	103c	19A
Danville Housing Authority.	651 Cardinal Place .	Danville	VA	24541	Housing and Urban Development.	3010	19A
Danville Housing Authority.	317 Grant St	Danville	VA	24541	Housing and Urban Development.	3010	19A
Defense Communication Agency.	South Courthouse Road.	Arlington	VA	22204	Navy	103c 3010	19A
Norfolk Facility	200 Ligon Street	Norfolk	VA		Navy	103a	19A
Norfolk Naval Aviation Depot.		Norfolk	VA		Navy	103a	19A
Southeastern Public Service.		Portsmouth	VA		Navy	103a	19A
LMC Farms	Rt. #1 Box 363	Mubton	WA	98935		3016	19A
Spokane Industrial Park.		Spokane	WA	99216		103c	19A
Okanagan National Forest: Alder Crk.		Twisp	WA	98856	Agriculture	103c	19A
Okanagan National Forest: Bonaparte.		Chesaw	WA	98844	Agriculture	103c	19A
Okanagan National Forest: Eight Mile Ranch.		Winthrop	WA	98862	Agriculture	103c	19A
Okanagan National Forest: Kerr.		Conconully	WA	98819	Agriculture	103c	19A
Okanagan National Forest: Lost Lake.		Chesaw	WA	98844	Agriculture	103c	19A
Okanagan National Forest: Minnie Mine.			WA		Agriculture	3016	19A
Okanagan National Forest: Twisp.		Twisp	WA	98856	Agriculture	103c	19A
Wenatchee National Forest: Stellko.		Ardenvoir	WA	98811	Agriculture	103c	19A
Centralia Army National Guard.	309 Byrd Street	Centralia	WA	98531	Army	3010	19A
Ephrata Army National Guard.	1st & East Street Corner.	Ephrata	WA	98823	Army	3010	19A

FEDERAL FACILITIES DOCKET—Continued

[Docket Additions]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction code
Montesano Army National Guard.	298 Clemons Road .	Montesano	WA	98430	Army	3010	19A
Yakima Army National Guard.	1702 Pacific Highway.	Yakima	WA	98901	Army	3010	19A
BPA-Bake Oven Substation.	Bake Oven Road	Maupin	WA		Energy	103c	19A
BPA-Cosmopolis	Arcadia Drive	Cosmopolis	WA	98537	Energy	103a	19A
BPA-Monroe	25414 Old Pipeline Road.	Monroe	WA	98272	Energy	103a	19A
BPA-Port Angeles	1400 E Park Street .	Port Angeles	WA	98362	Energy	103a	19A
Seattle Navy Facility	Pier 90	Seattle	WA	98698	Navy	103a	19A
West Virginia Air National Guard.	Yeager Airport	Charleston	WV	25311	Transportation	103c 3010	19A
Martinsburg Hospital	Route 9	Martinsburg	WV	25401	Veterans Administration.	103c	19A
BLM-Indian Creek Drums.		Near Buffalo	WY	82834	Interior	103c	19A
BLM-N.W. Pipeline Barrel Sp.	SE ¼ NW ¼ Sec 18 T16N R92W.	Carbon	WY	82324	Interior	3010	19A

FEDERAL FACILITIES DOCKET

[Docket Deletions]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction code
Indian Point/Duncan Canal	Kupreanof Island—Indian Point.		AK		Agriculture	3016 103c	6
Fort Greely		Fort Greely	AK	98733	Army	3016 103c	6
Elson Lagoon	East of Barrow	Barrow	AK	99723	Navy	103c	2
Gustavas Airport		Gustavas	AK	99826	Transportation	3016 103c	2
FWS-Hope Wildlife Area	4 Miles North off Hwy 32	Hope	AR	71801	Interior	103c	2
BIA-River Site #2	T3S R63 Sec 3	Gila River Indian Resv.	AZ	85247	Interior	103c	2
BIA-Teecnospos Dip Vat	US Hwy 160 Board Sch	Teecnospos	AZ		Interior	103c	6
Angeles National Forest	Los Pinetos Storage Rt 1	Saugus	CA	91350	Agriculture	103c 3010	1
Cleveland National Forest	12500 Pomerado Rd	San Diego	CA	92131	Agriculture	103c 3010	1
FS-California Copper Company.	Sec 1-5,9,10,12,25 T21N R13E.	Quincy	CA		Agriculture	103c	4
National Marine Fisheries Service.	3150 Paradise Dr	Tiburon	CA		Commerce	103c	1
BLM-Horse Corrals	Hwy 395 @ Viewland, 6 Mi NW of Wendel.	Wendel	CA	96136	Interior	103c	6
BLM-Kern Valley Sanitary Landfill.	T25S, R33E, N½ SW¼ Sec 35, MDM.	Kernville	CA		Interior	103c	6
Pasadena Postal Service	600 N Lincoln Ave	Pasadena	CA	91109	Postal Service	3010	1
Maritime Administration Suisun Bay Res Flt.	Lake Herman Rd Foot/ Suisun B.	Benicia	CA	94510	Transportation	3010	6
BR-Engineering & Research Center.	Denver Federal Center, Bldg. 56.	Denver	CO	80225	Interior	3005 3010 103c	1
FWS-Bombay Hook National Wildlife Refuge.	Marshtown Road	Little Creek	DE	19977	Interior	103c	6
Gulf Breeze Environmental Research Laboratory.	Sabine Island	Gulf Breeze	FL	32561	EPA	3010 3016	1
NPS-Big Cypress National Preserve.	Star Route LL 11	Ochopee	FL	33943	Interior	3010	11
Atlantic Fleet Weapons Training Facility.	US Naval Station	FPO Miami	FL	34051	Navy	3016	6
Fort Lauderdale Naval Underwater Systems Center.	1650 Southwest 39th Street .	Fort Lauderdale	FL	33315	Navy	3010	1
W. Palm Beach Naval Underwater Systems Center.	801 Clematis Street	W. Palm Beach	FL	33402	Navy	3010	1
BLM-Feedlot Dump	T4SR3E SEC 26	Grandview	ID	83624	Interior	103c	3
Bureau of the Census	2255 Enterprise Dr	Westchester	IL	60153	Commerce	3010	1
Jeffersonville Federal Center	1201 E. 10th Street	Jeffersonville	IN	47130	Commerce	3010 3016	1
Site D11 Power Plant		Paducah	KY		Energy	103a	6
Kisatchie Work Center			LA		Agriculture	3016	4
Tom Nevers Head Naval Facility.	S E section	Nantucket	MA		Navy	103c	3
Pittsfield Post Office	212 Fenn Street	Pittsfield	MA	01201	Postal Service	3010	1
Springfield Post Office	1883 Main Street	Springfield	MA	01101	Postal Service	3010	1
Lincoln Park Post Office	1515 Fort St	Lincoln Park	MI	48146	Postal Service	3010	1
Saginaw Post Office	1233 S Washington	Saginaw	MI	48605	Postal Service	3010	1
Troy Postal Service	2844 Livernois	Troy	MI	48099	Postal Service	3010	1
Superior National Forest	Box 338	Duluth	MN	55801	Agriculture	3016	3
FS-QS Midwestern Laboratory.	4300 Goodfellow	St Louis	MO		Agriculture	3010 103c	1

FEDERAL FACILITIES DOCKET—Continued

[Docket Deletions]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction code
SEA IFA Research Laboratory.	3505 25th Avenue, P.O. Box 3209.	Gulfport	MS	39503	Agriculture	3005 3010 103c	1
NAD Burn Pit/Yard Dump	Sec 6 T6N R6W	Clay Center	NE	68933	Agriculture	103c	7
Nike Missile Battery	Cross Keys Rd	Sicklerville	NJ	08012	General Services Admin	3010	1
Fairton Federal Correctional Institution.	Fairton-Millville Rd	Fairton	NJ	08320	Justice	3010	1
Mid-State Correctional Facility.	Range Road	Wrightstown	NJ	08562	Justice	3010	1
New York International & Bulk Mail Center.	80 County Road	Jersey City	NJ	07307	Postal Service	3010	1
Bronx Naval & Marine Corps Reserve Center.	Fort Schuyler	Bronx	NY	10465	Army	3010	1
Bullville Army Reserve Center.	Route 17K	Bullville	NY	10915	Army	3010	10
Ronkonkoma Army Aviation Support Facility.	Hangar A. MacArthur Airport	Ronkonkoma	NY	11779	Army	3010	1
Freeport Naval Reserve Center.	112 Hanse Ave	Freeport	NY	11520	Navy	3010	1
Syracuse Naval Reserve Center.	5803 East Molloy Rd	Mattydale	NY	13211	Navy	3010	1
Plant #36	Shepard Lane	Evendale	OH	45241	Air Force	103c	3
Isabela Naval Communication Station.	PR-2 KM 116.2	Isabela	PR	00662	Navy	3010	1
Providence Medical Center	Chalkstone Avenue	Providence	RI	02908	Veterans Administration	3010	1
NPS-Tour Boat Facility	Concord St at end of Calhoun St.	Charleston	SC		Interior	103c	6
BIA-Pine Ridge Reservation	#118,119,59. Sec 12 T35N R45W.	Pine Ridge	SD	57770	Interior	3010	2
Concord Substation	Davidson Road	Chattanooga	TN	37402	Tennessee Valley Authority	103a	1
Fort Payne 46KV Substation	Godfrey Avenue	Fort Payne	TN		Tennessee Valley Authority	103a	1
Unidentified Site	US Forest Service Property	Huntsville	TX		Agriculture	103c	4
NOAA-Manchester Field Station.	7305 Beach St Drive East	Port Orchard	WA		Commerce	103c	4
Jackson Park Housing	Naval Hospital Bremerton	Bremerton	WA	98314	Navy	3016	6
North Bend Undersea Warfare Engineering Station.	T23N R9E S28 NE¼	North Bend	WA	98045	Navy	3010	2
Rawley Coast Guard Housing	Rte 3 Hwy 0	Two Rivers	WI	54241	Transportation	3010	4
BLM-Wyoming State Office	2515 Warren Ave	Cheyenne	WY	82003	Interior	3010	4

FEDERAL FACILITIES DOCKET

[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
C Cape Lisburne Air Force Station.	11 ACW/CC	Elmendorf AFB	AK	99506	Air Force	3010 103c 3016	20A
O Cape Lisburne Air Force Station.	11 TCW/CC	Elmendorf AFB	AK	99506	Air Force	3010 103c 3016	
C Dewline Site Collinson.	290 miles SE of Barrow.	Barrow	AK	99723	Air Force	103c	22
O BLM-Collinson Point Dewline Site.	290 miles SE of Barrow.	Barrow	AK	99723	interior	103c	
C Dewline Site LIZ-2	Kasegalik Lagoon-Chukchi Sea.	Point Lay	AK	99766	Air Force	3010 103c 3016	23
O Dewline Site LIZ-2	Kasegalik Lagoon-Chukchi Sea.	Point Lay	AK	99766	Air Force	3010 103c	
C Dewline Site LIZ-3	Kuk River & Chukchi Sea.	Wainwright	AK	99782	Air Force	3010 103c 3016	20A, 23
O Dewline Site L1Z-3	Kuk River & Chukchi Sea.	Wainwright	AK	99782	Air Force	3010 103c	
C Gold King Creek RRS.	T8S R2W Sec 22, 27	Valdez	AK	99686	Air Force	103c 3010 3016	23
O Gold King Creek RRS.	T8S R2W Sec 22, 27	Valdez	AK	99686	Air Force	103c	
C Kotzebue White Alice Site.	11 ACW/CC	Elmendorf AFB	AK	99506	Air Force	103c 3016 3010	20A
O Kotzebue White Alice Site.	NW Corner of Baldwin Peninsula.	Kotzebue	AK	99752	Air Force	103c 3016 3010	
C Tatalina Air Force Station.	11 TCW/CC	Elmendorf AFB	AK	99506	Air Force	3010 103c 3016	23
O Tatalina Air Force Station.	11 TCW/CC	Elmendorf AFB	AK	99506	Air Force	3010 103c	
C Fort Greely	Fort Greely Airport	Delta Junction	AK	99737	Corps of Engineers, Civil.	103c 3016	20A
O Big Delta	Fort Greely Airport	Delta Junction	AK	99737	Corps of Engineers, Civil.	103c 3016	

FEDERAL FACILITIES DOCKET—Continued

[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
C BLM–Chandalar Dump.	T16S, R11E, Sec 9 ...	Umiat Meridian	AK	99723	Interior	103c	20A
O BLM–Chandalar Dump.	T16S, R11E, Sec 9 ...	Umiat Meridian	AK		Interior	103c	
C BLM–Fort Egbert Dump.	T1S, R33E, Sec 31 ...	Eagle	AK	99738	Interior	103c	20A
O BLM–Fort Egbert Dump.	T1S, R32E, Sec 31 ...	Fairbanks Meridian	AK		Interior	103c	
C BLM–Puntilla Air Navigation Site.	Puntilla Lake	Puntilla Lake	AK	99999	Interior	3016 103c	20A
O BLM–Duntilla Air Navigation Site.	Duntilla Lake	Duntilla Lake	AK	99999	Interior	3016 103c	
C FWS–Swanson River Oil.	Ski Hill Road	Soldotna	AK	99669–2139	Interior	3016 103c	20A
O FWS–Kenai National Wildlife Refuge.	Ski Hill Road	Soldotna	AK	99669–2139	Interior	3016 103c	
C NPS–Bering Land Bridge National Preserve.	P.O. Box 220	Nome	AK	99762	Interior	103c	20A
O NPS–Bering Land Bridge National Preserve.	Box 220	Nome	AK	99762	Interior	103c	
C Adak Naval Air Station.	51–54N, 176–45W	Adak Island	AK	99599	Navy	3005 3010 3016 103c 103a.	23
O Adak Naval Air Station.	51–54N, 176–45W	Adak Island	AK	99599	Navy	3005 3010 3016 103c	
C FAA–Air Route Traffic Center.	5400 Davis Highway	Anchorage	AK		Transportation	103c 3010	23
O FAA–Air Route Traffic Center.	5400 Davis Highway	Anchorage	AK		Transportation	103c	
C FAA-Middleton Island.	Middleton Island-NOR		AK		Transportation	3016 103c	20A
O Middleton Island	Middleton Island-NOR		AK		Transportation	3016 103c	
C FAA-Northway Staging Field.	Northway Village	Northway Village	AK	99764	Transportation	3016 103c 3010	23
O FAA-Northway Staging Field.	Northway Village	Northway Village	AK	99764	Transportation	3016 103c	
C Maxwell Air Force Base.	3800 Air Base Group Dee.	Maxwell AFB	AL	36112	Air Force	3010 103c 3016	23
O Maxwell Air Force Base.	3800 Air Base Group Dee.	Maxwell AFB	AL	36112	Air Force	3010 103c	
C Redstone Arsenal Missile Command.	CMDR USAMICOM DRSMI–K.	Huntsville	AL	35898	Army	3005 3010 3016 103c 103a.	20A
O Redstone Arsenal Missile Command.	CMDR USAMICOM DRSMI–K.	Huntsville	AL	35898	Army	3005 3010 3016 103c 103a.	
C National Air Radiation Environment Laboratory.	1504 Avenue A	Montgomery	AL	36115–2601	EPA	103c	20A
O ORP, EERF	1890 Federal Drive	Montgomery	AL	36109	EPA	103c	
C Wheeler Hydropower Plant.	Rt 2	Town Creek	AL	35672	Tennessee Valley Authority.	3010 103a	23
O Wheeler Hydropower Plant.	Rt 2	Town Creek	AL	35672	Tennessee Valley Authority.	3010	
C Williams Air Force Base.	82 ABG/DE	Williams Air Force Base.	AZ	85240	Air Force	3005 3010 3016 103c 103a.	23
O Williams Air Force Base.	82 ABG/DE	Williams Air Force Base.	AZ	85240	Air Force	3005 3010 3016 103c	
C Plant #42 (Rockwell International).	2501 E Ave. P	Palmdale	CA	93550–0678	Air Force	3005 3010 3016 103c	20A
O Plant #42 (Rockwell International).	20th St. & E Ave. O&M.	Palmdale	CA	93550–0678	Air Force	3005 3010 3016 103c	
C Riverbank Army Ammunition Depot.	5300 Claus Rd	Riverbank	CA	95367–0678	Army	3005 3010 3016 103 103a.	23c
O Riverbank Army Ammunition Depot.	5300 Claus Rd	Riverbank	CA	95367–0678	Army	3005 3010 3016 103c	
C Lawrence Livermore National Laboratory.	7000 East Ave	Livermore	CA	94550	Energy	3005 3010 3016 103c 103a.	23
O Lawrence Livermore National Laboratory.	7000 East Ave	Livermore	CA	94550	Energy	3005 3010 3016 103c	
C BLM-Adin Transfer Station.	1 mi SE of Adin; T.39N, R9E, Sec 27.	Adin	CA		Interior	103c 3016	23
O BLM-Adin Transfer Station.	1 mi SE of Adin; T.39N, R9E, Sec 27.	Adin	CA		Interior	103c	
C BLM-Aurora Canyon Millsite.	Nearest City Bridgeport.	Bridgeport	CA	93517	Interior	103c	23
O BLM-Aurora Canyon Millsite.	Nearest City Bridgeport.	Bridgeport	CA		Interior	103c	

FEDERAL FACILITIES DOCKET—Continued

[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
C BLM-Blackrock Mine.	T3S, R31E, Sec 13 & 14 MDM.	Bishop	CA	93514	Interior	103c 3016	23,20A
O BLM-Blackrock Mine.	Nearest City Bishop	Bishop	CA		Interior	103c	
C BLM-Bodie Mine	T4N, R21E, Sec 9&8 MDM.	Bridgeport	CA	93517	Interior	103c 3016	23,20A
O BLM-Bodie Mine	Nearest City Bridgeport.	Bridgeport	CA		Interior	103c	
C BLM-Duck Flat	T36NR19E Sec7NWSE.		CA		Interior	103c 3016	23
O BLM-Duck Flat	T36NR19E Sec7NWSE.		CA		Interior	103c	
C BLM-Kern Valley Landfill.	T25S, R33E, Sec 35, N½SW¼MDM.	Kern County	CA		Interior	103c 3016	23,20A
O BLM-Kern Valley Landfill.		Kern County	CA		Interior	103c	
C BLM-Rinconda Mine	S½, Sec 21, T30S, R14E, Mt Diablo.	San Luis Obispo County.	CA		Interior	103c 3016	23
O BLM-Rinconda Mine.	S½, Sec 21, T30S, R14E, Mt Diablo.	San Luis Obispo County.	CA		Interior	103c	
C BLM-Salambo Mine	T25, R15E, Sec 32, NE¼, MDM.	Coulterville	CA	95311	Interior	103c 3016	23,20A
O BLM-Salambo Mine	Nearest City Coulterville.	Coulterville	CA		Interior	103c	
C BLM-Susanville Horse Corrals Site.	T29NR15ESec9 6 mi NW of Susanville.	Susanville	CA	96130	Interior	103c 3016	23,20A
O BLM-Susanville Site	T29NR15ESec9 6 mi NW of Susanville.	Susanville	CA	96130	Interior	103c	
C BLM-Swansea Site	T 16S,R. 37E., Sec 24, SE SW, Mt Diablo M.	Keeler	CA		Interior	103c 3016	23
O BLM-Swansea Site	T 16S,R.37E., Sec 24, SE SW, Mt Diablo M.	Keeler	CA		Interior	103c	
C Alameda Naval Air Station.	W End City of Alameda.	Alameda	CA	93550	Navy	3005 3010 3016 103c 103a.	23
O Alameda Naval Air Station.	W End City of Alameda.	Alameda	CA	93550	Navy	3005 3010 3016 103c	
C El Toro Marine Corps Air Station.	EEPB FAC Mgmt Dept.	Santa Ana	CA	92709	Navy	3005 3010 3016 103c 103a.	23
O El Toro Marine Corps Air Station.	EEPB FAC Mgmt Dept.	Santa Ana	CA	92709	Navy	3005 3010 3016 103c	
C Long Beach Naval Shipyard.	Terminal Island Naval Complex.	Long Beach	CA	90822	Navy	3005 3010 3016 103c 103a.	23
O Long Beach Naval Shipyard.	Terminal Island Naval Complex.	Long Beach	CA	90822	Navy	3005 3010 3016 103c	
C Monterey Naval Postgraduate School.	Del Monte Ave	Monterey	CA	93943	Navy	3010 3016	23
O Monterey Naval Postgraduate School.	Del Monte Ave	Monterey	CA	93943	Navy	3010	
C North Island Naval Air Station-Sere Camp/Warnes.	P.O. Box 14	San Diego	CA		Navy	103c 3016	23
O North Island Naval Air Station-Sere Camp/Warnes.	P.O. Box 14	San Diego	CA		Navy	103c	
C San Diego Naval Submarine Base.	140 Sylvester Rd, Naval Station Building 545.	San Diego	CA	92106	Navy	3010 3016 103c 103a	23
O San Diego Naval Submarine Base.	140 Sylvester Rd, Naval Station Building 545.	San Diego	CA	92106	Navy	3010 3016 103c	
C San Francisco Postal Service Vehicle Maintenance.	1300 Evans Ave	San Francisco	CA	94188–9721	Postal Service	103c 3010	20A
O San Francisco Postal Service Vehicle Maintenance.	1300 Evans Ave	San Francisco	CA		Postal Service	103c 3010	
C Rocky Mountain Arsenal.	Immed. N. Stapleton Intl Arpt.	Commerce City	CO	80022	Army	3005 3010 3016 103c 103a.	23
O Rocky Mountain Arsenal.	Immed. N. Stapleton Intl Arpt.	Commerce City	CO	80022	Army	3005 3010 3016 103c.	
C Knolls Atomic Power Laboratory-Windsor Site.	Prospect Hill Road	Windsor	CT	06095	Energy	3005 3010 3016 103c 103a.	23
O Knolls Atomic Power Laboratory-Windsor Site.	Prospect Hill Road	Windsor	CT	06095	Energy	3005 3010 3016 103c.	

FEDERAL FACILITIES DOCKET—Continued

[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
C East Lyme Naval Underwater Systems Center.	Dodge Pond Field Station.	East Lyme	CT	06357	Navy	3010 3016	23
O East Lyme Naval Underwater Systems Center.	Dodge Pond Field Station.	East Lyme	CT	06357	Navy	3010	
C National Arboretum	3501 New York Avenue NE.	Washington	DC	20002	Agriculture	103c 3016	23
O National Arboretum	3501 New York Avenue NE.	Washington	DC	20002	Agriculture	103c	
C Walter Reed Army Medical Center.	6825 16th Street, NW	Washington	DC	20307–5001	Army	3016 103c 103a	23, 20A
O Walter Reed Army Medical Center.	16th Street, NW	Washington	DC	20307–5001	Army	3016	
C U.S. Soldiers and Airmens Home.	Michigan Ave. N.E.	Washington	DC	20317	Defense	3010 3016 103c	23, 20A
O Soldiers and Airmens Home.	Michigan Ave. N.E.	Washington	DC	20317	Defense	3010 3016	
C Customs Field Office.	1200 Pennsylvania Avenue.	Washington	DC	20004	General Services Admin.	3010 103c	23
O Customs Field Office.	1200 Pennsylvania Avenue.	Washington	DC	20004	General Services Admin.	3010	
C Washington Office	2nd and M Street, SE	Washington	DC	20407	General Services Admin.	3010 103c	23, 20A
O Washington	2nd and M Street, SW	Washington	DC	20407	General Services Admin.	3010	
C Anacostia Naval Station.	South Capital St/Anacostia Dr.	Washington	DC	20374	Navy	3010 103c 3016	23
O Anacostia Naval Station.	South Capital St/Anacostia Dr.	Washington	DC	20374	Navy	3010	
C Washington Naval Security Station.	3801 Nebraska Ave NW.	Washington	DC	20390	Navy	3010 103c	23
O Washington Naval Security Station.	3801 Nebraska Ave NW.	Washington	DC	20390	Navy	3010	
C Lewes Naval Facility.	Dept of the Navy	Lewes	DE	19958	Navy	3010 103c	23
O Lewes Naval Facility.	Dept of the Navy	Lewes	DE	19958	Navy	3010	
C Osceola National Forest: Site 1.	Highway 100	Lake City	FL	32055	Agriculture	3016 103c	23, 20A
O Osceola National Forest.	National Forests of Florida.	Unincorporated Lake City.	FL	32055	Agriculture	3016	
C Cape Canaveral Air Force Base.	6550 ABG/DEEV	Patrick AFB	FL	32925	Air Force	3005 3010 3016 103c 103a.	23
O Cape Canaveral Air Force Base.	6550 ABG/DEEV	Patrick AFB	FL	32925	Air Force	3005 3010 3016 103c.	
C Palatka Army Maintenance Support Activity–55M.	4300 St Johns Ave	Palatka	FL	32077	Army	3010 3005	23
O Palatka Army Maintenance Support Activity–55M.	4300 St Johns Ave	Palatka	FL	32077	Army	3010	
C Jacksonville Naval Supply Center.	P.O. Box 26938	Jacksonville	FL	32226–6938	Navy	103c 3005	20A
O Jacksonville Navy Fuel Depot.	Somers Road	Jacksonville	FL	32208	Navy	103c 3005	
C NTTC Corry Station		Pensacola	FL		Navy	103c 103a	23
O NTTC Corry Station		Pensacola	FL		Navy	103c	
C Panama City Coastal Systems Station.	Hwy 98 Code 6310MC.	Panama City	FL	32407	Navy	3005 3010 3016	20A
O Panama City Navy Coastal Systems Center.	Hwy 98 Code 6310MC.	Panama City	FL	32407	Navy	3005 3010 3016	
C Saufley Field NAS			FL		Navy	103c 3010	20A
O Saufley Field NETPSA.			FL		Navy	103c 3010	
C Augusta Army Maintenance Support Activity–54G.	3311 Wrightsboro Rd	Augusta	GA	30904	Army	3010 3005	23
O Augusta Army Maintenance Support Activity–54G.	3311 Wrightsboro Rd	Augusta	GA	30904	Army	3010	
C Fort Gordon and National Signal Center.	ATZHFE EC	Fort Gordon	GA	30905	Army	3005 3010 3016 103c 103a.	23
O Fort Gordon and National Signal Center.	ATZHFE EC	Fort Gordon	GA	30905	Army	3005 3010 3016 103c	

FEDERAL FACILITIES DOCKET—Continued

[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
C Guam Naval Supply Depot.	Sumay Drive Supply Depot.	Naval Station	GU	96630	Navy	3010 3016	23
O Guam Naval Supply Depot.	Sumay Drive Supply Depot.	Naval Station	GU	96630	Navy	3010	
C Kaala Air Force Station.	Taxiway 5 & Kamakahi St.	Honolulu	HI	98653	Air Force	103c 3016	20A
O Kaala Air Force Station.	Taxiway 5 & Kamakahi St.	Honolulu	HI		Air Force	103c 3016	
C Johnston Atoll National Wildlife Refuge.	P.O. Box 50167	Honolulu	HI	96850	Army	3010 3016	21
O Johnston Atoll National Wildlife Refuge.	P.O. Box 50167	Honolulu	HI	96850	Air Force	3010 3016	
C Lualualei Naval Magazine.	Naval Magazine Demilitarization Furnace.	Westloch	HI	96860	Navy	3005 3010 3016 103c 103a.	23
O Lualualei Naval Magazine.	Naval Magazine Demilitarization Furnace.	Westloch	HI	96860	Navy	3005 3010 3016 103c	
C Pearl Harbor Naval Shipyard.		Pearl Harbor	HI	96860	Navy	3005 3010 3016 103c 103a.	23
O Pearl Harbor Naval Shipyard.		Pearl Harbor	HI	96860	Navy	3005 3010 3016 103c	
C Pearl Harbor Navy Public Works Center.	Naval Station Area	Pearl Harbor	HI	96860	Navy	3005 3010 3016 103c 103a.	23
O Pearl Harbor Navy Public Works Center.	Naval Station Area	Pearl Harbor	HI	96860	Navy	3005 3010 3016 103c	
C FWS-Howland Island National Wildlife Refuge.	Lat 1 N, Long 170 W	1 N, 170 W	HQ		Interior	3016 103c	23
O FWS-Howland Island National Wildlife Refuge.	Lat 1 N, Long 170 W	1 N, 170 W	HQ		Interior	3016	
C Iowa Army Ammunition Plant.	Hwy 79 off Middletown Road.	Middletown	IA	52638	Army	3005 3010 3016 103c 103a.	23
O Iowa Army Ammunition Plant.	Hwy 79 off Middletown Road.	Middletown	IA	52638	Army	3005 3010 3016 103c	
C BLM-Browns Gulch	T6S R7E Sec 10 W½	Bruneau	ID		Interior	103c	20A
O BLM-Browns Gulch	T6S R7E Sec 10 W½		ID		Interior	103c	
C BLM-Castleford Butte.	T10S R12E Sec 23	Castleford	ID		Interior	103c	20A
O BLM-Castleford Butte.	T10S R12E Sec 23		ID		Interior	103c	
C BLM-Montview	T8N R34E Sec 22 NWNW E of city.	Montview	ID		Interior	103c	20A
O BLM-Montview	T8N R34E Sec 22 NWNW.		ID		Interior	103c	
C BLM-Warrior Road	T35N R1W Sec 11 Nearest City Kona.	Kona	ID		Interior	103c	20A
O BLM-Warrior Road	T3S R1W Sec 11		ID		Interior	103c	
C Lawrenceville COE-Chicago District.	P.O. Box 195, Route 4.	Lawrenceville	IL	62439	Army	3010	20A
O Lawrenceville COE-Chicago District.	Rte 4 P O Box 195	Lawrenceville	IL	62439	Army	3010	
C Hanscom Air Force Base.	3245 ABG/DEEV	Bedford	MA	01731	Air Force	3005 3010 3016 103c 103a.	23
O Hanscom Air Force Base.	3245 ABG/DEEV	Bedford	MA	01731	Air Force	3005 3010 3016 103c	
C Chelsea Postal Service Incoming Mail Center.	307 Becham St	Chelsea	MA	02150	Postal Service	103c	20A
O Chelsea Postal Service Incoming Mail Center.	307 Becham St	Chelsea	MA		Postal Service	103c	
C Lowell Postal Service.	Post Office Square	Lowell	MA	01853	Postal Service	103c 3010	23, 20A
O Lowell Postal Service.	Post Office Square	Lowell	MA		Postal Service	103c	
C Martin's Airport Air National Guard.	Eastern Ave and Wilson Point Rd.	Baltimore	MD	21220–2788	Air Force	103c 3016	20A
O Martin's Airport Air National Guard.	Eastern Ave and Wilson Point Rd.	Baltimore	MD		Air Force	103c 3016	
C Aberdeen Proving Ground.	Attn STEAP-FE-M	Aberdeen	MD	21005	Army	3005 3010 3016 103c 103a.	23
O Aberdeen Proving Ground.	Attn STEAP-FE-M	Aberdeen	MD	21005	Army	3005 3010 3016 103c	
C Adelphi Laboratory Center.	2800 Powder Mill Rd	Adelphi	MD	20783	Army	3005 3010 3016 103c	20A
O Harry Diamond Laboratories-Adelphi.	2800 Powder Mill Rd	Adelphi	MD	20783	Army	3005 3010 3016 103c	

FEDERAL FACILITIES DOCKET—Continued
[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
C Blossom Point Field Test Facility.	Blossom Point Rd	La Plata	MD	20646	Army	3016 103c	23, 20A
O Harry Diamond Laboratories-Blossom Point Facility.	Blossom Point Rd	La Plata	MD		Army	3016	
C National Institute of Standards and Technology.	Quince Orchard Rd	Gaithersburg	MD	20760	Commerce	3005 3010 103c	20A
O National Bureau of Standards.	Quince Orchard Rd	Gaithersburg	MD	20760	Commerce	3005 3010 103c	
C Oxford National Marine Fisheries Service.	US Dept of Marine Fisheries, Oxford Laboratory.	Oxford	MD		Commerce	103c	23
O Oxford National Marine Fisheries Service.	US Dept of Marine Fisheries, Oxford Laboratory.	Oxford	MD		Commerce		
C Defense National Stockpile Center.	710 Ordnance Rd	Baltimore	MD	21226	Defense Logistics Agency.	3005 3010 3016 103c	23, 22
O Curtis Bay Depot	710 Ordnance Road	Baltimore	MD	21226	General Services Admin.	3005 3010 3016	
C NCI-Frederick Cancer Research.	Fort Detrick	Frederick	MD	21701	Health and Human Services.	3010 3016 103c	23
O NCI-Frederick Cancer Research.	Fort Detrick	Frederick	MD	21701	Health and Human Services.	3010 3016	
C NIH-Bethesda	9000 Rockville Pike	Bethesda	MD	20892	Health and Human Services.	3005 3010 3016 103c 103a.	23
O NIH-Bethesda	9000 Rockville Pike	Bethesda	MD	20692	Health and Human Services.	3005 3010 3016 103c	
C FWS-Patuxent Wildlife Research Center.	Rt. 197 at Powdermill Road.	Laurel	MD	20708	Interior	3016 103c	21
O FWS-Patuxent Wildlife Research Center.	Rt. 197 at Powdermill Road.	Laurel	MD	20708	Interior	3016	
C Patuxent Wildlife Research Center.	Rt. 197 and Powdermill Road.	Laurel	MD	20708	Interior	103c 3010	21, 23
O Patuxent Wildlife Research Center.	Rt. 197 and Powdermill Road.	Laurel	MD	20708	Agriculture	103c, 3010	
C Goddard Space Flight Center.	Greenbelt Road	Greenbelt	MD	20771	NASA	3010 103c	23
O Goddard Space Flight Center.	Greenbelt Road	Greenbelt	MD	20771	NASA	3010	
C Indian Head Division, Naval Surface Warfare Center.	Rte 210 Maryland	Indian Head	MD	20640	Navy	3005 3010 3016 103c 103a.	20A
O Indian Head Naval Ordnance Station.	Rte 210 Maryland	Indian Head	MD	20640	Navy	3005 3010 3016 103c 103a.	
C National Naval Medical Center.	8901 Wisconsin Ave	Bethesda	MD	20814	Navy	3005 3010 3016 103c	23
O National Naval Medical Center.	8901 Wisconsin Ave	Bethesda	MD	20814	Navy	3005 3010 3016	
C Saint Inigoes Naval Electronic System Eng Activity.	St. Inigoes	Saint Inigoes	MD	20684	Navy	3010 103c	23
O Saint Inigoes Naval Electronic System Eng Activity.	St. Inigoes	Saint Inigoes	MD	20684	Navy	3010	
C Washington Naval Communication Unit.	Dangerfield & Commo Rd.	Clinton	MD	20735	Navy	3010 103c	23
O Washington Naval Communication Unit.	Dangerfield & Commo Rd.	Clinton	MD	20735	Navy	3010	
C White Oak Naval Surface Warfare Center.	10901 New Hampshire Ave.	Silver Spring	MD	20903	Navy	3005 3010 3016 103c 103a.	23
O White Oak Naval Surface Warfare Center.	10901 New Hamsphire Ave.	Silver Spring	MD	20903	Navy	3005 3010 3016 103c	
C Loring Air Force Base.	42CSG/CC	Limestone	ME	04751	Air Force	3005 3010 3016 103c 103a.	23
O Loring Air Force Base.	42CSG/CC	Limestone	ME	04751	Air Force	3005 3010 3016 103c	
C Portsmouth Naval Shipyard.	Seavy Island	Kittery	ME	03904	Navy	3005 3010 3016 103c 103a.	23
O Portsmouth Naval Shipyard.	Seavy Island	Kittery	ME	03904	Navy	3005 3010 3016 103c	
C Wurtsmith Air Force Base.	379 Combat Support Group/CC.	Oscoda	MI	48753	Air Force	3005 3010 3016 103c 103a.	23
O Wurtsmith Air Force Base.	379 Combat Support Group/CC.	Oscoda	MI	48753	Air Force	3005 3010 3016 103c	
C Camp Grayling	I-75	Grayling	MI	49738	Army	103c	20A

FEDERAL FACILITIES DOCKET—Continued

[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
O Camp Grayling	I–75	Grayling	MI		Army	103c	
C Pontiac Storage Facility.	871 South Boulevard	Pontiac	MI	48503	Army	103c	20A
O Pontiac Storage Facility.	Address unreported	Pontiac	MI		Army	103c	
C Chippewa National Forest.	Rural Rt 3, Box 244	Cass Lake	MN	56633	Agriculture	3016 3010	23
O Chippewa National Forest.	Rural Rt 3, Box 244	Cass Lake	MN	56633	Agriculture	3016	
C Atkins Farm	1.5 Mi W on Hwy 16 Then S ¾ mi.	Canton	MO	63435	Agriculture	103c	23
O Atkins Farm	1.5 Mi W on Hwy 16 Then S ¾ mi.	Canton	MO		Agriculture	103c	
C Mark Twain National Forest.	401 Fairgrounds Road	Rolla	MO	65401	Agriculture	103c 3010	23
O Mark Twain National Forest.	401 Fairgrounds Road	Rolla	MO	65401	Agriculture	103c	
C MO Aviation Classification & Repair Activity Depot.	2501 Lester Jones Ave.	Springfield	MO	65803	Army	103c 3010	20A, 23
O MO-AVCRAD	2501 Lester Jones Ave.	Springfield	MO		Army	103c	
C Weldon Springs Ordnance Works (former).	Hwy 94 South	St. Charles	MO	63301	Army	3016 103c	20A
O Weldon Springs Training Area, Ft. Leonardwood.	Hwy 94 South	St. Charles	MO	63301	Army	3016 103c	
C Weldon Springs Ordnance Works (former).	St Hwy 94 2 Mi S of US 40.	St. Charles	MO	63301	Energy	3010 3016 103c	20A
O Weldon Springs Quarry/Pint/Pits.	St Hwy 94 2 Mi S of US 40.	St. Charles	MO	63301	Energy	3010 3016 103c	
C DeSoto National Forest Access Roads.	100 W. Capitol St., Suite 1141.	Jackson	MS	39269	Agriculture	103c 3016	23
O DeSoto National Forest Access Roads.	100 W. Capitol St., Suite 1141.	Jackson	MS	39269	Agriculture	103c	
C Fort Keogh Livestock and Range Research Laboratory.	Route 1, Box 2021	Miles City	MT	59301	Agriculture	3016,103c	23
O Fort Keogh Livestock and Range Research Laboratory.	Route 1, Box 2021	Miles City	MT	59301	Agriculture	3016	
C Glasgow Air Force Base.	19 Miles N.W. of Glasgow.	Glasgow	MT		Air Force	103c	20A
O Glasgow Air Force Base.			MT		Air Force	103c	
C BLM-Illegal Airstrip John Greytak.	Section 6 T11N R27E	Flatwillow	MT		Interior	103c	20A
O BLM-Illegal Airstrip John Greytak.	T11NR27ESec6		MT		Interior	103c	
C BR-Hungry Horse Dam.	Edge of Hungry Horse	Hungry Horse	MT	59919	Interior	3010 103c	23
O BR-Hungry Horse Dam.	Edge of Hungry Horse	Hungry Horse	MT	59919	Interior	3010	
C Nantahala National Forest-Graham County Landfill.	North of Snowbird Mountain.	Robbinsville	NC		Agriculture	3016 103c	20A, 23
O Nantahala National Forest.	Post & Otis Streets P.O. Box 2750.	Asheville	NC	28802	Agriculture	3016	
C Nantahala National Forest-Swain County Landfill.	SR 1311	Bryson City	NC	28713	Agriculture	103c	20A
O Nantahala National Forest Landfill.	Post & Otis Streets, Box 2750.	Asheville	NC	28802	Agriculture	103c	
C Technology Center	HWY 54 & Alexander Drive.	Research Triangle Park.	NC	27711	EPA	3005 3010 3016	23
O Technology Center	HWY 54 & Alexander Drive.	Research Triangle Park.	NC	27711	EPA	3005 3010	
C Holloman Air Force Base.	833 CSG/DE	Holloman AFB	NM	88330	Air Force	3005 3010 3016 103c 103a.	23
O Holloman Air Force Base.	833 CSG/DE	Holloman AFB	NM	88330	Air Force	3005 3010 3016 103c	
C Ross Aviation, Inc	Hangar 481	Kirtland AFB	NM	87117	Energy	103c 3016	23
O Ross Aviation, Inc	Hangar 481	Kirtland AFB	NM	87117	Energy	103c	
C BLM–AMAX Chemical.	Eddy County	Artesia	NM	88201	Interior	103c 3016	23
O BLM–AMAX Chemical.	Eddy County	Artesia	NM	88201	Interior	103c	

FEDERAL FACILITIES DOCKET—Continued

[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
C BLM-Blanco Landfill	T29NR10WSec13	Blanco	NM	87412	Interior	103c 3016	23
O BLM-Blanco Landfill	T29NR10WSec13	Blanco	NM	87412	Interior	103c	
C BLM-Blue Canyon Allotment.	T20SR5WSec8	Hatch	NM	87937	Interior	103c 3016	23
O BLM-Blue Canyon Allotment.	T20SR5WSec8	Hatch	NM	87937	Interior	103c	
C BLM-Carlsbad Landfill.	T21SR27E Sec27NMPH.	Carlsbad	NM		Interior	103c 3016	23
O BLM-Carlsbad Landfill.	T21SR27E Sec27NMPH.	Carlsbad	NM		Interior	103c	
C BLM-Chaparral Landfill.	T26SR5ESec14	Chaparral	NM		Interior	103c 3016	23
O BLM-Chaparral Landfill.	T26SR5ESec14	Chaparral	NM		Interior	103c	
C BLM-Duval Company.	20 Miles East of Carlsbad.	Carlsbad	NM	88220	Interior	103c 3016	23
O BLM-Duval Company.	20 Miles East of Carlsbad.	Carlsbad	NM	88220	Interior	103c	
C BLM-Hatch Landfill	T14SR3WSec4LOT1	Hatch	NM	87937	Interior	103c 3016	23
O BLM-Hatch Landfill	T14SR3WSec4LOT1	Hatch	NM	87937	Interior	103c	
C BLM-Hill Landfill	T22SR1E Secs3&4NMPH.	Hill	NM		Interior	103c 3016	23
O BLM-Hill Landfill	T22SR1E Secs3&4NMPH.	Hill	NM		Interior	103c	
C BLM-Hyde Mine	35/32/46 & 108/41/26	Gallup	NM	87301	Interior	103c 3016	23
O BLM Hyde Mine	35/32/46 & 108/41/26	Gallup	NM	87301	Interior	103c.	
C BLM-I&W Oil Service Roswell.	T20SR31ESec17, 18	Loving	NM	87415	Interior	103c 3016	23
O BLM-I&W Oil Service Roswell.	T20SR31ESec17, 18	Loving	NM	87415	Interior	103c.	
C BLM-International Mineral and Chemical.	P.O. Box 71	Carlsbad	NM	88220	Interior	103c 3016	23
O BLM-International Mineral and Chemical.	P.O. Box 71	Carlsbad	NM	88220	Interior	103c.	
C BLM-La Mesa	T25 SR 2E Sec34	La Mesa	NM	88044	Interior	103c 3016	23
O BLM-La Mesa	T25 SR 2E Sec34	La Mesa	NM	88044	Interior	103c.	
C BLM-Lemitar Landfill.	T2SR1W Secs13&24	Lemitar	NM		Interior	103c 3016	23
O BLM-Lemitar Landfill.	T2SR1WSecs13&24	Lemitar	NM		Interior	103c.	
C BLM-Mesquite Landfill.	T24SR3ESec29NMPH	Mesquite	NM		Interior	103c 3016	23
O BLM-Mesquite Landfill.	T24SR3ESec29NMPH	Mesquite	NM		Interior	103c.	
C BLM-Orogrande Landfill.	T22SR6E Sec14SWSESW.	Orogrande	NM		Interior	103c 3016	23
O BLM-Orogrande Landfill.	T22SR6E Sec14SWSESW.	Orogrande	NM		Interior	103c.	
C BLM-Potash Company of America (PCA).	Eddy County	Carlsbad	NM	88220	Interior	103c 3016	23
O BLM-Potash Company of America (PCA).	Eddy County	Carlsbad	NM	88220	Interior	103c.	
C BLM-San Antonio Landfill.	T5SR1E Sec6NMPH	San Antonia	NM		Interior	103c 3016	23
O BLM-San Antonio Landfill.	T5SR1E Sec6NMPH	San Antonia	NM		Interior	103c.	
C BLM-Standard Transpipe Corp..	T17SR9E Sec18,19	Alamogardo	NM	88310	Interior	103c 3016	23
O BLM-Standard Transpipe Corp..	T17SR9E Sec18,19	Alamogardo	NM	88310	Interior	103c.	
C BLM-Thoreau Landfill.	T14NR13W Sec20NMPH.	Thoreau	NM		Interior	103c 3016	23
O BLM-Thoreau Landfill.	T14NR13W Sec20NMPH.	Thoreau	NM		Interior	103c.	
C BLM-Truth or Consequences Landfill.	T13SR4W Sec22NMPH.	Truth or Consequences.	NM		Interior	103c 3016	23
O BLM-Truth or Consequences Landfill.	T13SR4W Sec22NMPH.	Truth or Consequences.	NM		Interior	103c.	
C BLM-Velarde Landfill.	T22NR9E Sec20NMPH.	Velarde	NM	87582	Interior	103c 3016	23
O BLM-Velarde Landfill.	T22NR9E Sec20NMPH.	Velarde	NM	87582	Interior	103c.	
C BLM-Waterflow Landfill.	T30 NR 16W Sec35	Waterflow	NM	87421	Interior	103c 3016	23
O BLM-Waterflow Landfill.	T30 NR 16W Sec35	Waterflow	NM	87421	Interior	103c.	
C Cal West	West Frontage Road	Lemitar	NM	87801	Small Business Admin	3005 3010 103c	23

FEDERAL FACILITIES DOCKET—Continued

[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
O Cal West	West Frontage Road .	Lemitar	NM	87801	Small Business Admin	3005 3010.	
C Nellis Air Force Base.	554 OSW/DE	Nellis AFB	NV	89191	Air Force	3005 3010 3016 103c 103a.	23
O Nellis Air Force Base.	554 OSW/DE	Nellis AFB	NV	89191	Air Force	3005 3010 3016 103c.	
C Tonopah Test Range (Sandia National Laboratory).	P.O. Box 10359	Tonopah	NV	89049	Energy	3005 3010 103c 103a 3016.	23
O Tonopah Test Range (Sandia National Laboratory).	P.O. Box 10359	Tonopah	NV	89049	Energy	3005 3010 103c 103a	
C BLM-American Borate Company.	T18SR49ESec1	Nye	NV	89020	Interior	103c	20A
O BLM-American Borate Company.	T18SR49ESec1	Nye	NV		Interior	103c	
C Watervliet Arsenal ..	Broadway	Watervliet	NY	12189	Army	3005 3010 3016 103a	23
O Watervliet Arsenal ..	Broadway	Watervliet	NY	12189	Army	3005 3010 3016	
C Fisher's Island Naval Underwater Systems Center.	Fisher's Island	Fisher's Island	NY	06380	Navy	3010 3016	23
O Fisher's Island Naval Underwater Systems Center.	Fisher's Island	Fisher's Island	NY	06380	Navy	3010	
C West Sayville IFS Transmitter.	Cherry Ave	West Sayville	NY	11796	Transportation	3010 3016	23
O West Sayville IFS Transmitter.	Cherry Ave	West Sayville	NY	11796	Transportation	3010	
C Rickenbacker Air National Guard Base.	Rickenbacker ANGB ..	Rickenbacker ANGB ..	OH	43217	Army	103c	20A
O Rickenbacker Air National Guard Base.	Rickenbacker ANGB ..	Rickenbacker ANGB ..	OH		Army	103c	
C Femald Environmental Management Project.	7400 Willy Road Hamilton County.	Femald	OH	45030	Energy	3005 3010 3016 103c 103a.	20A
O Feed Material Production Center.	7400 Willy Road Hamilton County.	Femald	OH	45030	Energy	3005 3010 3016 103c 103a.	
C Plant Sciences and Water Conservation Laboratory.	1301 N. Western RD .	Stillwater	OK	74076	Agriculture	3016 103c	20A, 23
O Plant Sciences and Water Conservation Laboratory.	1301 N. Western RD .	PO Box 1029 Stillwater.	OK	74076	Agriculture	3016	
C FS-Willamette National Forest.	Highway 126 35 MI E OF CY.	Eugene	OR	97440	Agriculture	3016 103c	20A
O FS-Willamette National Forest.	Box 10607	Eugene	OR	97440	Agriculture	3016 103c	
C Ochoco National Forest.	Highway 26 12 MI E OF CY.	Prineville	OR	97754	Agriculture	103c	20A
O Ochoco National Forest.	T14S R20E WM Sec 20 SW¼.	Ochoco National Forest.	OR		Agriculture	103c	
C Willamette Falls Locks.	West Linn	West Linn	OR	97068	Corps of Engineers, Civil.	103c 3016	20A
O Willamette	West Linn	West Linn	OR	97068	Corps of Engineers, Civil.	103c 3016	
C Defense Distribution Region East.	Harrisburg	New Cumberland	PA	17070	Defense Logistics Agency.	3005 3010 3016 103c	22
O New Cumberland Army Depot.	Harrisburg	New Cumberland	PA	17070	Army	3005 3010 3016 103c	
C Bettis Atomic Power Laboratory.	PO Box 109 Bettis RD	West Mifflin Borough .	PA	15122–0109	Energy	3005 3010 3016 103c	23
O Bettis Atomic Power Laboratory.	PO Box 109 Bettis RD	West Mifflin Borough .	PA	15122–0109	Energy	3005 3010 3016	
C PETC	PO Box 10940	Pittsburgh	PA	15236	Energy	3010 103c	23
O PETC	PO Box 10940	Pittsburgh	PA	15236	Energy	3010.	
C Pittsburgh Postal Service.	7th & Grant Streets ...	Pittsburgh	PA		General Services Administration.	103a	21
O Pittsburgh Postal Service.	7th & Grant Streets ...	Pittsburgh	PA		Postal Service	103a	
C BM-Bruceton	626 Cochrans Mill	Bruceton	PA	15025	Interior	3010 103c	23
O BM-Bruceton	626 Cochrans Mill	Bruceton	PA	15025	Interior	3010	
C FWS-John Heinz National Wildlife Refuge.	Off Folcroft Ave	Folcroft	PA	19032	Interior	3016 103c	20A
O FWS-Tinicum National Environmental Center.	Off Folcroft Ave	Folcroft	PA	19032	Interior	3016 103c	
C Philadephia Navy Aviation Supply Office.	700 Robbins Ave	Philadelphia	PA	19111	Navy	3010 103c	23

FEDERAL FACILITIES DOCKET—Continued

[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
O Philadelphia Navy Aviation Supply Office.	700 Robbins Aves	Philadelphia	PA	19111	Navy	3010	
C Warminster Naval Air Warfare Center.	NAVFAC-Northdiv.Code 114.	Warminster	PA	19112	Navy	3005 3010 3016 103c	20A
O Warminster Naval Air Defence Command.	NAVFAC-Northdiv.Code 114.	Warminster	PA	19112	Navy	3005 3010 3016 103c	
C Philadelphia Medical Center.	University and Woodland Ave.	Philadelphia	PA	19104	Veterans Administration.	3010 103a 3016	23
O Philadephia Medical Center.	University and Woodland Ave.	Philadephia	PA	19104	Veterans Administration.	3010 103a	
C Atlantic Fleet Weapons Training Fac. Inner Range.		Vieques	PR	00765	Defense	3005 3010 3016	23
O Atlantic Fleet Weapons Training Fac. Inner Range.		Vieques	PR	00765	Defense	3005 3010	
C Davisville Naval Construction Battalion Center.	Off Quonessett Rd	North Kingstown	RI	02871	Navy	3016 103c 103a	23
O Davisville Naval Construction Battalion Center.	Off Quonessett Rd	North Kingstown	RI	02871	Navy	3016 103c	
C Myrtle Beach Air Force Base.	354 CSG/DE	Myrtle Beach	SC	29577	Air Force	3005 3010 3016 103a	23
O Myrtle Beach Air Force Base.	354 CSG/DE	Myrtle Beach	SC	29577	Air Force	3005 3010 3016	
C Training Center and Fort Jackson.	Jackson Blvd	Fort Jackson	SC	29207	Army	3005 3010 3016 103a	23
O Training Center and Fort Jackson.	Jackson Blvd	Fort Jackson	SC	29207	Army	3005 3010 3016	
C NPS-Charleston Harbor Site.	Int. of Concord & Calhoun Streets.	Charleston	SC	29402	Interior	103c	20A
O NPS-Charleston Harbor Site.		Charleston	SC		Interior	103c	
C Beaufort Marine Corps Air Station.	Lafrene Road	Beaufort	SC	29904	Navy	3005 3010 3016 103c 103a.	23
O Beaufort Marine Corps Air Station.	Lafrene Road	Beaufort	SC	29904	Navy	3005 3010 3016 103c.	
C Parris Island Marine Corps Recruit Depot.	Marine Corps Recruit Depot.	Parris Island	SC	29905	Navy	3005 3010 3016 103a	23
O Parris Island Marine Corps Recruit Depot.	Marine Corps Recruit Depot.	Parris Island	SC	29905	Navy	3005 3010 3016	
C Allen Fossil Plant	2574 Plant Rd.	Memphis	TN	38109	Tennessee Valley Authority.	3005 3010 3016 103c 103a.	20A
O Allen Fossil Plant (Allen Steam Plant).	2574 Plant Rd.	Memphis	TN	38109	Tennessee Valley Authority.	3005 3010 3016 103c 103a.	
C Johnsonville Steam Plant.	US Hwy 70 E	New Johnsonville	TN	37134	Tennessee Valley Authority.	103c 3010 103a 3005	23
O Johnsonville Steam Plant.	US Hwy 70 E	New Johnsonville	TN	37134	Tennessee Valley Authority.	103c 3010 103a	
C Knoxville Garage	4216 Greenway	Knoxville	TN	37902	Tennessee Valley Authority.	103c 3010 3005	23
O Knoxville Garage	4216 Greenway	Knoxville	TN	37902	Tennessee Valley Authority.	103c 3010	
C Conservation and Production Research Laboratory.	½ Mile W., T–40 S.	Bushland	TX	79012	Agriculture	3016 103c	23
O Conservation and Production Research Laboratory.	½ Mile W., T–40 S.	Bushland	TX	79012	Agriculture	3016	
C Dyess Air Force Base.	96 CSG/CC	Abilene	TX	79607	Air Force	3005 3010 3016 103c 103a.	23
O Dyess Air Force Base.	96 CSG/CC	Abilene	TX	79607	Air Force	3005 3010 3016 103c	
C Kelly Air Force Base.	SA–ALC/EM	San Antonio	TX	78241	Air Force	3005 3010 3016 103c 103a.	23
O Kelly Air Force Base.	SA–ALC/EM	San Antonio	TX	78241	Air Force	3005 3010 3016 103c	
C Corpus Christi Naval Air Station.	Ocean Drive & Saipan St Bldg 22 Public Works Dpt.	Corpus Christi	TX	78419	Navy	3005 3010 3016 103c 103a.	23
O Corpus Christi Naval Air Station.	Ocean Drive & Saipan St Bldg 22 Public Works Dpt.	Corpus Christi	TX	78419	Navy	3005 3010 3016 103c	
C Arlington	File Repository 1232 SE.	Arlington	VA	22202	Commerce	3010 103c	23

FEDERAL FACILITIES DOCKET—Continued

[Docket Corrections]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism	Correction codes
O Arlington	File Repository 1232 SE.	Arlington	VA	22202	Commerce	3010	
C John H. Kerr Reservoir.	Route 1, Box 76ervoir	Boydton	VA	23917–9801	Corps of Engineers, Civil.	3010 103c 3016	23
O John H. Kerr Reservoir.	Route 1, Box 76ervoir	Boydton	VA	23917–9801	Corps of Engineers, Civil.	3010 103c	
C Chesapeake Naval Security Group Activity.	Northwest	Chesapeake	VA		Navy	103c 3010	23
O Chesapeake Naval Security Group Activity.	Northwest	Chesapeake	VA		Navy	103c	
C Portsmouth Naval Hospital.	US Navy	Portsmouth	VA	23708	Navy	3010 3016 103c	23
O Portsmouth Naval Hospital.	US Navy	Portsmouth	VA	23708	Navy	3010 3016	
C Williamsburg Naval Supply Center Cheatham Annex.	Naval Supply Center, Norf.	Williamsburg	VA	23185	Navy	3005 3010 3016 103c	23
O Williamsburg Naval Supply Center Cheatham Annex.	Naval Supply Center, Norf.	Williamsburg	VA	23185	Navy	3005 3010 3016	
C Yorktown Naval Supply Center.	Naval Supply Cntr. Fuel D.	Yorktown	VA	23690	Navy	3005 3010 103c 3016	23
O Yorktown Naval Supply Center.	Naval Supply Cntr. Fuel D.	Yorktown	VA	23690	Navy	3005 3010 103c	
C Washington National Airport.	Alexandria	Alexandria AMA 124 ..	VA	20001	Transportation	3005 3010 3016 103c	23
O Washington National Airport.	Alexandria	Alexandria AMA 124 ..	VA	20001	Transportation	3005 3010 3016	
C Columbia Basin Project AEC Zone 2,4–D Site.	321 C St. NW	Ephrata	WA	98823	Energy	3016	20A
O Columbia Basin Project AEC Zone 2,4–D Site.			WA		Energy	3016	
C BR-Smith Wasteway.	5 Mi. E. of Pasco	Pasco	WA		Interior	3016 103c	20A, 23
O BLM-Smith Wasteway.			WA		Interior	3016	
C Bangor Submarine Base.	Clear Creek Rd	Bremerton	WA	98315–5000	Navy	3005 3010 3016 103c 103a.	23
O Bangor Submarine Base.	Clear Creek Rd	Bremerton	WA	98315–5000	Navy	3005 3010 3016 103c	
C Jackson Park Housing.	Boone Rd	Bremerton	WA	98312	Navy	3010 3016	23, 20A
O Bremerton Regional Medical Center.	Boone Rd	Bremerton	WA	98312	Navy	3010	
C Keyport Naval Undersea Warfare Eng Station.	Code 073 Hwy 306, E End.	Keyport	WA	98345	Navy	3005 3010 3016 103c 103a.	23
O Keyport Naval Undersea Warfare Eng Station.	Code 073 Hwy 306, E End.	Keyport	WA	98345	Navy	3005 3010 3016 103c	
C Winfield Locks & Dams.	RFD #1 Box 530	Red House	WV	25168	Corps of Engineers, Civil.	103c 3010	20A
O Windfield Locks & Dams.	RFD #1 Box 530	Red House	WV	25168	Corps of Engineers, Civil.	103c 3010	
C Allegany Ballistics Laboratory.	West Virginia Secondary Route 9.	Rocket Center	WV	26726	Navy	3005 3010 3016 103c	20A
O Allegheny Ballistics Laboratory.	West Virginia Secondary Route 9.	Rocket Center	WV	26726	Navy	3005 3010 3016 103c	

FEDERAL FACILITIES DOCKET

[SEA Status Facilities]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism
BLM-Red Devil Mine Waste Ponds.	L61–10–12 L149–56–48 .		AK		Interior	3016 103c
BLM-Sagwon Airstrip	T5R4ESec10–11	Sagwon	AK	99513	Interior	3016 103c
Dewline Site Bar-Main	Barter Isl., ½ mi E of NE Shr.	Kaktovik	AK	99747	Air Force	103c
Dewline Site LIZ–2	Kasegalik Lagoon-Chukchi Sea.	Point Lay	AK	99766	Air Force	3010 103c 3016
Dewline Site LIZ–3	Kuk River & Chukchi Sea	Wainwright	AK	99782	Air Force	3010 103c 3016

FEDERAL FACILITIES DOCKET—Continued

[SEA Status Facilities]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism
Dewline Site POW–1	Lonely, Pitt Point, E of Smith Bay.	Lonely	AK	99999	Air Force	3010 103c
Dewline Site POW–2	Simpson Lagoon-Beaufort Bay.	Oliktok	AK	99589	Air Force	3010 103c
Dewline Site POW–MAIN	Point Barrow Between N Salt Lagoon & Imikpuk.	Point Barrow Station	AK	99723	Air Force	3010 103c
FWS-Brownlow Point Dewline Site.	Barrow, 265 mi SE	Barrow	AK	99723	Interior	103c 3016
FWS-Demarcation Point Dewline.	Barrow, 380 mi SE	Barrow	AK	99723	Interior	103c 3016
Aviation Center and Fort Rucker.	Bldg 1404	Fort Rucker #36362–5000.	AL	36362	Army	3005 3010 3016 103c
Bellefonte Nuclear Plant	Off US Hwy 72	Hollywood	AL	36401	Tennessee Valley Authority.	3005 3010 103c
Browns Ferry Nuclear Plant.	US Hwy 72	Athens	AL	35611	Tennessee Valley Authority.	3010
Colbert Fossil Plant	Off US Hwy 72 W	Tuscumbia	AL	35674	Tennessee Valley Authority.	3005 3010 103c
Guntersville Hydropower Plant.	Off US Hwy 431, 11 mi. NW of Guntersville.	Guntersville	AL	35976	Tennessee Valley Authority.	3010
Maxwell Air Force Base	3800 Air Base Group Dee.	Maxwell AFB	AL	36112	Air Force	3010 103c 3016
Muscle Shoals Power Stores.	AL Hwy 133	Muscle Shoals	AL	35660	Tennessee Valley Authority.	3005 3010 3016 103a
National Fertilizer and Environmental Research Center.	Wilson Dam Road	Muscle Shoals	AL	35660	Tennessee Valley Authority.	3005 3010 3016 103c
Redstone Arsenal Missile Command.	Cmdr USAMICOM DRSMI–K.	Huntsville	AL	35898	Army	3005 3010 3016 103c 103a
Widows Creek Fossil Plant	Off US Hwy 72 W	Stevenson	AL	35772	Tennessee Valley Authority.	3005 3010 103c
Wilson Hydropower Plant	AL Hwy 133	Florence	AL	35660	Tennessee Valley Authority.	3010
Guam Naval Magazine	Apra Hbr Hts Area by Fena Resv.	Apra Harbor	AQ	96910	Navy	103c
Combustion Research Facility.	Nctr Bldg. 45	Jefferson #72070	AR	72079	EPA	3005 3010 3016
Eaker Air Force Base	97 CSG/DEEV	Eaker AFB	AR	72315–5000	Air Force	3005 3010 3016 103c
Fort Chaffee	Building 239	Fort Chaffee	AR	72905	Army	3005 3010 3016 103c
FWS-Hope Wildlife Area	4 miles north off Hwy 32	Hope	AR	71801	Interior	103c
Millwood Reservation	Route 1	Ashdown	AR		Corps of Engineers, Civil	103c
Fort Huachuca	RCRA Units	Fort Huachuca	AZ	85613	Army	3010 3016 103c 103a
Sky Harbor International Airport.	2001 S. 32nd St	Phoenix	AZ	85034	Air Force	3010
Civil Engineering Laboratory.	NCBC	Port Hueneme	CA	93043	Navy	3010 103a
Crows Landing Naval Air Logistics Force.	NALF Crows Landing	Crows Landing	CA	95313	Navy	3010 3016
Fallbrook Naval Weapons Station Annex.	Seal Beach	Fallbrook	CA	92028	Navy	103c
Imperial Beach Naval Communications Station.	Outlying Landing Field Bldg 162 Rt 75 & Palm Ave.	Imperial Beanch	CA	92032	Navy	3005 3010 103c 103a
Lawrence Berkeley Laboratory.	1 Cyclotron Rd	Berkeley	CA	94720	Energy	3005 3010 3016
Norwalk Defense Fuel Supply Center.	15306 Norwalk Blvd	Norwalk	CA	90650	Defense Logistics Agency.	3010 3016 103c
Oakland Naval Regional Medical Center.	8750 Mountain Blvd	Oakland	CA	94627	Navy	3010 103c
Plant #19	4297 Pacific Coast Hwy	San Diego	CA	92101–5001	Air Force	103c 3016 3010
Point Sur Naval Facility	Naval Facility Point Sur	Big Sur	CA	93920	Navy	3010
San Diego Naval Facilities Engineering Command.	Western Division	San Diego	CA	92136	Navy	103c
Sierra National Forest	1130 O St. Room 3017	Fresno	CA	93721	Agriculture	103c 3016
Skaggs Island Naval Security Group Activity.	Skaggs Island	Sonoma	CA	95476	Navy	3010 3016
Stanford Linear Accelerator Center.	2575 Sandhill Rd	Menlo Park	CA	94305	Energy	3010 3016 103c 103a
BLM-Fremont	T48NR12ESec19	Cats Paxl	CO		Interior	103c
BLM-Montrose County Dump.	T48NR19WSec22	Montrose	CO		Interior	103c
BLM-Placerville Tram Site	T44NR11WSec35 Hwy 62.	Placerville	CO	81430	Interior	103c
BLM-San Miguel Landfill #1.	T44NR15WSec26	Naturita	CO		Interior	103c
BLM-San Miguel Landfill #2.	T44NR17WSec 18	Slick Rock	CO		Interior	103c
BLM-Sawpit Tram Site (ore storage).	T43NR10WSec 18	Saw Pit	CO	81435	Interior	103c

FEDERAL FACILITIES DOCKET—Continued

[SEA Status Facilities]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism
BLM-Town of Mesa Landfill.	T19SR96WSec 22	Molina	CO		Interior	103c
BR-Loveland	910 Van Buren	Loveland	CO	80537	Interior	3010 103c
Central Direct Fed. Division Materiels-FHWA.	6th St., Bldg. 52, DFC	Denver	CO	80225	Transportation	3005 3010 103c
Colorado Springs Academy.	AFA/DE	Colorado Springs	CO	80840	Air Force	3010 103c
Denver Bulk Mail Center	7755 E. 56th Ave	Denver	CO	80238	Postal Service	3016 103c
Fort Carson	DFAE Bldg. 304, AFZC–FE–EQ.	Ft. Carson	CO	80913	Army	3005 3010 3016 103c
Grand Junction Projects Office.	3597 B–¾ Rd PO2567	Grand Junction	CO	81502–5504	Energy	3016 103c
GS-Denver, NWOL	5293 Ward Rd	Denver	CO	80225	Interior	3010
National Enforcement Investigation Center.	DFC	Denver	CO	80225	EPA	3010
NPS-Denver Service Center.	755 Parfet St., Box 25287.	Denver	CO	80225	Interior	3016 103c
Peterson Air Force Base	1003 SSG/CC	Peterson AFB	CO	80914	Air Force	3005 3010 103c
Solar Energy Research Institute.	1617 Cole Blvd	Golden	CO	80401	Energy	3005 3010 3016 103c
Transportation Test Center	21 Miles NE Pueblo Mem Airport.	Dot Test Track Rd	CO	81001	Transportation	3005 3010 3016
WAPA-Power Operations	1800 S. Rio Grande Ave	Montrose	CO	81401	Energy	103c
East Lyme Naval Underwater Systems Center.	Dodge Pond Field Station	East Lyme	CT	06357	Navy	3010 3016
Knolls Atomic Power Laboratory-Windsor Site.	Prospect Hill Road	Windsor	CT	06095	Energy	3005 3010 3016 103c 103a
New London Naval Underwater Systems Center.	New London Laboratory	New London	CT	06320	Navy	3010 103c
Stratford Engine Plant	550 South Main Street	Stratford	CT	06497	Army	3005 3010 3016
Bureau of Engraving & Printing.	14th & C Sts SW	Washington	DC	20228	Treasury	3005 3010 103c 103a
Customs Field Office	1200 Pennsylvania Avenue.	Washington	DC	20004	General Services Admin	3010 103c
Fort McNair	350 P Street, S.W	Washington	DC	20319	Army	3010 103c
U.S. Soldiers and Airmens Home.	Michigan Ave. N.E	Washington	DC	20317	Defense	3010 3016 103c
Washington Naval Research Laboratory.	4555 Overlook Ave	Washington	DC	20375	Navy	3005 3010 3016 103c 103a
Canal Site	Main St, North St Georges.	Newcastle	DE	19733	Corps of Engineers, Civil	3016 103c
AFA 49–A Orlando	8601 Ave. B McCoy NTC Annex.	Orlando	FL	32812	Army	3005 3010
Avon Park Air Force Base	56 Combat Support Group/DE.	MacDill AFB	FL	33608	Air Force	3005 3010 3016
BLM-Olustee Dump	Hwy 90 & Olustee Battlefield R.	Olustee	FL		Interior	103c
Cape Canaveral Air Force Base.	6550 ABG/DEEV	Patrick AFB	FL	32925	Air Force	3005 3010 3016 103c 103a
Colonel Frank M. Williams Army Reserve Center.	11700 NW 27th Ave	Miami	FL	33167	Army	3005 3010
Eglin Air Force Base	3200 SPTW/DEV	Eglin AFB	FL	32542	Air Force	3005 3010 3016 103c 103a
Fort Lauderdale Naval Underwater Systems Center.	1650 Southwest 39th Street.	Fort Lauderdale	FL	33315	Navy	3010
Gulf Breeze Environmental Research Laboratory.	Sabine Island	Gulf Breeze	FL	32561	EPA	3010 3016
Hurlburt Field	834 CSG/CC	Hurlburt Field	FL	32544	Air Force	3005 3010 103c
Kennedy Space Center	NASA Mail Code DF–EMS.	Kennedy Space Center	FL	32899	NASA	3005 3010 3016 103c 103a
Key West Coast Guard Station.		Key West	FL	33040	Transportation	3010
Key West Naval Air Station.	Naval Air Station	Key West	FL	33042	Navy	3005 3010 3016 103c
Lt. Clarence Lovejoy Army Reserve Center.	4823 N Hubert Ave	Tampa	FL	33614	Army	3005 3010
Lynn Haven Defense Fuel Support Point.	W End of 10th Street	Lynn Haven	FL	32444	Defense Logistics Agency.	3010 3016 103c
MacDill Air Force Base	56 Combat Support Group/DE.	MacDill AFB	FL	33608	Air Force	3005 3010 3016 103c
Mayport Naval Air Station	PO Box 265 Naval Station.	Mayport	FL	32228	Navy	3005 3010 3016 103c 103a
Miami Beach Coast Guard Base.	100 Macarthur Cswy	Miami Beach	FL	33139	Transportation	3005 3010
NPS-Everglades National Park.	Route 9336	Homestead	FL	33030	Interior	3010
Osceola National Forest: Site 1.	Highway 100	Lake City	FL	32055	Agriculture	3016 103c

FEDERAL FACILITIES DOCKET—Continued

[SEA Status Facilities]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism
Palatka Army Maintenance Support Activity-55M.	4300 St. Johns Ave	Palatka	FL	32077	Army	3010 3005
Panama City Coastal Systems Station.	Hwy 98 Code 6310MC	Panama City	FL	32407	Navy	3005 3010 3016
Patrick Air Force Base	6550 ABG/DEEV	Patrick AFB	FL	32925	Air Force	3005 3010 3016 103c 103a
Pinellas Plant	7887 Bryan Dairy Rd	Largo	FL	34649-2900	Energy	3005 3010 3016
St. Petersburg Coast Guard Station.	600 8th Ave SE	St. Petersburg	FL	33701	Transportation	3010
Tampa Defense Fuel Support Point.	Box 13736	Tampa	FL	33611	Defense Logistics Agency.	3010 3016 103c
Tyndall Air Force Base	4756 CSG/DE	Tyndall AFB	FL	32403	Air Force	3005 3010 3016 103c
W. Palm Beach Naval Underwater Systems Center.	801 Clematis Street	W. Palm Beach	FL	33402	Navy	3010
Wildlife Research Field Station.	2820 E. University Ave	Gainesville	FL	32601	Agriculture	103c
Atlanta Medical Center	1670 Clairmont Road	Decatur	GA	30033	Veterans Administration	3005 3010 3016
Augusta Army Maintenance Support Activity-54G.	3311 Wrightsboro Rd	Augusta	GA	30904	Army	3010 3005
Dobbins Air Force Base	94 CSG/DE	Marietta	GA	30069	Air Force	3016 103c
Fort Gillem	Attn AFZK-EH-C	Forest Park	GA	30330	Army	3005 3010 3016 103c
Fort Gordon and National Signal Center.	ATZHFE EC	Fort Gordon	GA	30905	Army	3005 3010 3016 103c 103a
Fort Stewart	24th Infantry Div AFZP-DEN-E.	Fort Stewart	GA	31314	Army	3005 3010 3016 103c
Hunter Army Airfield	24th Infantry Div AFZP-DEN-E.	Fort Stewart	GA	31314	Army	3005 3010 3016 103c
Kings Bay Naval Submarine Base.	GA State Hwy Spur	Kings Bay	GA	31547	Navy	3005 3010 3016 103c 103a
Moody Air Force Base	347 CSG/DE	Moody AFB	GA	31669	Air Force	3005 3010 3016 103c
Plant #6 (Lockheed)	86 S Cobb Drive Zone 54	Marietta	GA	30063	Air Force	3005 3010 3016
Guam Naval Hospital	Naval Hosp Guam	Naval Hosp Guam	GU	96638	Navy	103c
Pearl Harbor Naval Submarine Base.		Pearl Harbor	HI	96860	Navy	3010 103a
Pearl Harbor Naval Supply Center.	Naval Base	Pearl Harbor	HI	96860	Navy	3005 3010 103c 3016
Pearl Harbor Navy Public Works Center.	Naval Station Area	Pearl Harbor	HI	96860	Navy	3005 3010 3016 103c 103a
WAPA-Hinton	PO Box 1012	Hinton	IA	51024	Energy	3005 3010 3016
BLM-Blue Dome Unauthorized Dump.	T10NR30ESec30	Blue Dome	ID	83464	Interior	103c
BLM-Central Cove Landfill	T3NR4WSec8,9	Caldwell	ID		Interior	3016 103c
BLM-Champaigne Creek Mine.	T3N R24E Sec15	Grouse	ID	83242	Interior	3016 103c
BLM-Delamar Silver Mine	T.15.S.R.35.E	Owyhee	ID		Interior	103c
BLM-Elk City	T29NR8ESec23	Elk City	ID	83525	Interior	3016 103c
BLM-Howe Dumpsite	T6NR29ESec31	Howe	ID	83244	Interior	103c
BLM-Menan Unauthorized Dump.	T6NR38ESec26&27	Madison	ID		Interior	103c
BLM Morgan's Pasture	T1N R35E Sec 33 & 34	Shelly	ID	83274	Interior	3010 103c
BLM-Owyhee Co. Grandview Landfill.	T6SR4ESec14	Bruneau	ID	83604	Interior	103c
BLM-Owyhee Co. Marsing/Homedale Landfill.	Johnson Rd. T4N R5W S32 SW¼.	Marsing-Homedale	ID	83639	Interior	103c
BLM-Owyhee Co. Wilson Creek Landfill.	T1SR34ESec13	Marsing	ID	83639	Interior	103c
BLM-Pesticide Dump Site, Reynolds.	T2SR3W Sec31	Reynolds	ID	83650	Interior	103c
BLM-Pesticide Dumpsite Sec. 5.	Boise Dist Sec. 5	Murphy	ID	83650	Interior	103c
BLM-Pullman Mine	T29N R4W S14	Cottonwood	ID	83522	Interior	103c
BLM-Springfield Dumpsite	T3SR32ESec12	Springfield	ID	83277	Interior	103c
BLM-Springfield Unauthorized Dumpsite.	T35NR32ESec15	Springfield	ID	83277	Interior	103c
BR-Minidoka Dam	Rt. 4, Box 292	Rupert	ID	83350	Interior	3010 3016
Danville Medical Center Hospital.	1900 E Main St	Danville	IL		Veterans Administration	103c
Fermi National Accelerator Laboratory.	Route 16 & 59 Kane County.	Batavia	IL	60510	Energy	3005 3010 3016 103c
Former Jeffersonville Quartermaster Depot.	Located on Segrams Property, Clark County.	Jeffersonville	IN	47130	Army	3016 103c
New Haven Defense Logistics Agency Depot.	State Rt. 14	New Haven	IN	46774	Defense Logistics Agency.	3010
Atchison Defense Industrial Plant Equipment Facility.	Old Rte 1	Atchison	KS	66002	Army	103c

FEDERAL FACILITIES DOCKET—Continued

[SEA Status Facilities]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism
Region 7, Environmental Services Division Lab.	25 Funston Road	Kansas City	KS	66115	EPA	3005 3010 3016 103c
Fort Campbell	AFZB–FE–ECE	Fort Campbell	KY	42223	Army	3005 3010 3016 103c
Lexington Blue Grass Depot Activity.	US Hwy 421	Richmond	KY	40475	Army	3005 103c
Lexington-Bluegrass Army Depot.	Haley Rd	Lexington	KY	40511	Army	3005 3010 3016 103c 103a
Louisville Naval Ordnance Station.	Southside Dr. MDS 42	Louisville	KY	40214	Navy	3005 3010 3016
Paducah Gaseous Diffusion Plant.	PO Box 1410 Hobbs Road.	Paducah	KY	42001	Energy	3005 3010 3016 103a
FWS-Lacassine National Wildlife Refuge.	Route 1	Lake Arthur	LA	70549	Interior	103c
Martin Marietta Aerospace	13800 Old Gentilly Road	New Orleans	LA	70129	NASA	3005 3010 3016 103c
New Orleans Naval Air Station.	32 Belle Chase Hwy	Belle Chasse	LA	70037	Navy	3010 103c 103a
SPR-Weeks Island	2 mi NW of Cypremont	Cypremont	LA	70560	Energy	103c
SPR-West Hackberry Site	3.8 mi W of Hackberry, Hwy 390.	Hackberry	LA		Energy	103c
Bedford Hospital Wells 76 & 77.	Westview Street	Lexington	MA	02173	Veterans Administration	3010 103c
Boston Postal Service	135 A Street	Boston	MA	02210	Postal Service	3010
Woods Hole Coast Guard Base.	Little Harbor Road	Falmouth	MA	02543	Transportation	3010
Adelphi Laboratory Center	2800 Powder Mill Rd	Adelphi	MD	20783	Army	3005 3010 3016 103c
Annapolis Naval Academy	Annapolis Naval Complex	Annapolis	MD	21402	Navy	3005 3010 3016 103c
Defense National Stockpile Center.	710 Ordnance Road	Baltimore	MD	21226	Defense Logistics Agency.	3005 3010 3016 103c
Goddard Space Flight Center.	Greenbelt Road	Greenbelt	MD	20771	NASA	3010 103c
National Institute of Standards and Technology.	Quince Orchard Rd	Gaithersburg	MD	20760	Commerce	3005 3010 103c
National Naval Medical Center.	8901 Wisconsin Ave	Bethesda	MD	20814	Navy	3005 3010 3016 103c
NIH-Bethesda	9000 Rockville Pike	Bethesda	MD	20892	Health and Human Services.	3005 3010 3016 103c 103a
Casco Bay Defense Fuel Support Point.	Rt 123	South Harpswell Neck	ME	04079	Defense Logistics Agency.	3010 3016 103c
Gouldsboro Naval Security Group Activity.	Bldg 41 (operations site)	Gouldsboro	ME	04624	Navy	103c
Seal Island	C/O Seal Island National Wildlife Refuge.	Milbridge	ME	04658	Defense	103c
Searsport Defense Fuel Support Point.	Trundy Road Box 112	Searsport	ME	04974	Defense Logistics Agency.	3010 3016 103c
Winterharbor Naval Security Group Activity.	Route 186	Winterharbor	ME	04693	Navy	3010 103c
Ann Arbor Motor Vehicle Emission Laboratory.	2565 Plymouth Road	Ann Arbor	MI	48105	EPA	3010
Harrisville Defense Fuel Support Point.	US Hwy 23	Harrisville	MI	48740	Defense	103c
Tank Automotive Command.	6501 E. 11 Mile Rd, Macomb County.	Warren	MI	48090	Army	3005 3010 3016 103c
Minneapolis-St. Paul Bulk Mail Center.	3165 S. Lexington Ave	St. Paul	MN	55121	Postal Service	3010
BM-Rolla Research Center	1300 Bishop Ave	Rolla	MO	65401	Interior	103c
Defense Mapping Agency—FEE.	3200 S. Second Street	St. Louis	MO	63118	Defense Mapping Agency	3010
Defense Mapping Agency—FEE.	8900 S. Broadway	St. Louis	MO	63118	Defense Mapping Agency	3010
MO Aviation Classification & Repair Activity Depot.	2501 Lester Jones Ave	Springfield	MO	65803	Army	103c 3010
Mobile Incinerator	SE¼NW¼NW¼ Sec 20	McDowell	MO	65769	EPA	3010 103c
Schuster Farm	Sec 58 S17 T55N R33W	Gower	MO		Agriculture	103c
St. Louis	1222 Spruce	St. Louis	MO	63103	General Services Admin.	3005 3010
Engineering Environmental Waterway Laboratory.	PO Box 631	Vicksburg	MS	39180	Army	3005 3010 3016 103c
John C. Stennis Space Center.	SSC Bldg. 1100	Stennis Space Center	MS	39529	NASA	3005 3010 3016 103c
BLM-Jet Fuel Refinery Site.	T14NR31E 4 mi E of Mosby.	Mosby	MT		Interior	103c
BLM-Roundup Landfill	1.5 miles northwest of Roundup.	Roundup	MT		Interior	103c
BLM-Sluice Gulch Leaking Adit.	T6SR15WSec5		MT		Interior	103c
BLM-Thorium City Waste Dump.	T10SR15WSec21, 22, 27, 28.	Grant	MT	59734–3016	Interior	3016 103c
BLM-Tungsten Mill Tailings.	T45W9WSec4, 5, 9	Glen	MT	59732	Interior	103c
FWS-Charles M. Russell Refuge.	T21N, R2E, Sec. 15	Turkey Joe Landing	MT	59457	Interior	3010 103c

FEDERAL FACILITIES DOCKET—Continued
[SEA Status Facilities]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism
Malmstrom Air Force Base	Facility 1501 Perimeter Rd.	Great Falls	MT	59402	Air Force	3005 3010 3016 103c 103a
Albemarle Army Reserve Center.	1816 E. Main St	Albemarle	NC	28001	Army	3010 103c
Asheville Army Reserve Center.	224 Louisiana	Asheville	NC	28806	Army	3010 103c
Brevard Army Reserve Center.	E. French Broad St	Brevard	NC	28712	Army	3010 103c
Charlotte #1 Army Reserve Center.	1300 Westover Dr	Charlotte	NC	28205	Army	3010 103c
Cherry Point Marine Corps Air Station.	NC Hwy 101	Cherry Point	NC	28533	Navy	3005 3010 3016 103c
Durham #1 Army Reserve Center.	1226 Carrol St	Durham	NC	27701	Army	3010 103c
Durham #2 Army Reserve Center.	724 Foster St	Durham	NC	27701	Army	3010 103c
Fort Macon Coast Guard Station.	PO Box 237	Atlantic Beach	NC	28512	Transportation	3010 103c
Garner Army Reserve Center.	2017 Garner St	Garner	NC	27529	Army	3010 103c
Greensboro Army Reserve Center.	1120 Church St	Greensboro	NC	27405	Army	3010 103c
Greenville Army Reserve Center.	1391 N. Mem Dr	Greenville	NC	27834	Army	3010 103c
Hickory Army Reserve Center.	1500 12th Street NW	Hickory	NC	28601	Army	3010 103c
High Point Army Reserve Center.	156 Parris Ave	High Point	NC	28307	Army	3010 103c
Lumberton Army Reserve Center.	1400 Carthage Rd	Lumberton	NC	28358	Army	3010 103c
Morehead City Army Reserve Center.	405 Fisher St	Morehead City	NC	28557	Army	3010 103c
Nantahala National Forest-Swain County Landfill.	SR 1311	Bryson City	NC	28713	Agriculture	103c
National Institute of Environmental Health Science.	S on Alexander Dr	Research Triangle Park	NC	27709	Health and Human Services.	3005 3010 103c
National Marine Fisheries Service.	Pivers Island off US Hwy 70 West.	Beaufort	NC	28512	Commerce	3010 3016
Pope Air Force Base	317 CSG/CC	Pope AFB	NC	28308	Air Force	3005 3010 103c 3016
Raleigh Army Reserve Center.	3115 Western Blvd	Raleigh	NC	27606	Army	3005 3010 103c
Rocky Mount Army Reserve Center.	804 Fairview Rd	Rocky Mount	NC	28701	Army	3010 103c
Salisbury Army Reserve Center.	1825 Woodleaf Rd, PO Box 1927.	Salisbury	NC	28114	Army	3010 103c
Seymour Johnson Air Force Base.	4 CSG/DE	Seymour Johnson AFB	NC	27531	Air Force	3005 3010 3016 103c
Technology Center	Hwy 54 & Alexander Drive.	Research Triangle Park	NC	27711	EPA	3005 3010 3016
Wilmington Army Reserve Center.	2144 Lakeshore Dr	Wilmington	NC	28401	Army	3010 103c
Concrete Missile Early Warning Station.	DET 1 57 AD/DE	Concrete	ND	58221	Army	103c 3010 3005
Grand Forks Defense Fuel Support Point.	Grand Forks AFB 42D Street.	Grand Forks	ND	58201	Defense Logistics Agency.	3010 3016 103c
Minot Air Force Base	41 CSG/CC	Minot AFB	ND	58705	Air Force	3005 3010 3016 103c
North Dakota Agricultural Experiment Station.	1605 W. College St	Fargo	ND	58105	Agriculture	3010 3016 103c
Lincoln Naval Reserve Center.	1625 N 10th St	Lincoln	NE	68508	Navy	103c
Omaha Naval and Marine Corps Reserve Center.	Fort Omaha	Omaha	NE	68102	Navy	103c
Section 5 Impoundment	SW¼NW¼SE¼ of Sec 5.	Glenvil Township	NE		Agriculture	103c
Newington Defense Fuel Support Point.	Patterson Lane	Newington	NH	03801	Defense Logistics Agency.	3010 3016 103c
Bayonne Military Ocean Terminal.	Foot of 32nd Street	Bayonne	NJ	07002	Army	3005 3010 3016 103c 103a
East Orange Medical Center.	Tremont Ave	East Orange	NJ	07019	Veterans Administration	3010
Fort Monmouth	Tinton & Pinebrook	Tinton Falls	NJ	07724	Army	3010 3016 103c
FWS-Great Swamp National Wildlife Refuge.	RD 1, Box 152	Basking Ridge	NJ	07920	Interior	3016 103c
Hillsborough Supply Depot	Route 206	Hillsborough TWP	NJ	08853	Veterans Administration	103c
Lyons Medical Center	Knollcraft Road	Lyons	NJ	07939	Veterans Administration	3010 103c
NOAA/NMFS/NEFC	Sandy Hook Laboratory	Highlands	NJ	07732	Commerce	3005 3010
NPS-Gateway National Recreational Area.	Fort Hancock	Sandy Hook—Brooklyn	NJ	07732	Interior	3010 3016 103c

FEDERAL FACILITIES DOCKET—Continued

[SEA Status Facilities]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism
SFC NV Brittan Army Reserve Center.	39th and Federal Street ..	Camden	NJ	08105	Army	3010
Somerville Depot	Route 206	Somerville	NJ	08876	General Services Administration.	103c
Storck Army Reserve Center.	Shore Road	Northfield	NJ	08225	Army	3010
Stryker Reserve Center	2150 Nottingham Way	Trenton	NJ	08619	Army	3010
BLM-Flora Vista Landfill	T30NR12WSec3	Flora Vista	NM	87415	Interior	3016 103c
BLM-Hyde Mine	35/32/48 & 108/41/26	Gallup	NM	87301	Interior	103c 3016
BLM-South Farmington Sanitary Landfill.	T29NR13WSec20	Farmington	NM	87401	Interior	3016 103c
BLM-Standard Transpipe Corp.	T17SR9ESec18,19	Alamogardo	NM	88310	Interior	103c 3016
BLM-Waterflow Landfill	T30 NR 16W Sec35	Waterflow	NM	87421	Interior	103c 3016
Cibola National Forest	Cibola National Forest	Magdalena	NM	87825	Agriculture	103c
Fort Wingate Depot Activity.	10 Miles East of Gallup on I-10.	Gallup	NM	87310	Army	3005 3010 3016 103c
Gasbuggy	T29N, R4W S36; 55 M E. of Farmington.	Dulce (NEAR)	NM		Energy	103c
La Bajada Mine	1.25 mi upstream from La Bajada.	La Bajada	NM		Agriculture	103c
Lovelace Inhalation Toxicology Research Institute.	Bldg. 9200, Kirtland AFB East.	Albuquerque	NM	87185	Energy	103c 3016
BLM-Henderson Landfill	T21S R63E Section 28, 29.	Henderson	NV		Interior	103c
BLM-Rio Tinto Copper Mine.	Sec 10 & 11 T45N R53E MDM.	Mountain City	NV	89831	Interior	103c
Tonopah Test Range (Sandia National Laboratory).	PO Box 10359	Tonopah	NV	89049	Energy	3005 3010 103c 103a 3016
Aids to Navigation Team	7063 Lighthouse Drive	Saugerties	NY	12477	Transportation	3010
Bellmore Maintenance Facility.	2755 Maple Ave	Bellmore	NY	11710	Army	3010
BLM-Pennsylvania Ave/ Fountain Ave Landfills.	Pennsylvania Ave, Shore Pkwy.	Brooklyn	NY	11207	Interior	3010
Brooklyn Information Agency.	29th & 3rd Ave, Door 15	Brooklyn	NY	11232	General Services Admin .	3010
Brooklyn Naval and Marine Corps Reserve Center.	Floyd Bennett Field	Brooklyn	NY	11234	Navy	103c
Colonie Interim Storage Site.	1130 Central Ave	Colonie	NY	12205	Energy	3005 3010 3016
Emmanuel Cellard Federal Bldg. 225CA.	225 Cadman Plaza	Brooklyn	NY	11201	General Services Admin .	3010
Federal Building	252 7th Ave	New York	NY	10001	General Services Admin .	3010
Fort Hamilton	Ft Hamilton	Brooklyn	NY	11252	Army	3010 103c
Fort Totten	Bayside	Queens	NY	11359	Army	3010 103c
FWS-Iroquois National Wildlife Refuge.	Casey Rd	Alabama	NY	14003	Interior	3016 103c
FWS-Montezuma National Wildlife Refuge.	3395 Route 5 & 20 East .	Seneca Falls	NY	13148	Interior	3010 3016 103c
Hancock Field	Taft and Thompson Roads.	North Syracuse	NY	13212	Air Force	3010 3016 103c
Merchandise Control Sales Section.	6 World Trade Center	New York	NY	10048	General Services Admin .	3010
Mitchel Field Housing Facility.	NAVSTA New York Housing Office, Bldg. 19, West Road, Mitchel Field.	Garden City	NY	11530	Navy	103c
Mitchel Manor Housing Facility.	NAVSTA New York Housing Office, 85 A Mitchel Avenue.	East Meadow	NY	11554	Navy	103c
New York	201 Varick St	New York	NY	10014	General Services Admin .	3010
New York Naval Station	207 Flushing Ave	Brooklyn	NY	11251	Navy	3010 103c
Niagara Falls Air Force Reserve Facility.	914 TAG/DE PO Box F LaSalle Station.	Niagara Falls IAP	NY	14304	Air Force	3005 3010 3016 103c
NPS-Gateway National Recreational Area.	Floyd Bennett Field	Brooklyn	NY	11234	Interior	103c
Plant #38	Porter & Balmer Rds	Porter Twp	NY	14131	Air Force	3005 3010 3016 103c
Plum Island Animal Disease Center.	Plum Island	Orient Point	NY	11957	Agriculture	3016 103c
Roosevelt Army Reserve Center.	101 Oak St	Hempstead	NY	11550	Army	3010
Support Center Governor's Island.	C/O US Coast Guard Group.	Governor's Island	NY	10004	Transportation	3010 103c
Verona Defense Fuel Support Point.	Main St	Verona	NY	13478	Defense Logistics Agency.	3010 3016 103c
Watervliet Arsenal	Broadway	Watervliet	NY	12189	Army	3005 3010 3016 103a

FEDERAL FACILITIES DOCKET—Continued

[SEA Status Facilities]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism
West Point Military Academy.	Stewart Army Subpost	West Point	NY	10996	Army	3016
West Point Military Academy.	RT 9W—Bldg 733	West Point	NY	10996	Army	3005 3010 3016 103c
Andrew W. Breidenbach Environmental Research Center.	26 W. St. Clair Street	Cincinnati	OH	45268	EPA	3005 3010 3016
Center Hill Hazardous Waste Engrg Research Lab.	5595 Center Hill Road	Cincinnati	OH	45268	EPA	3005 3010 3016
Cincinnati Defense Fuel Support Plant.	4820 River Rd Hamilton County.	Cincinnati	OH	45233	Defense Logistics Agency.	3010 3016 103c
Columbus Defense Construction Supply Center.	3990 E. Broad St. Franklin County.	Columbus	OH	43215	Army	3005 3010 3016 103c
Electronic Supply Center	1507 Wilmington Pike, Montgomery County.	Dayton	OH	45444	Defense	3010 3016 103c
Lima Defense Plant Representative Office.	Defense Logistics Agency, DPRO General Dynamics—Lima, 1155 Buckeye Rd.	Lima	OH	45804–1898	Army	3010 3016 103c
Testing and Evaluation Facility.	1600 Gest Street	Cincinnati	OH	45203	EPA	3005 3010 3016
BIA-Caddo County Landfill #1.	SE/4 Sec7 T5N R11W SW/4 Sec8.	Apache	OK		Interior	103c
BLM-Minexco Millsite	T9SR42ESec8	Baker	OR	97814	Interior	3016 103c
BLM-Slides Dump Site	T15SR48Sec35,LOTS1,2	Ontario	OR	97914	Interior	3016 103c
Willamette Falls Locks	West Linn	West Linn	OR	97068	Corps of Engineers, Civil	103c 3016
Bettis Atomic Power Laboratory.	P.O. Box 109 Bettis Rd	West Mifflin Borough	PA	15122–0109	Energy	3005 3010 3016 103c
Chas Kelly Support Center	US Army	Oakdale	PA	15071	Army	3010 103c
Greater Pittsburgh International Airport.	911 TAG/DE	Pittsburgh	PA	15231	Air Force	3016 103c
NPS-Gettysburg National Military Park.	RD 1	Gettysburg	PA	17325	Interior	103c
NPS-Valley Forge National Historic Park.	Rte 23	Valley Forge	PA	19481	Interior	103c 3010
Philadelphia Defense Personnel Support Center.	2800 S 20th St	Philadelphia	PA	19101	Army	3005 3010 3016
Borinquen Coast Guard Air Station.	Ramey Air Force Base	Aquadilla	PR	00604	Transportation	3010 103c
Camp Garcia #1	Vieques	Vieques	PR	00765	Navy	103c
Celba Naval Station	Roosevelt Roads	Celba	PR	00635	Navy	3005 3010 3016 103c
Fort Allen	Route 1	Juana Diaz	PR	00665	Army	103c
Roosevelt Roads Naval Station.	Villa Verde St., Drydock and Repair Facility.	Miramar	PR	00903	Navy	3005 3010 3016
Beavertail Point Radar Station.	OFF Beavertail Rd	Jamestown	RI	02835	Defense	3016
Beaufort Marine Corps Air Station.	Lafrene Road	Beaufort	SC	29904	Navy	3005 3010 3016 103c 103a
Beaufort Naval Hospital	SC Highway 280	Beaufort	SC	29902	Navy	3010
Charleston Naval Shipyard	Viaduct Road	Charleston	SC	29408	Navy	3005 3010 3016
Charleston Air Force Base	437 ABG/CC	Charleston AFB	SC	29404	Air Force	3005 3010 3016 103c
Charleston Defense Fuel Supply Point.	N Rhett Ave	Hanahan	SC	29406	Defense Logistics Agency.	3010 3016
Charleston Naval Weapons Station South Annex.	Remount Road	North Charleston	SC	29406	Navy	103c
Myrtle Beach Air Force Base.	354 CSG/DE	Myrtle Beach	SC	29577	Air Force	3005 3010 3016 103a
Parris Island Marine Corps Recruit Depot.	Marine Corps Recruit Depot.	Parris Island	SC	29905	Navy	3005 3010 3016 103a
Shaw Air Force Base	363 CSG/DE	Shaw AFB	SC	29152	Air Force	3005 3010 3016 103c
Training Center and Fort Jackson.	Jackson Blvd	Fort Jackson	SC	29207	Army	3005 3010 3016 103a
Silver King Mines Inc	US Hwy. 18	Edgemont	SD	57735	Tennessee Valley Authority.	3010 103c
Allen Fossil Plant	2574 Plant Rd	Memphis	TN	38109	Tennessee Valley Authority.	3005 3010 3016 103c 103a
Arnold Engineering Development Center.	TN Hwy 127	Arnold Air Force Base	TN	37389 3010	Air Force	3005 3010 3016 103c 103a
Bull Run Fossil Plant	Edgemoor Rd., 6 mi SE of Oak Ridge.	Oak Ridge	TN	37930	Tennessee Valley Authority.	3010
Cumberland Fossil Plant	TN Highway 149 South	Cumberland City	TN	37050	Tennessee Valley Authority.	3010
Hartsville Site	TN Hwy 25	Hartsville	TN	37050	Tennessee Valley Authority.	3010
Holston Army Ammunition Plant.	West Stone Drive	Kingsport	TN	37660	Army	3005 3010 3016 103c
John Sevier Fossil Plant	TN Hwy 70E	Rogersville	TN	37134	Tennessee Valley Authority.	3005 3010 103c

FEDERAL FACILITIES DOCKET—Continued
[SEA Status Facilities]

Facility name	Facility address	City	State	Zip code	Agency	Reporting mechanism
Kingston Fossil Plant	Off I-40 East	Kingston	TN	37763	Tennessee Valley Authority.	3005 3010 103c
Memphis Naval Air Station	Millington-Arlington Road	Millington	TN	38054	Navy	3005 3010 3016 103c
Sequoyah Nuclear Plant	Hixson Pike Rd	Dalsys	TN	37319	Tennessee Valley Authority.	3005 3010 103c
Watts Bar Nuclear Plant	TN Hwy 68	Spring City	TN	37381	Tennessee Valley Authority.	3005 3010 103c
Air Defense Center & Fort Bliss.	Pershing Drive	Fort Bliss	TX	79916	Army	3005 3010 3016 103c 103a
Canyon Lake Recreation Area.	North Side of Canyon Lake (By Dam).	San Antonio	TX	78234	Army	103c
Corpus Christi Army Maintenance Support Activity.	2022 Saratoga	Corpus Christi	TX	78415	Army	3005 3010 103c
Dyess Air Force Base	96 CSG/CC	Abilene	TX	79607	Air Force	3005 3010 3016 103c 103a
Galveston Coast Guard Base.	Ferry Road	Galveston	TX	77550	Transportation	3010
Houston Laboratory	6608 Homwood Dr	Houston	TX	77074	EPA	3010 103c
L.B. Johnson Space Center.	2101 NASA Road	Houston	TX	77058	NASA	3005 3010 3016 103a
NPS-Padre Island National Seashore Bone Yard.	Park Road 22	Corpus Christi	TX	78418	Interior	3010 3016 103c
Unidentified Site	US Forest Service Property.	Huntsville	TX		Agriculture	103c
BLM-Chevron Red Wash Unit.	T7SR7ESec22	Vernal	UT	84078	Interior	3016 103c
BLM-Desert Mound Mine	T35NR13WSec35	Cedar City	UT	84720	Interior	3016 103c
BLM-Frye Canyon Tailing	T36SR16ESec34	Hite	UT	84511	Interior	3016 103c
BLM-Ore Buying Station-MOAB.	T26SR22E Sec6PARCLABC.	MOAB	UT	84532	Interior	3016 103c
Arlington Hall Station	US Army	Warrenton	VA	22186	Army	3010 103c
Arlington Marine Corps Battalion Headquarters Arl.	Henderson Hall	Arlington	VA	22214	Navy	103c
Oyster Point Development Corp.	610 Thimble Shoals Blvd	Newport News	VA	23601	Air Force	103c
Roanoke Navy and Marine Corps Reserve.	5301 Barnes Ave	Roanoke	VA	24019	Navy	3010 103c
BLM-Enlo Powerhouse aka Similkameen.	T40NR27ESec13	Oroville	WA	98844	Interior	103c
BR-Grand Coulee Dam Project.	PO Box 620	Grand Coulee	WA	99133	Interior	3010 3016
FS-Forest Production Laboratory.	502 Walnut Street	Madison	WI	53705	Agriculture	3005 3010
WAPA-Casper Field BR	W of Mt View on Spider Rd.	Mills	WY	82644	Energy	103c

[FR Doc. 93-1052 Filed 2-4-93; 8:45 am]
BILLING CODE 6560-50-M

federal register

Friday
February 5, 1993

Part III

Department of Transportation

Coast Guard

33 CFR Part 150, et al.
Response Plans; Interim Final Rules

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Parts 150 and 154

[CGD 91–036]

RIN 2115–AD82

Response Plans for Marine Transportation-Related Facilities

AGENCY: Coast Guard, DOT.

ACTION: Interim final rule.

SUMMARY: The Coast Guard is establishing regulations requiring response plans for marine transportation-related (MTR) facilities including deepwater ports, certain Coast Guard-regulated onshore facilities, marinas, tank trucks, and railroad tank cars. This interim final rule (IFR) also establishes additional response plan requirements for facilities located in Prince William Sound, Alaska, permitted under the Trans-Alaska Pipeline Authorization Act (TAPAA). This IFR addresses all MTR facilities that could reasonably be expected to cause substantial harm to the environment by discharging oil into or on the navigable waters of the United States, adjoining shorelines, or the exclusive economic zone. Regulations requiring facility response plans and discharge removal equipment are mandated by the Federal Water Pollution Control Act (FWPCA), as amended by the Oil Pollution Act of 1990. The purpose of requiring facility response plans and discharge removal equipment is to enhance private sector planning and response capabilities to minimize the environmental impact of spilled oil.

DATES: Effective Date. This interim final rule is effective February 5, 1993, except for §§ 154.1110 through 154.1140 of subpart G. Sections 154.1110 through 154.1140 are effective August 18, 1993.

The Director of the **Federal Register** approves as of February 5, 1993, the incorporation by reference of certain publications listed in the regulations.

Comment Closing Date. Comments on this interim final rule, as requested below, must be received on or before April 6, 1993.

ADDRESSES: Comments must be in writing and may be mailed to the Executive Secretary, Marine Safety Council (G–LRA/3406) (CGD 91–036), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593–0001, or may be delivered to Room 3406 at the above address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. For information concerning comments, the telephone number is (202) 267–1477. Comments on collection of information requirements must be mailed also to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, ATTN: Desk Officer, U.S. Coast Guard.

The Executive Secretary maintains the public docket for this rule. Comments will become part of this docket and will be available for inspection or copying at Room 3406, U.S. Coast Guard Headquarters.

A copy of the material listed in "Incorporation by Reference" of this preamble is available for inspection in room B–718, U.S. Coast Guard Headquarters.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Walter (Bud) Hunt, Project Manager, Oil Pollution Act (OPA 90) Staff, (G–MS–1), (202) 267–6740. This telephone is equipped to record messages on a 24-hour basis.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, this interim final rule is being issued without a prior notice of proposed rulemaking and it becomes effective on February 5, 1993. Timely exercise of the Coast Guard's statutory responsibilities under the Oil Pollution Act of 1990 (OPA 90) (Pub. L. 101–380) requires this action and to do otherwise would be contrary to the public interest.

Section 4202(a) of OPA 90 amended section 311(j) of the Federal Water Pollution Control Act (FWPCA) (33 U.S.C. 1321(j)) to establish requirements for marine transportation-related (MTR) facility response plans. Section 4202(b)(4) of OPA 90 specifies an implementation schedule for these provisions. MTR facility response plans must be submitted to the Coast Guard by February 18, 1993, and MTR facilities must be operating in compliance with their plans by August 18, 1993. MTR facilities not complying with these dates are prohibited from handling, storing, or transporting oil after the applicable dates. OPA 90 also established a statutory deadline for the publication of regulations to implement response plan requirements. These regulations were to be published by August 18, 1992. Because of the statutory deadline for submission of response plans and the need to assist the regulated community to prepare response plans, any further delays in issuing these regulations would create a hardship on the regulated community and prevent timely enforcement of the response plan provisions of OPA 90. Therefore, it has been determined that good cause exists for omitting prior notice and comment on the proposed rule and making the rule effective immediately.

The Coast Guard did publish an advance notice of proposed rulemaking (ANPRM) on these regulations in the March 11, 1992 **Federal Register** (57 FR 8708). The ANPRM discussed the background, statutory requirements of section 311(j) of the FWPCA, and possible regulatory approaches. In addition, the ANPRM posed questions for public comment. The Coast Guard received 116 comments. Each of the comment letters was considered in developing these regulations.

Request for Comments

Although a further opportunity for public comment had not been provided prior to issuing this interim final rule, additional public input is now requested. The Coast Guard is particularly interested in comments that are based on experience gained in preparing response plans that meet the requirements of this rule.

Accordingly, persons wishing to comment may do so by submitting written comments to the address listed under **ADDRESSES.** Commenters should include their names and addresses, identify this rulemaking (CGD 91–036) and the specific section of this proposal to which each comment applies, and give the reason for each comment. The Coast Guard requests that all comments and attachments be submitted in an unbound format suitable for copying and electronic filing. If not practical, a second copy of any bound material is requested. Persons wanting acknowledgment of receipt of comments should enclose a stamped, self addressed postcard or envelope.

Comments should be submitted on or before the Comment Closing Date listed in the "**DATES**" section in this preamble in order to receive timely consideration; however late comments will be considered to the extent practicable. The rule may be changed based upon the comments received.

The Coast Guard plans no public hearing at this time. Persons may request a public hearing by writing to the Marine Safety Council at the address under "**ADDRESSES.**" Requests should indicate why a public hearing is considered necessary. If the Coast Guard determines that the opportunity for oral presentations will aid this rulemaking, it will hold a public hearing at a time and place announced by a later notice in the **Federal Register.**

Drafting Information

The principal persons involved in drafting this document are Lieutenant

Commander Walter (Bud) Hunt, Project Manager, and Jacqueline Sullivan, Project Counsel, Oil Pollution Act (OPA 90) Staff, (G–MS–1).

Background and Purpose

In recent years several catastrophic oil spills have threatened the marine environment of the United States. Among these were the EXXON VALDEZ in Prince William Sound, Alaska, the AMERICAN TRADER in California's coastal waters, the MEGA BORG in the Gulf of Mexico, and the major discharge from the Ashland Oil Terminal into the Monongahela River at Floreffe, Pennsylvania. These spills had extensive impact on the marine environment, including the loss of fish and wildlife.

In response to these disasters and others, Congress passed the Oil Pollution Act of 1990 (OPA 90) (Pub. L. 101–380). Section 4202(a) of OPA 90 amended section 311(j) of the Federal Water Pollution Control Act (FWPCA) (33 U.S.C. 1321(j)). It set out the requirements for facility response plans and periodic inspections of discharge-removal equipment in sections 311 (j)(5) and (j)(6), respectively. Section 4202(b)(4) of OPA 90 established an implementation schedule for these provisions.

As amended, section 311(j)(5) of the FWPCA requires owners or operators of certain facilities to submit response plans to the President. This requirement applies to facilities that could reasonably be expected to cause substantial harm to the environment by discharging oil or a hazardous substance into or on the navigable waters of the United States, adjoining shorelines, or the exclusive economic zone.

As amended, section 311(j)(5) also directs the President to issue regulations implementing the new FWPCA requirements for facility response plans. This authority has been delegated by Executive Order 12777 (3 CFR, 1991 Comp.; 56 FR 54757) to the Administrator of the Environmental Protection Agency (EPA), the Secretary of the Department of the Interior (DOI), and the Secretary of the Department of Transportation (DOT).

Under Executive Order 12777, the EPA is drafting regulations for non-transportation-related fixed onshore facilities. DOI's Minerals Management Service is drafting regulations for response plans for non-transportation-related offshore facilities and transportation-related pipelines linking oil production platforms to onshore facilities. The DOT is drafting regulations for transportation-related onshore facilities, and deepwater ports subject to the Deepwater Ports Act of 1974, as amended (33 U.S.C. 1501, *et seq.*). The Secretary of Transportation, in 49 CFR 1.46(m) (57 FR 8581; Mar. 11, 1992), further delegated the authority for regulating MTR facilities to the Commandant of the Coast Guard. Thus, the Coast Guard has drafted these regulations for MTR facilities. The Research and Special Programs Administration will issue separate regulations for non-marine transportation-related onshore facilities. Since several Federal agencies are drafting regulations requiring facility response plans, these agencies have been meeting to discuss and coordinate development of the regulations.

This rule addresses only MTR facilities that handle, store, or transport oil. Response plans for MTR facilities that handle, store, or transport hazardous substances will be the subject of a separate rulemaking at a later time.

A separate NPRM has been published in the **Federal Register** addressing vessel response plans. See CGD 91–034/CGD 90–068, (57 FR 27514, June 19, 1992).

Section 311(j)(5) of the FWPCA requires the preparation and submission of response plans from all onshore facilities that could reasonably be expected to cause substantial harm to the environment by discharging oil into or on the navigable waters, adjoining shorelines, or exclusive economic zone. Response plans submitted for those onshore facilities that could cause significant and substantial harm to the environment by such discharges must meet additional review and approval requirements. OPA 90 does not define the distinction between "substantial harm" and "significant and substantial."

The OPA 90 Conference Report (Report 101–653) states that the President is to develop nationwide criteria to determine those facilities which could reasonably be expected to cause substantial harm to the environment and are therefore required to submit plans. The report also states that the criteria should result in a broad requirement for facility owners or operators to prepare and submit response plans.

OPA 90 mandated several deadlines for MTR facility response plans. After February 18, 1993, an MTR facility required to have a response plan may not handle, store, or transport oil unless a plan has been submitted to the Coast Guard. After August 18, 1993, a facility required to have a response plan may not handle, store, or transport oil unless it is operating in compliance with the plan, and in the case of a facility for which a response plan must be reviewed, it has been approved by the Coast Guard.

The Coast Guard will authorize an MTR facility which could reasonably be expected to cause significant and substantial harm to the environment and has submitted a response plan to continue to operate for up to 2 years from plan submission without agency approval of the response plan. However, the owner or operator of the facility must certify that he or she has ensured by contract or other means acceptable to the Coast Guard the availability of private personnel and equipment adequate to respond, to the maximum extent practicable, to a worst case discharge or substantial threat of such a discharge.

Section 311(j)(5) of the FWPCA requires that, in a facility response plan, an owner or operator identify and ensure by contract or other means approved by the President the availability of private personnel and equipment sufficient to remove, to the maximum extent practicable, a worst case discharge and to mitigate or prevent substantial threat of such a discharge. A worst case discharge for a facility is defined in section 311(a)(24) of the FWPCA, as amended by section 4201 of OPA 90, as the largest foreseeable discharge in adverse weather conditions. The statute does not further define a "foreseeable discharge" or "adverse weather."

A major objective of the OPA 90 amendments to section 311(j)(5) of the FWPCA is to create a national planning and response system. Certain worst case discharges, such as those also involving a fire or explosion at the facility, could require the use of both private and public response resources.

Section 5005 of OPA 90 establishes requirements for response plans for MTR facilities located in Prince William Sound, Alaska, which are permitted under the Trans-Alaska Pipeline Authorization Act (TAPAA) (43 U.S.C. 1651, *et seq.*). This section requires a level of preparedness for facilities in Prince William Sound which is in addition to the requirements of section 311(j) of the FWPCA. These statutory requirements are intended to provide an even greater margin of safety in Prince William Sound by requiring prepositioned response equipment; an oil spill removal organization; special training for residents; periodic inspections, testing, and certification of response equipment; and exercises for the trained personnel and spill removal equipment.

Response Plans for Marine Transportation-related (MTR) Facilities

Marine transportation-related facilities are defined in the rule as any onshore facility, including piping and any structure used to transfer oil to or from a vessel, and any deepwater port subject to regulation under 33 CFR part 150.

Substantial Harm Facilities

This rule requires the owners or operators of all MTR facilities which could reasonably be expected to cause substantial harm to the environment to prepare and submit a response plan. Generally, fixed and mobile facilities (tank trucks and railroad tank cars) that are used, or intended to be used for, transferring oil, in bulk, to or from a vessel with a capacity of 250 barrels or more, fall within this substantial harm category.

Fixed and mobile MTR facilities that are capable of transferring oil, in bulk, only to or from a vessel with a capacity of less than 250 barrels (such as marinas and tank trucks fueling recreational vessels) could not reasonably be expected to cause substantial harm to the environment and will not be required to prepare and submit response plans. However, if the COTP determines that a worst case discharge from a specific facility could reasonably be expected to cause substantial harm to the environment, that facility will be required to prepare and submit a response plan to the COTP.

The Coast Guard believes that mobile facilities that are used for, or intended to be used for, transferring oil, in bulk, to or from a vessel with a capacity of 250 barrels or more are as reasonably likely to cause substantial harm to the environment as are fixed facilities when conducting oil transfer operations to vessels. When mobile MTR facilities conduct operations alongside or over navigable waters, discharges from these operations are likely to enter the water before effective containment actions can be initiated on the shore or pier.

Mobile facilities that are used for, or intended to be used for transferring oil, in bulk, to or from a vessel with a capacity of 250 barrels or more are classified as substantial harm facilities. These facilities, which under 33 CFR 154 are already required to have an operations manual and a valid letter of adequacy issued by the cognizant COTP, will be required to prepare and submit response plans but will not be required to execute a formal contract for pollution response resources. These response plans will be required to identify response contractors or response resources they are likely to employ in the event of a worst case discharge. They will also be required to store limited amounts of containment boom and sorbent materials that will be required to be ready for deployment within 1 hour after notification of a discharge of oil. This reduced response planning standard recognizes that these mobile MTR facilities represent a lesser threat to the environment than large fixed MTR facilities.

Significant and Substantial Harm Facilities

This rule requires the owners or operators of deepwater ports and large fixed MTR facilities that could reasonably be expected to cause significant and substantial harm to the environment in the event of a worst case discharge to prepare and submit their response plans for approval by the Coast Guard. Large fixed MTR facilities are those facilities that are capable of transferring oil, in bulk, to or from a vessel with a capacity of 250 barrels or more. These facilities may operate for up to 2 years pending approval of a submitted response plan provided that the facility owner or operator certifies that private personnel and equipment are available, by contract or other approved means, to respond, to the maximum extent practicable, to a worst case discharge or substantial threat of a discharge.

The Coast Guard is placing most fixed MTR facilities regulated under 33 CFR 154.100(a) in the category of significant and substantial harm. Section 154.100(a) makes part 154 applicable to each fixed facility that is capable of transferring oil in bulk to or from a vessel with a capacity of 250 or more barrels. These facilities are placed in this category based on their proximity to navigable waters, adjoining shorelines, or the exclusive economic zone; their oil storage capacity; and the nature of their operations.

Deepwater ports, regulated under 33 CFR part 150, are also covered by the rule. As an offshore facility, a deepwater port must prepare and submit a response plan for review and approval under section 311(j)(5). For MTR facilities that can be reasonably expected to cause significant and substantial harm, the rule provides that once the Coast Guard has reviewed a plan, it will return for amendment any plan that does not meet the requirements set forth under the provisions of the amended section 311(j)(5) of the FWPCA. It also requires the Coast Guard to approve any plan that does comply with those provisions.

Adjustments to Facility Classification

The rule will permit any MTR facility owner or operator believing that his or her facility would not cause substantial or significant and substantial harm as a result of a worst case discharge of oil, to request the cognizant Coast Guard Captain of the Port (COTP) to reclassify the facility. The COTP, when reviewing this information, will consider factors such as the type and age of the facility, spill history, location of public and commercial water intakes, and other relevant factors. A procedure is included for appealing the COTP determination.

Equipment Availability and Criteria

This rule establishes the criteria for worst case discharge and requires MTR facilities to identify private personnel and equipment available, by contract or other approved means, sufficient to remove, to the maximum extent practicable, a worst case discharge and to mitigate and prevent a substantial threat of such a discharge. Separate guidance is being developed that includes inspection requirements for the major pieces of equipment required to contain and clean up oil discharges.

The Coast Guard proposed, in its vessel response plan NPRM (57 FR 27514, June 19, 1992), certain criteria for determining the amount of equipment required to respond to a discharge of oil. Many comments were received by the Coast Guard on the criteria proposed in the vessel response plan NPRM. The criteria in that NPRM have been modified and where appropriate, this rule uses the same criteria for facility response plans to provide consistency between the two regulations. The criteria provide guidelines and standards for non-persistent oils and Group II through Group IV persistent oils which both the MTR facility owner or operator and the Coast Guard COTP will apply in determining whether a facility has sufficient equipment to respond to a specified spill scenario.

This rule requires that a response plan for an MTR facility identify only private response resources. These resources will comprise the majority of personnel and equipment available for the national planning and response system. Furthermore, the equipment, training, and experience of these organizations will be essential to any successful pollution response effort. The integration and coordination of public and private response resources will be addressed in the applicable Area Contingency Plans.

This rule also addresses response plan requirements for TAPAA facilities in Prince William Sound, Alaska. These additional requirements appear in Subpart G of this rule.

Advance Notice of Proposed Rulemaking

The Coast Guard published an Advance Notice of Proposed Rulemaking (ANPRM) on this rule in the March 11, 1992 Federal Register (57 FR 8708). The ANPRM discussed the background, statutory requirements of section 311(j) of the FWPCA, and possible regulatory approaches. In addition, the ANPRM posed questions for public comment. The Coast Guard received 116 comments. Each of the comment letters was considered in developing this rule.

Though there is a wide disparity of positions in the comments on the MTR facilities response plan ANPRM, a number of issues seem to have engendered the most concern.

A recurring concern expressed in the responses was the need to avoid conflicting regulations. Many commenters from industry feel that existing Spill Prevention, Control, and Countermeasures (SPCC) plans required by EPA under 40 CFR 112 and operations manuals required by the Coast Guard under 33 CFR 154 are completely adequate and that further requirements will constitute over-regulation. State government agencies expressed concern that the new regulations may conflict with existing or pending State regulations, despite the statutory requirement that Federal laws and regulations not preempt State response planning laws. Many comments reflected a desire for the new regulations to be flexible.

The Coast Guard believes that this rule provides the maximum flexibility practicable in establishing requirements for response plans. The Federalism section of this IFR contains a discussion on the issue of preemption.

Comments from private terminal operators called for regulations that were less stringent than State regulations. Members of industry expressed concern that they will be required to prepare for circumstances which are simply too unlikely to occur. They feel that this will cost too much and some small facilities are concerned that they may not be able to comply. Some mentioned that they may be able to acquire the required equipment but may not have the manpower at the facility to deploy it.

All response plans must meet the statutory requirements set out in OPA 90. However, this IFR does provide for reduced requirements for mobile MTR facilities, fixed facilities that handle, store, or transport Group V petroleum oils, and fixed facilities that handle, store, or transport non-petroleum oils.

Many comments address the lack of definition of the terms "substantial harm" to the environment and "significant and substantial harm" to the environment, "average most probable discharge," and "worst case discharge." The definition of these terms will substantially affect them.

Accordingly, the Coast Guard has provided definitions for these terms in this IFR and provided for individual determinations, where appropriate.

Many commenters stated that the Coast Guard should require all plans to be submitted, reviewed, and approved. However, OPA 90 specifically requires only significant and substantial harm facilities to submit response plans for review and approval. Facilities which fall in the category of substantial harm must still submit response plans to the Coast Guard; but those plans do not require formal approval. They may be reviewed by the COTP and deficiencies will need to be corrected.

Some comments mentioned that a good way to increase prevention efforts would be to provide incentives in the form of less stringent response requirements. Most agreed that the qualified individual identified in the plan should be on a local level, and that multiple-terminal operators should have some kind of local response plan even if they maintain a corporate plan as well. Most comments requested that one lead agency be responsible for approving plans and that the Coast Guard is probably the most appropriate agency. Several mentioned that facilities handling edible oil should be exempt from the regulations. They also felt that the regulations should be consistent with the vessel response plan regulations and the area contingency plans. Some requested public hearings, particularly in Alaska.

There was a great deal of disagreement about the certification of contractors and equipment, and frequency of drills. Commenters also disagreed over whether facility response personnel should be required to do more than just control and report a spill. There were comments on whether the response plan should be an annex to the operations manual or a separate document in itself. Many disagreed about the possibility of lending equipment; most think some lending should be allowed, although that would be impossible for some areas, such as American Samoa and Alaska, particularly during bad weather.

Louisiana Offshore Oil Port Inc. (LOOP) provided comments on the ANPRM regarding the application of OPA 90-mandated response planning requirements to its facility. LOOP INC. contends that the response plan regulations should not apply to LOOP as it is regulated under the Deepwater Port Act (DPA) of 1974 (33 U.S.C. 1501–1524). As a deepwater port, the Coast Guard recognizes that LOOP is regulated under 33 CFR part 150 and must prepare an operations manual in accordance with 150.105. However, section 311(j)(5) of the FWPCA, as amended by 4202(b)(4) of OPA 90, requires all offshore facilities to prepare and submit response plans to the President. Deepwater ports are included in the statutory definition of offshore facilities. The authority to impose response plan requirements on deepwater ports was specifically delegated to DOT under section 2(d)(2) of Executive Order 12777 (56 FR 54757; Oct. 22, 1991). This authority was subsequently delegated to the Coast Guard (57 FR 8581; March 11, 1992). These facilities must prepare response plans meeting the requirements of section 311(j)(5) of the FWPCA and the Coast Guard must review the plans and approve them when they meet the requirements for a response plan.

Recommendations of Oil Spill Response Plan Negotiated Rulemaking Committee

To gather information for the Vessel Response Plan NPRM, the Coast Guard established an Oil Spill Response Plan Negotiated Rulemaking Committee (56 FR 58202, November 18, 1991). Meeting dates of the Committee were published on January 10, 1992 (57 FR 1139). Committee sessions were held between January 8th and March 27th, 1992. After its last meeting, the Committee provided the Coast Guard with a final report.

The Coast Guard used information in this final report to develop the vessel response plan NPRM. To maintain consistency between the two regulations, this rule uses certain concepts contained in the vessel response plan NPRM. Thus, this rule contains certain conclusions found in the Committee's final report.

Copies of the Committee's final report and all documents considered by the Committee during its meetings are in the public docket for that rulemaking (CGD 91–034).

Navigation and Vessel Inspection Circular 7–92, Interim Guidelines for Development and Review of Response Plans for Marine Transportation-Related Facilities Including Deepwater Ports

Given the statutory deadline for the submission of response plans by facility owners or operators, the Coast Guard promulgated Navigation and Vessel Inspection Circular (NVIC) 7–92 dated September 23, 1992. The NVIC provided guidance to the marine industry for preparing response plans for certain facilities, as required by the OPA 90 amendments to the FWPCA. The Coast Guard will accept a response plan based on the NVIC to meet the February 18, 1993 submission deadline, as well as a response plan meeting this interim final rule. The owner or operator of a facility that submits a response plan based on the NVIC, shall so indicate that in a letter accompanying the plan submission. Only then will the plan be reviewed for approval based on the provisions contained in the NVIC. However, any response plan submitted after February 18, 1993 must meet the requirements of this interim final rule. After August 18, 1993, all facilities must be operating in compliance with their plan and "significant and substantial harm" facilities must have an approved plan or have been authorized by the Coast Guard in writing to operate pending approval of a submitted plan.

Discussion of Amendments

To implement the requirements of section 311(j)(5) of the FWPCA, as amended, the Coast Guard is defining those MTR facilities required to prepare and submit oil spill response plans and establishing the format and the content of those plans. These plans are necessary to ensure the availability of sufficient spill response resources. The following is a section-by-section summary of the rule.

33 CFR Part 150, Subpart A—General

Section 150.129 Response Plans

This rule amends 33 CFR part 150 to require the owner or operator of a deepwater port to prepare and submit a response plan to the COTP. As an offshore facility, a deepwater port must prepare and submit a response plan under section 311(j)(5). The response plan must be prepared and submitted for review and approval in accordance with 33 CFR part 154, subpart F. The Coast Guard has previously addressed the contention of LOOP INC. that OPA 90 response planning regulations should not be applied to that facility.

33 CFR Part 154, Subpart A—Response Plans

Section 154.100 Applicability

The rule amends § 154.100 by revising paragraph (a) and adding paragraph (c). Paragraph (a) is revised to clarify that only those mobile facilities that are actually being used or are intended to be used to transfer oil, in bulk, to or from a vessel with a capacity of 250 barrels or more are required to prepare and submit facility response plans. The revision to paragraph (a) and addition of paragraph (c) allows the COTP to apply this subpart to all MTR facilities not originally categorized as "substantial harm" facilities as defined in subpart F.

Section 154.106 Incorporation by Reference

This section incorporates by reference four standard test methods developed by the American Society for Testing and Materials (ASTM). These test methods are acceptable means to evaluate the performance capabilities of oil booms and recovery devices for purposes of §§ 154.1045, 154.1047, and 154.1049 as discussed below. ASTM is in the process of updating these standards as well as developing new standards for response equipment performance evaluation. The Coast Guard is an active participant in this process and will revise this section as necessary to reflect applicable standards subsequently adopted by ASTM and determined appropriate by the Coast Guard.

33 CFR Part 154, Subpart F—Response Plans

Section 154.1010 Purpose

This section describes the purpose of this rule and notes that the requirements set forth in the rule are for planning purposes only. The requirements are not performance standards. They are intended to be used by an MTR facility owner or operator to develop a plan for responding to the facility's worst case discharge in adverse weather to the maximum extent practicable. Actual conditions during a spill event may not permit the arrival of the resources within the prescribed timelines; however, actual conditions may also permit faster response times in some situations.

The development of a response plan and the necessary training and drills to ensure its proper implementation, is a means that prepares the MTR facility owner or operator for an emergency situation. The response plans are not to help government response agencies better prepare, but, to help ensure the facility owner or operator is prepared. The intent is to have the owner or operator critically review the potential risk to the marine environment for an accidental oil discharge from the facility. The requirements for these plans are intended to focus owners and operators on: the risk to the marine environment; what actions they can employ to mitigate the risk; and considering the risk, development of a plan that aggressively responds to a spill from the facility. The response plan requirements are intended to ensure that the facility owner or operator has asked himself or herself the hard questions of: What is the risk? What private sector resources are available? Where and how do I rapidly address and resolve the problems this spill has caused to the marine environment?

Section 154.1015 Applicability

The requirements of this subpart apply to MTR facilities that handle, store, or transport oil, in bulk, and that could reasonably be expected to cause substantial harm or significant and substantial harm to the environment by discharging oil into or on the navigable waters, adjoining shorelines, or exclusive economic zone. These facilities must prepare and submit a facility response plan to the COTP. Significant and substantial harm facilities must also have their response plans approved by the COTP. Significant and substantial harm facilities represent a subset of the facilities that are designated as substantial harm facilities. Fixed MTR facilities that are capable of transferring oil, in bulk, to or from vessel with a capacity of 250 barrels or more could reasonably be expected to cause significant and substantial harm to the environment.

The rule provides that mobile MTR facilities capable of transferring oil to or from vessels with a capacity of 250 or more barrels of oil could reasonably be expected to cause substantial harm to the environment in the event of a worst case discharge of oil. These facilities must prepare and submit a facility response plan to the COTP.

The Coast Guard made these initial determinations based on the facility's capacity and proximity to navigable waters, adjoining shorelines, or the exclusive economic zone. However, a facility owner or operator who does not agree with the initial classification may request review of the facility's classification by the COTP in accordance with 33 CFR 154.1075. The COTP will review information on the facility and other relevant factors to determine if the facility could reasonably be expected to cause substantial or significant and substantial

harm to the environment by a worst case discharge from the facility. The COTP determination may be appealed to the District Commander and Commandant.

Section 154.1016 Upgrade Facility Classification

This section provides the COTP with the authority to apply the requirements of subpart F to any facility that is not specified as a substantial harm or significant and substantial harm facility in § 154.1015. This section also provides the COTP with the authority to reclassify any substantial harm facility to a significant and substantial harm facility.

The COTP may determine that a specific fixed MTR facility capable of transferring oil only to or from vessels with a capacity of less than 250 barrels, such as a marina, and therefore subject to regulation under 33 CFR 154.100(b), could reasonably be expected to cause substantial harm to the environment. The COTP may also determine that a specific mobile MTR facility capable of transferring oil to or from vessels with a capacity of less than 250 barrels could also reasonably be expected to cause substantial harm to the environment. The Coast Guard expects that COTPs will infrequently reclassify facilities in this manner.

This section provides that reclassification of facilities will be based on a consideration of all relevant factors including, but not limited to, the type and quantity of oils handled in bulk, facility spill history, age of facility, proximity to public and commercial water supply intakes, and proximity to areas of economic importance and environmental sensitivity. Facility owners or operators may also appeal this reclassification in accordance with § 154.1075 in this IFR.

Section 154.1017 Response Plan Submission Requirements

This section requires any significant and substantial harm facility specified in § 154.1015(c) to prepare and submit a response plan that meets the requirements of §§ 154.1030, 154.1035, and 154.1045, 154.1047, or 154.1049, as appropriate, to the COTP for review and approval. It also requires any substantial harm facility specified in § 154.1015(b) to prepare and submit a response plan to the COTP that meets the requirements of §§ 154.1030, 154.1040, and 154.1045, 154.1047, or 154.1049, as appropriate. Additionally, a mobile facility must prepare and submit a response plan that meets the requirements of § 154.1041.

Section 154.1020 Definitions

This section adds definitions that are based on the FWPCA, other regulations, or devised by the Coast Guard to define terms used in subpart F. The following definitions are only applicable to this subpart.

Adverse weather. The definition was proposed in the Vessel Response Plan NPRM. Adverse weather means the weather conditions to be used during the planning process to identify equipment and systems required for the response plan. The specific weather conditions for planning are found in §§ 154.1045, 154.1047, and 154.1049.

Average most probable discharge. The definition is based on a review of historical facility spill data. This review showed that, from 1985 to 1989, 95 percent of the oil spills from facilities in the coastal zone were 50 barrels (2100 gallons) or less. This includes all facility discharges including spills from routine operations. The definition uses the lesser of 50 barrels or 1 percent of the worst case discharge as the average most probable spill. Using the lesser of the two values will lessen the regulatory burden on small volume facilities while maintaining sufficient response planning.

Captain of the Port (COTP) Zone. The definition describes the area specified in 33 CFR Part 3 and, where applicable, the seaward extension of that zone to the outer boundary of the exclusive economic zone (EEZ).

Contract or other approved means. The definition means the five methods described in § 154.1028.

Exclusive economic zone (EEZ). The definition is based on section 1001(8) of OPA 90. It describes this zone as defined in Presidential Proclamation 5030 of March 10, 1983. This zone extends 200 miles from the territorial sea baseline unless a maritime boundary with another country is closer than 200 miles.

Facility that could reasonably be expected to cause significant and substantial harm. The definition describes a fixed MTR facility which must prepare and submit a response plan to the COTP for review and approval. In general, this facility is capable of transferring oil in bulk to or from a vessel with a capacity of 250 barrels or more and is typically a large fixed MTR facility. This category also includes any facility specifically designated by the COTP in § 154.1016.

Facility that could reasonably be expected to cause substantial harm. The definition describes an MTR facility which must prepare and submit a response plan to the COTP. In general, this facility is a mobile facility that is used or intended to be used to transfer oil, in bulk, to or from a vessel with a capacity of 250 barrels or more. This category also includes any facility specifically designated by the COTP in § 154.1016.

Great Lakes. The definition was taken from 46 CFR 10.103.

Higher volume port area. The Coast Guard has identified ports within which it believes greater response capability is necessary. The Coast Guard based its determination on a study of relative volumes of persistent and non-persistent oil handled, stored, or transported in the port areas. The Coast Guard evaluated the 1987 and 1988 U.S. Army Corps of Engineers reports on "Waterborne Commerce of the United States." These reports provide statistics for 34 port areas. The volumes of persistent and non-persistent oils were compiled for the listed ports. Analysis of this data indicated that 15 port areas had oil volumes significantly greater than others. The decision to choose 15 port areas was based on the distinct break that occurs between ports areas at the point selected. A report describing the methodology used for this determination is in the public docket.

Inland area. The definition is based on the existing boundaries used in 33 CFR part 80 and 46 CFR part 7. It defines a boundary for identifying response times and determining equipment operability criteria.

Marine transportation-related facility. The definition includes any onshore facility, including piping and any structures used for the transfer of oil to or from a vessel, and any deepwater port subject to regulation under 33 CFR part 150. Included in this definition are large fixed onshore facilities, small fixed onshore facilities (such as marinas), mobile facilities (tank trucks and railroad tank cars), and deepwater ports.

The definition of the transportation-related portion of the facility and the non-transportation-related portion is provided in the 1971 Memorandum of Understanding between the Environmental Protection Agency and the Department of Transportation. In this section of the IFR the Coast Guard further defines the marine-transportation-related portion of the facility. For the purpose of response planning, the Coast Guard has identified the first valve inside the secondary containment as separating the marine transportation-related segment of the facility from the non-transportation-related segment. For below ground storage tanks or tanks without secondary containment the separation between facilities may be a valve or

pump located on or adjacent to the tanks. The definition also provides for the COTP and the appropriate Federal official to agree to a specific location or point on the facility to be used to separate the marine transportation-related portion from the non-transportation-related portion of the facility.

Maximum extent practicable. The definition is derived from the Vessel Response Plan NPRM definition. It is the planned capability to respond to a worst case discharge in adverse weather. The appropriateness of this planned capability is limited by available technology and the practical and technical limits on an individual facility owner or operator. Specific criteria for determining this capability are described in §§ 154.1045, 154.1047, and 154.1049.

Maximum most probable discharge. The definition is based on historical spill data which showed that, from 1985 to 1989, 99 percent of the oil spills from facilities in the coastal zone were approximately 1,200 barrels or less. The definition establishes the maximum most probable discharge volume as 1,200 barrels or 10 percent of the volume of the worst case discharge, whichever is less. Using the lesser of the two values will lessen the regulatory burden on small volume facilities while maintaining sufficient response planning.

Nearshore area. The definition is the area extending from the boundaries established in 33 CFR part 80 and 46 CFR part 7 seaward 12 miles. It defines a boundary of an area used for identifying response times and determining equipment operability criteria. This area, because it is close to shore, requires planning for rapid response times and protective actions.

Non-persistent or Group I oil. To provide consistency between this rule and the vessel response plan rulemaking, the definition is drawn from the International Oil Pollution Compensation Fund guidelines. These guidelines use distillation percentages to distinguish between the physical characteristics of persistent and non-persistent oils. Non-persistent oils tend to be more volatile and evaporate very rapidly. The response equipment and methods required for these oils are typically different than those required for persistent oils. While each type of oil must be evaluated, generally gasoline, naphtha, kerosene, jet fuel, gas oil, automotive diesel, and number 2 diesel fuel will meet this definition. The International Tanker Owners Pollution Federation (ITOPF) classifies non-persistent oils as Group I as indicated in appendix C of this part. The Coast Guard is soliciting comments on these classifications of non-persistent oils.

Non-petroleum oil. The definition means oil of any kind that is not petroleum-based. It includes, but is not limited to, animal and vegetable oils.

Ocean. The definition is used to determine response plan equipment operability criteria for all waters seaward of inland areas.

Offshore area. The definition is taken from the Vessel Response Plan NPRM. It defines the boundaries of an area generally located beyond 12 nautical miles to 50 nautical miles from boundaries established in 33 CFR part 80 and 46 CFR part 7. It is used for identifying response times and determining equipment operability criteria. This area is farther from shore than the nearshore area and thus the risk to the shoreline is reduced. The reduced risk for this area is reflected in the planning criteria for MTR facilities.

Oil. The definition means oil of any kind or in any form, including, but not limited to, petroleum oil, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredge spoil.

Oil spill removal organization. The definition includes any for-profit or not-for-profit contractor, cooperative, or in-house response resources established in a geographic area to provide required response resources.

Operating area. The definition is used to define the geographic location in which a facility is handling, storing, or transporting oil. The five operating areas are Rivers and canals, Inland area, Nearshore, Great Lakes, and Offshore. These areas are further defined in the rule. The operating area classification may not be changed by the COTP.

Operating environment. This term is used to define the conditions in which the response equipment is designed to function. The four operating environments are Rivers and canals, Inland area, Great Lakes, or Oceans. These areas are further defined in the rule. The COTP may reclassify a specific body of water in the ACP to better reflect conditions expected to be encountered during response activities. See § 154.1045 for additional information on reclassification.

Operating in compliance with the plan. This term means operating in compliance with the provisions of this subpart including, ensuring the availability of the response resources by contract or other approved means, and conducting the necessary training and drills.

Persistent oil. The definition is the same as that proposed in the vessel response plan NPRM. It recognizes that persistent oils tend to emulsify and do not dissipate as rapidly as non-persistent oils. This affects the equipment and methods required to respond to the discharge. The definition covers all oils that do not meet the criteria for classification as non-persistent oils. Persistent oil includes marine diesel, number 4 and 6 oils, lubricating oils, asphalt, other residual fuel oils, and crude oil. The ITOPF classifies these as Group II, Group III, Group IV, or Group V. It reflects the variability in dissipation and emulsification of persistent oils. The Coast Guard is soliciting comments on these classifications of persistent oil.

Qualified individual and alternate qualified individual. The definition means a person located in the United States who meets the requirements of § 154.1026.

Response activities. The definition refers to any actions necessary to minimize or mitigate damage to the public health and welfare and environment caused by an oil spill. These activities include, but are not limited to, the containment and removal of oil from the land, water and shorelines and the temporary storage and disposal of recovered oil.

Response resources. The definition describes the personnel, equipment, supplies, and any other capability a facility owner or operator may need in order to perform the response activities identified in the response plan.

Rivers and canals. The definition is taken from the vessel response plan NPRM. It defines a boundary in the inland area where shallow draft vessels primarily operate. It is in this rule for use in identifying response times and determining equipment operability criteria. The definition uses the controlled navigable depth of 12 feet or less as the method of identifying these waterways. Most of these waterways are in protected areas and reflect conditions different from those found in other waterways. The use of 12 feet or less limits the waterways covered by this definition to those where non-oceangoing vessels operate, such as the Intracoastal Waterways, Western Rivers Systems, and other similar areas. It is included in this rule in an attempt to maintain consistency between this rule and the proposed rule on vessel response plan requirements. The Coast Guard is soliciting comments on whether this is a reasonable method to differentiate between bodies of water that have different response plan factors.

Spill management team. The definition describes the personnel that will staff the organizational structure

that a facility owner or operator must identify in a response plan. This team will manage the response actions of the facility owner or operator and the oil spill removal organizations identified in a plan.

Substantial threat of a discharge. The definition is included because facility owners or operators are required to plan for incidents that may not result in an oil discharge. This definition is consistent with the definition used in the Coast Guard's proposed vessel response plan rulemaking and is intended to establish a similar level of threatened discharge for a vessel and a facility and maintain consistency between the two regulations.

Worst case discharge. The definition means, in the case of an onshore facility and deepwater port, the largest forseeable discharge in adverse weather conditions meeting the requirements of § 154.1029.

Section 154.1025 Operating Restrictions and Interim Operating Authorization

The owner or operator of any facility classified or designated by the COTP as a facility that could reasonably be expected to cause substantial harm or significant and substantial harm to the environment under this subpart shall submit a response plan. The owner or operator of a facility that could reasonably be expected to cause significant and substantial harm to the environment is required to have a response plan approved by the Coast Guard before the facility may handle, store, or transport oil.

Section 4202(b)(4) of OPA 90 implements this requirement in two steps. Response plans must be submitted no later than February 18, 1993, for MTR facilities operating prior to that date. Such facilities must be operating in full compliance with their submitted response plan by August 18, 1993. An MTR facility beginning operations between February 18 and August 18, 1993, must submit a response plan prior to handling, storing, or transporting oil, and must also be operating in compliance with their submitted response plan by August 18, 1993. New MTR facilities beginning operations after August 18, 1993, must prepare and submit response plans not less than 60 days prior to handling, storing, or transporting oil.

While the above dates implement the statutory requirements for MTR facilities to operate with either submitted or approved response plans, section 311(j)(5)(F) of the FWPCA allows the Coast Guard to authorize an MTR facility requiring plan approval to operate for up to 2 years after a plan is submitted for approval if the owner or operator provides written certification that he or she has identified private personnel and equipment available, by contract or other approved means, to respond, to the maximum extent practicable, to a worst case discharge. This provides an interim period in which the facility may continue to operate while the plan approval process is completed, and recognizes that the Coast Guard may be unable to complete the plan review and approval process before August 18, 1993. Any deficiencies noted in the submitted plan shall be corrected in accordance with § 154.1070.

This interim rule provides this 2-year authorization to operate, from the date of submission of plans requiring approval, if the owner or operator certifies that he or she has identified response resources available, by contract or other approved means, required by this subpart. This certification will normally occur as part of the initial plan submission, but because all required response resources may not be in place by the February 18, 1993 deadline for submission of plans, MTR facility owners or operators may submit this certification separately prior to August 18, 1993, or they may note the response resources that are not in place when they submit their plan in February 1993. Information contained in the plan does not need to be repeated.

The Coast Guard is still studying the issue of whether the two-year operating provision allowed for in 311(j)(5) of the FWPCA is for initial submission only, or if it will also apply to future plan revisions and required resubmissions. The Coast Guard intends to clarify this issue prior to publishing the Final Rule.

Under the rule, an MTR facility may not continue to operate if the Coast Guard determines that the response resources included in the certification do not substantially meet the requirements of this subpart, the identified response resources are no longer covered by a contract or other approved agreement with the facility owner or operator, the facility is not operating in compliance with the submitted plan, or the 2-year period expires.

Section 154.1026 Qualified Individual and Alternate Qualified Individual

This section of the rule describes the specific requirements that must be met for the primary and alternate qualified individual(s). Section 311(j)(5) of the FWPCA specifies that anyone acting in this capacity must have the full authority to implement removal action. The qualified individual must be located in the United States, be available on a 24-hour basis, and have full written authority to: (1) Activate and contract with response resource(s) identified in the plan, and if necessary, contract with response resources not identified in the plan; (2) serve as liaison with the Federal On-Scene Coordinator (OSC); and (3) obligate funds for response activities.

The rule provides for both a primary and an alternate qualified individual. These individuals must speak and understand English and be able to arrive at the facility in a reasonable time. Identifying a qualified individual in the response plan does not preclude the facility owner or operator from substituting other qualified persons from a higher organizational level during a larger, more significant spill. While the term qualified individual is used, the facility's owner or operator may also designate an organization to carry out these responsibilities. However, the designated organization must have identified specific individuals to act as the qualified individual and the alternate. The facility owner or operator must identify the organization and its 24-hour contact number(s) in the response plan.

A person does not become a responsible party under the FWPCA by being designated a qualified individual for response plan purposes. Under 311(c)(4), a person other than a responsible party is not liable for removal costs or damages which result from actions taken or omitted in the course of rendering care, assistance, or advice consistent with the National Response Plan or as otherwise directed by the President. Notwithstanding, such a person whose acts or omissions are grossly negligent, or who engages in willful misconduct may, as a result, become liable for the resulting removal costs or damages. The qualified individual is not, however, responsible for the adequacy of response plans prepared by the owner or operator, nor is the qualified individual responsible for contracting response resources beyond the authority delegated from the owner or operator.

The Coast Guard does not wish to restrain the appropriate activities of a qualified individual or to hamper plan preparers in identifying such individuals. However, the Coast Guard has no authority to grant immunity to any person, including qualified individuals designated for response plan purposes.

Section 154.1028 Methods of Ensuring the Availability of Response Resources by Contract or Other Approved Means

This section provides five methods that a facility owner or operator can use to establish evidence of compliance. The first three methods are a written contractual agreement, certification by the owner or operator of their response capabilities, or active membership in a local or regional spill removal organization.

The fourth method of identifying response resources requires the written acknowledgment of an arrangement for response resources between the facility owner or operator and the response contractor or oil spill removal organization. This written agreement clearly identifies the resources and services to be provided in response to a discharge and that these resources are available in the specified response times. The identified resources are subject to the same verification as other plan requirements including drills, tests, and response times. This method is provided as an alternative for use by all MTR facilities for ensuring the availability of response resources.

The fifth method is acceptable for substantial harm facilities and for MTR facilities that handle, store, or transport Group V persistent oils and non-persistent oils. This method entails identifying an oil spill removal organization or response contractor that is willing to respond to a discharge from the facility. It requires the oil spill removal organization or response contractor to supply a letter to the facility stating that they are willing to respond to a discharge at the facility and that they have specified resources. Although this method does not establish a contract between the facility owner or operator and the response contractor, normal market forces provide sufficient assurance, for planning purposes, that resources will be available to respond to the discharge that could reasonably be expected from the facilities. This method of identifying response resources reduces the potentially high economic impact on segments of the marine industry which provide essential services to the marine community while addressing the harm that could reasonably be expected to the environment in the event of a discharge from these facilities.

Section 154.1029 Worst Case Discharge

This section addresses MTR facilities or, more commonly, the MTR segment of a complex facility as defined in § 154.1020. A complex facility is a facility which is regulated under Section 311(j) of the FWPCA by two or more Federal agencies. It generally consists of an MTR segment and a non-transportation-related segment. The Coast Guard recognizes that the storage tanks located in the non-transportation-related segment of the facility may provide a larger worst case discharge than the transportation-related portion of the facility. However, since the EPA is tasked with regulating the non-transportation-related portion of the facility under E.O. 12777, the Coast Guard will concentrate on the marine transportation-related segment which represents the most immediate threat of discharge.

The Coast Guard is concerned about the worst case discharge that is reasonably foreseeable from the MTR facility or the dock and piping used to convey oil to the non-transportation-related portion of the facility. The worst case discharge scenario accounts for the time to detect the spill and the time to secure the operation. It also accounts for the residual oil that remains in the piping after the operation has been shut down. It also assumes that all pipelines between the dock and storage tank will fail. When preparing a worst case discharge scenario for the MTR facility, the owner or operator will attempt to limit the discharge volume by relying upon fail-safe features designed into the operation such as leak detection and mechanical methods of isolating segments of the pipeline. It is the Coast Guard's experience that these features do not always work as expected or that the required human interface with these features is lacking at the most critical time. The use of any single valve in a pipeline to create smaller segments should not be a factor in preparing for a worst case discharge. Facility owners or operators should plan for the discharge of not less than two segments of any single pipeline, one on each side of the valve. For planning purposes, where a valve or valves are used to create smaller piping segments, these two segments must be segments with the largest volume in the MTR portion of the piping. Where no intermediate valves are present in the piping, the worst case discharge must deal with the entire volume of oil in the piping.

The COTP has the discretion to accept that a facility can operate only a limited number of the total pipelines at a dock at a time. In those circumstances, the worst case discharge must include the drainage volume from the piping normally not in use in addition to the drainage volume and volume of oil discharged during discovery and shut down of the oil discharge from the operating piping.

The use of remote pressure loss devices should not be relied upon to alert the facility owner or operator to the loss of oil from the pipeline. Human monitoring and surveillance of the pipeline should also be a factor when estimating the time to discover and secure a discharge.

The Coast Guard is soliciting comments on these definitions of a worst case discharge.

The EPA is also preparing a definition of worst case discharge for the purposes of response planning for the non-transportation-related portion of the facility. This definition will appear in a separate rulemaking by the EPA.

Section 154.1030 General Response Plan Contents

This section of the rule lists the general requirements for all response plans. Response plans must be prepared in English. The general response plan requirements include seven sections: introduction; emergency response action plan; hazard evaluation; discussion of spill scenarios; training and drills; plan review and update procedures; and appendices for additional information. Facility owners or operators are encouraged to use checklists, flowcharts, and other methods to facilitate the use of response plans in an emergency.

The required response plans must address the responsibilities of facility personnel to notify appropriate government and company officials and to minimize or mitigate an oil discharge from the facility; management of the response by the facility owner or operator; and pre-spill identification of response resources by the facility owner or operator. The facility owner or operator is also required to list all sensitive areas that may be impacted by a worst case discharge. In addition to identifying the sensitive areas that a worst case discharge from the facility could impact, the plan must describe in detail response strategies for protecting and cleaning these areas. The responsible Coast Guard COTP will evaluate these strategies and determine if the plan adequately addresses protective measures to safeguard the areas identified.

The Coast Guard encourages facility owners or operators to submit response plans in a specific format. Since many MTR facility owners or operators already have response plans, the rule provides for acceptance of existing plans in a different format if the plan is supplemented with a cross-reference section identifying the location of the

applicable sections to facilitate review and use in an emergency. The plan must include all the information required in §§ 154.1035, 154.1040, and 154.1041, as appropriate. In addition to the information required in each section of the response plan, it may contain additional appropriate information.

A response plan must be consistent with the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40 CFR part 300) and applicable Area Contingency Plans (ACP). The Coast Guard will review the plan for consistency. Section 154.1045 requires the MTR facility owner or operator to identify certain response resources listed in the ACP that are available, by contract or other approved means, by February 1998.

The Coast Guard recognizes that many areas will not have completed their ACP before the response plans required under this rule are submitted. Existing local contingency plans (LCPs) already address certain response scenarios including sensitive environmental areas and protection strategies. Until ACPs are completed, existing LCPs will serve as the foundation for initial facility response plan review. A facility response plan submitted after February 18, 1993 need only be consistent with the ACP or LCP in effect 6 months prior to the response plan submission. Approved plans will not be subject to revision for the sole purpose of ensuring consistency with an ACP completed after August 18, 1992. Copies of the current ACP or LCP are available from the Coast Guard OSC.

Section 154.1035 Specific Requirements for Facilities That Could Reasonably Be Expected To Cause Significant and Substantial Harm to the Environment

Introduction and plan content. The introduction section requires information on the MTR facility including: identification of the owner or operator, a description of the geographic area covered, table of contents, and record of page changes.

Emergency Response Action Plan. The emergency response action plan section contains 5 subsections which discuss notification procedures, spill mitigation procedures, response activities, areas sensitive to oil spills, and waste disposal.

The notification procedures subsection contains information on notifications that must be made in the event of an oil discharge. This subsection of the plan must summarize notification requirements, identify notification responsibilities, and outline the information which would be provided. It will contain the procedures for notifying the qualified individual designated to represent the facility's owner or operator. Much of this information can be provided in checklist format.

The notification procedures subsection must contain a copy of the notification sheet listing information to be supplied to the National Response Center (NRC) when making the notification required under 33 CFR 153.203. The information on the notification sheet includes the following: involved parties, incident description, materials released, remedial action, impact, additional information, and caller notification. Much of this information is available and can be prepared prior to any spill at the facility. By collecting this information in advance of actual notification, the notification process will be faster and provide accurate information.

The facility's spill mitigation procedures subsection shall summarize the actions to be taken by facility personnel in the case of an actual discharge or substantial threat of an oil discharge. Checklists or other simple procedures are appropriate for this subsection. This subsection requires the facility owner or operator to identify personnel actions necessary to: assess the problem or situation; do an emergency shutdown of the affected operation, including the sequence of steps to stop operations; and transfer oil within the facility during an emergency. It requires a listing of equipment and the responsibilities of facility personnel in responding to an average most probable discharge. It also lists the volume of oil discharged during an average most probable discharge, maximum most probable discharge, and a worst case discharge.

The facility's response activities subsection requires the facility owner or operator to address actions taken to manage the response to an actual or threatened discharge. This section addresses facility personnel responsibilities to initiate response actions; responsibilities and authorities of the designated qualified individual and alternate qualified individual; and procedures for coordinating response actions with those of the predesignated Federal On-Scene Coordinator. It also identifies the organizational structure that would be used to manage response efforts. Recognizing the need for an organizational infrastructure, the rule requires that each response plan contain certain organizational elements that are essential to the successful management of a response operation. The rule does not require the use of the Incident Command System (ICS). It allows the facility owner or operator to develop his or her own organizational structure provided that the organizational elements listed are addressed. The structure must be compatible with the organization embodied in the NCP. Some owners or operators will be able to staff their organizational structure with in-house response resources; others will rely on contracted support. Either method is acceptable. The rule requires identification of the personnel necessary to staff this organizational structure for the first 7 days of a response.

The facility's response activities subsection also requires that the response plan identify the response resources that are available, by contract or other approved means, as described in § 154.1028, to respond to the average most probable discharge, maximum most probable discharge and worst case discharge, to the maximum extent practicable. Section 154.1045 of the rule describes the procedures for determining these response resources.

This subsection also requires that the facility owner or operator identify the location of equipment, personnel, and support services available to meet response resource requirements. The Coast Guard will establish a process for response contractor classification in a separate guidance document and will incorporate any provisions that affect these requirements in the rules for response plans for MTR facilities.

The sensitive areas subsection requires the owner or operator to: List the areas of economic importance and environmental sensitivity that could be impacted by a spill; include a map showing these areas and depicting response actions; and describe these actions. Appendix D of this subpart contains information which will assist the facility owner or operator in defining the sensitive areas that might be impacted by a spill from the facility. Additional information on sensitive areas will be provided in the Area Contingency Plans required by OPA 90.

The rule also requires that specific amounts of equipment be under contract, to protect sensitive areas within specified distances of the facility. In lieu of the specified distances, the response plan may specify protection for fewer sensitive areas provided that an oil spill trajectory analysis predicting reduced areas of impact is provided in the plan. Response equipment would be necessary to protect sensitive areas in this reduced area. However, based on historical information or a spill trajectory, the COTP may require that

additional sensitive areas also be protected. The response plan would also identify equipment for other sensitive areas that may be impacted. This equipment would not have to be under contract. Notwithstanding the response equipment operating criteria listed in Table 1 Appendix C, the equipment specified to protect sensitive areas must be appropriate for use in and around the areas to be protected.

A final subsection in the Facility's Emergency Response Action Plan section will outline the procedures for the disposal of wastes generated as a result of a response to a discharge. The facility owner or operator shall provide information on the location of appropriate disposal sites and plan disposal activities.

Hazard Evaluation. This section in the CFR is reserved for future development. At this time, facility owners and operators need not develop any planning materials for this section.

Spill Scenarios. This section in the CFR is reserved for future development. At this time, facility owners and operators need not develop any planning materials for this section.

Training and Drills. The rule requires response plans to include a section to address training and drills. Training procedures and programs will ensure that all personnel with responsibilities under the plan are trained as specified in § 154.1050. Personnel training for specific mitigation or response actions may vary greatly and the response plan must take this into account. The drill program of the owner or operator will list and describe the drills which the facility owner or operator will carry out to ensure that the plan will function in an emergency as specified in § 154.1055.

Plan review and update procedures. This section is required to address review and update of the plan by the MTR facility owner or operator. This includes meeting the requirements of § 154.1065, as well a describing the procedures for review after plan use to evaluate effectiveness.

Appendices. The response plan must contain an appendix with specified facility information. This appendix will contain a physical description of the facility and diagrams of the facility layouts. It must also identify the first valve on facility piping separating the transportation-related from the non-transportation related segment of the facility. In this appendix, it may be appropriate to include information concerning leak detection systems, piping and tank integrity testing program(s), security during an emergency spill response, and the relationship between this response plan and other programs or response plans. The appendix must also contain material safety data sheets for oils and hazardous materials handled at the facility, and identify hazards likely to be encountered if oils and hazardous substances come in contact. The appendix must also contain firefighting procedures and extinguishing agents effective with fires involving the oil(s) and hazardous materials handled, stored, or transported at the facility.

A separate appendix will also be provided for a listing of contacts which may provide assistance during a response. This is required as a separate appendix since it is likely to require routine revisions. The list of contacts shall include: Federal, State, and local government agencies, the qualified individual, and the providers of the identified response resources which are available by contract or other approved means.

Also required are separate appendices for a list of response equipment, a communications plan, a site-specific safety and health plan, and a list of definitions and acronyms. It will not be necessary to list response equipment when using an oil spill removal organization classified by the Coast Guard. The contractor classification program is under development and guidance is in preparation.

Section 154.1040 Specific Requirements for Facilities That Could Reasonably be Expected to Cause Substantial Harm to the Environment

This section is similar to the specific response plan requirements detailed in § 154.1035. The requirements in § 154.1040 were developed to lessen the regulatory burden and economic impact on substantial harm facilities—a category which consists primarily of mobile facilities. The requirements differ by not requiring contracts with oil spill removal organizations, not requiring an organizational structure to manage response actions, and requiring only 200 feet of containment boom for initial response to an oil discharge. The rule includes a requirement for a substantial harm facility owner or operator to have on file a letter from an oil spill removal organization stating that they will respond to an average most probable, maximum most probable, and worst case discharge from the facility. It is not intended that this letter infer a contractual agreement between the parties but that the facility owner or operator has identified specific response resources and that those resources will respond to discharges from the facility. The Coast Guard does not anticipate that the spill response contractor will charge the facility owner or operator a retainer fee. This is more relaxed than the requirements in §§ 154.1035 and 154.1045 which require that a contractual agreement exist between the facility owner or operator and the response contractor(s) or oil spill removal organization(s).

Section 154.1040 also requires reduced amounts of containment boom relative to the amounts required in § 154.1035. It also specifies that adequate sorbent material shall be maintained for initial response. While the relaxed response planning standards in § 154.1040 lessen the regulatory burden, they provide for adequate planning to minimize the impact on the environment in the event of a worst case discharge from a substantial harm facility.

Section 154.1041 Specific Response Information to be Maintained on Mobile MTR Facilities

This section describes the response plan information to be carried aboard mobile MTR facilities. The nature of operations of these facilities makes it impractical to require the operator of a mobile facility to maintain a copy of a comprehensive response plan in each mobile facility for which he or she is responsible. This is particularly true for railroad tank cars. Thus, the operator of a mobile facility is required only to maintain certain information from the response plan which identifies the manner in which a response to an oil discharge will be conducted; identifies who will respond to a discharge; and identifies the persons and agencies to be notified of an oil discharge. The facility owner or operator is required to maintain the comprehensive plan.

Section 154.1045 Response Plan Development and Evaluation Criteria for Facilities That Handle, Store, or Transport Group I Through IV Petroleum Oils

This section describes response resource requirements for the average most probable discharge, maximum most probable discharge, and worst case discharge to the maximum extent practicable. Appendix C contains a detailed explanation of the requirements. This section reflects the similarities in physical properties exhibited by Groups I through IV oils which results in their floating on water. Examples of these groups of petroleum oils range from gasoline to most crude oils and heavy bunker oil. Petroleum oils which are likely to sink due to their physical properties and non-petroleum oils are handled separately in §§ 154.1047 and 154.1049, respectively.

Section 311(j)(5) of the FWPCA requires planning for the worst case discharge only. This rule requires the planners to address the average most probable and the maximum most probable discharges which are more likely to occur than the worst case discharge. Dealing with smaller discharges may require equipment that is not appropriately planned for when only worst case discharges are addressed. Section 311(j)(1) of the FWPCA, which addresses prevention and containment of oil discharges from facilities, authorizes the Coast Guard to require planning for these smaller discharge volumes.

The rule allows the MTR facility owner or operator to rely on equipment available at other facilities, provided its use has been arranged by contract or other approved means and it can arrive within the required response times. The rule does not discourage the lending of equipment. However the owner or operator of a facility remains responsible for having response equipment at the facility in the appropriate time. The COTP may determine that mobilizing response resources to an area beyond the response time specified in the regulation may invalidate the plan.

The rule requires a "significant and substantial harm" facility owner or operator to provide 1,000 feet of containment boom or containment boom equal to twice the length of the largest vessel that regularly conducts oil transfers at the facility, whichever is greater. The containment boom length of twice the length of the vessel is taken from the vessel response plan notice of proposed rulemaking. The Coast Guard is requiring facility owners or operators to contract for response resouces for average most probable discharges from the facility. This requirement is consistent with 33 CFR 154.545 which already requires facilities to have access to discharge containment equipment to control an oil discharge whether from a vessel or facility.

The Coast Guard is requiring an approach to planning for the worst case discharges which considers the following factors: the loss of some oil to the environment due to evaporation and natural dissipation based on the type of oil; emulsification which may affect the quantity of material to be recovered; provisions for close-to-shore response, shoreline protection, shoreline cleanup capabilities, and firefighting capabilities; and limits of available response technologies and private removal capabilities.

Caps on the Quantity of Planned Response Resources for Group I through IV Petroleum Oils

The Coast Guard is placing a cap on the quantity of response resources which individual owners or operators are required to contract for in advance. This in no way limits the amount of resources which owners or operators may have to provide during an actual spill response. This recognizes the limits of currently available technology and private removal capabilities. Recognizing the importance of early arrival of response equipment at the scene of a discharge and the need for tiering equipment arriving at the scene to reflect local, regional, and national response capabilities, the Coast Guard is requiring that equipment mobilization occur within the first 3 days of a discharge, when oil recovery is most likely. The Coast Guard is also requiring that the owner or operator identify additional response resources above the Tier 3 cap when the worst case discharge planning volume exceeds the cap for the contracted response resources. These additional resources must be capable of arriving on scene not later than the time indicated in the Tier 3 response times in section 154.1045. No contract or other approved means is required to ensure the availability of these resources.

The rule provides that the caps established for contracted response resources are increased at appropriate intervals that roughly correspond with response plan review periods. This takes into account future developments in such things as: increased availability of mechanical recovery devices; improved equipment efficiencies or designs; improved technology to address large spill volumes; high rate response techniques such as dispersants and in-situ burning, when approved by the Regional Response Team; and other techniques, such as bioremediation, if quantifiable.

The rule states that the Coast Guard will initiate a review of the scheduled increase in caps before the effective date of the scheduled increase. The purpose of the review is for the Coast Guard to determine if the scheduled increase remains practicable. The Coast Guard will also establish the specific cap for the next scheduled 5 year interval. All future increases will become effective as scheduled unless the Coast Guard determines that they are not practicable.

Determining and Evaluating Required Response Resources

The rule describes the methods to be followed to determine the response resources that must be identified for response to an average most probable, maximum most probable, and worst case discharge from the facility to the maximum extent practicable. It requires that facility owners or operators consider weather conditions during preparation of a plan. Many of these conditions are area-specific and require the owner or operator to refer to the applicable ACP for information on ice conditions, debris, temperature ranges, and weather-related visibility in which response resources must function. The rule refers to Table 1 of Appendix C of this part for evaluating the operability of booms and oil recovery devices. These criteria are based on information from the "World Catalog of Oil Spill Response Products—Third Edition." Table 1 uses significant wave height as the primary criteria for evaluating operability of recovery equipment in different environments. Additional design criteria are included for booms. The criteria are used to evaluate equipment operability under specified conditions. They reflect conditions that may limit mechanical recovery, but would not necessarily limit other response methods or affect normal operations of a facility.

Identified equipment must be capable of operating safely in the significant wave height criteria in Table 1 of Appendix C. The criteria reflect limitations of equipment design, rather than limitations imposed by the specific operating environment. Because these criteria may not reflect the actual conditions in a given geographic area, the COTP may reclassify specific bodies of war within his or her COTP zone to a more or less stringent operating environment to reflect actual conditions. A body of water may be reclassified as a more stringent operating environment when prevailing wave conditions exceed the significant wave height criteria over 35 percent of the year. A body of water may be reclassified as a less stringent operating environment if prevailing wave conditions do not exceed the significant wave height criteria for the less stringent operating environment over 35 percent of the year. It is anticipated that reclassifications will be identified in the ACP. The classification for a given body of water affects requirements for response equipment. The Coast Guard solicits comments on the use of 35 percent as the standard for reclassifying an operating environment.

Average Most Probable Discharge

The rule requires all MTR facility owners or operators to identify response resources for the average most probable

discharge, including sufficient boom and an appropriate means of deploying it. They must account for the possibility of multiple discharges during transfers. Response plans must also identify the availability of oil recovery equipment and sufficient storage capacity capable of arriving at a spill within 2 hours of discovery of the discharge.

Appendix C of this part contains procedures for determining these response resources. The rule requires MTR facility owners or operators to have response resources either at the facility or available under contract or other approved means, to meet the 2 hours response time. This will ensure the prompt availability of equipment where it is most commonly needed.

Maximum Most Probable Discharge

Section 154.1045 sets the level of response resources that must be identified and available, by contract or other aproved means, to respond to a facility's maximum most probable discharge. The rule addresses approximately 99 percent of the discharges from MTR facilities. It establishes the maximum most probable discharge at 1,200 barrels or 10 percent of the worst case discharge, whichever is lower. In higher volume port areas and the Great Lakes, these response resources must be capable of arriving at the scene of a discharge within 6 hours of its discovery and within 12 hours in all other river and canal, inland, nearshore, and offshore areas. Response plans must identify sufficient containment boom, oil recovery devices, and oil storage capacity for this planning volume. Appendix C of this part contains procedures for determining the amount of response resources to meet the requirements.

Worst Case Discharge

The rule requires MTR facility owners or operators to identify sufficient response resources to respond to a worst case discharge to the maximum extent practicable. Appendix C of this part contains detailed information for calculating the planning volume for each response tier, as discussed below, and for determining the response resources which must be identified to meet these requirements. Response plans must specify the location, type, and quantity of response resources.

The requirements for response to a worst case discharge to the maximum extent practicable are based on tiering of response resources. The rule establishes three tiers which will allow for the identification of response resources from outside the area of the facility to meet the requirements. On-scene arrival times for each tier are as follows: for higher volume port areas (except TAPAA facilities located in Prince William Sound) and the Great Lakes, the Tier I of response resources must be capable of arriving at the scene of a discharge within 6 hours of its discovery. Response resources for Tier 2 must be capable of arriving within 30 hours and Tier 3 within 54 hours. These time limits do not apply in Prince William Sound because § 154.1135 of this rule establishes separate response times for the Sound. For all other areas, Tier 1 response resources must be capable of arriving on scene within 12 hours from the time a spill is discovered. Response resources for Tier 2 must be capable of arriving within 36 hours and Tier 3 within 60 hours. The plain must account for notification, mobilization, and travel time. The Coast Guard is soliciting comments on this approach to tiering response resources.

The Coast Guard, recognizing the value of planning for rapid arrival of response resources to the scene, is establishing maximum arrival times. Although this treats response resources that are capable of arriving early the same as those arriving just before the end of the maximum time limit, the Coast Guard recognizes that it is in the best interest of the facility owner or operator to have these resources on scene as early as possible. The Coast Guard solicits comments on methods to recognize the early arrival of oil recovery devices and other response equipment.

Notification and Initial Mobilization of Response Resources

Notification of Tier 1 resources must occur within 30 minutes of the discovery of a discharge, and such resources must be capable of being mobilized within a 2-hour period after notification. While all resources must be "capable" of being mobilized within that period, the plan can account for resources not needed in the initial stages of a response, such as temporary storage capacity. For example, a storage barge required to sustain on-water oil recovery operations after 8 hours need not be mobilized within 2 hours. These planning criteria apply only to the Tier 1 resources. Tier 2 and Tier 3 resources must be mobilized as necessary to arrive on scene within the specified time. These times are not performance standards, rather they are planning criteria that must be considered when identifying resources.

Alternative Response Techniques

The Coast Guard recognizes the value of alternative response techniques such as dispersant application and in-situ burning. It also realizes that these techniques are not usually allowed in areas that would be impacted by discharges from most onshore facilities. As a consequence, the rule provides that MTR facilities located in areas with preapproval for year-round dispersant use, handling Groups II or III persistent petroleum oils, may identify dispersant resources in their response plans. To receive credit for up to 25 percent of the required on water recovery capability, the dispersant resources must be identified by the facility owner or operator and further ensure their availability through contract or other approved means. This provision applies to the Louisiana Offshore Oil Port (LOOP) and single point mooring buoys where petroleum product is transferred from a vessel to an onshore facility. The dispersants must be appropriate for the type of oil handled by the facility and be available in sufficient quantities to treat 25 percent of the worst case discharge. Dispersant resources must be capable of arriving on scene within 12 hours of discovery of a discharge. The requirement to plan for the use of dispersants is consistent with those of the Minerals Management Service for outer continental shelf exploration and production activities under 30 CFR 250.42. The identification of resources required to use dispersants does not imply that their use will be approved during a spill response. The existing NCP provides specific procedures for the authorization of dispersants or other chemical countermeasures during a spill and it is anticipated that the revised NCP will have similar provisions. Many areas have been identified by the Regional Response Team for the use of dispersants with approval from the Federal On-Scene Coordinator under certain conditions.

The Coast Guard has included the use of dispersants as a planning option for other facilities because it believes that dispersants may have a role in responsing to a worst case discharge from some MTR facilities. This may also provide incentives for the expansion of dispersant capability in the United States. The listing of dispersants in a response plan does not constitute an approval by the Federal On-Scene Coordinator to use dispersants.

Under certain circumstances, the dispersant capability may be used as credit against worst case discharge resource requirements. Appendix C of this part contains information on circumstances under which plan credit may occur.

Firefighting Capability

The Coast Guard considers firefighting capability important in dealing with a worst case discharge. It also recognizes that many MTR facilities maintain firefighting resources at the facility or can rely upon local industrial and government firefighting agencies. The rule requires MTR facility owners or operators to contract for firefighting resources if the facility does not have access to sufficient local firefighting resources. It will also provide for an in-house expert to work with the fire department for the facility's oil fires and to also verify that sufficient well-trained firefighting resources are available with a reasonable response time for a worst case scenario. The rule does not establish specific response times or equipment requirements. The Coast Guard is soliciting comments on this approach to response planning.

Protection of Sensitive Areas

The rule requires an MTR facility owner or operator to identify response resources that are available, by contract or other approved means, for protection of sensitive areas as well as for shoreline clean-up. Resources for these activities must be identified in advance. Since a facility owner or operator is planning for up to a worst case discharge scenario, he or she must be able to evaluate those sensitive areas that may be affected by a worst case discharge from the facility. A facility owner or operator shall also be able to accurately identify the areas that require special concern or response. Thus, the rule requires the facility owner or operator to list all areas of economic importance and environmental sensitivity identified in the ACP which are potentially impacted in the first 3, 4, or 6 days, depending on the geographic area, after a discharge. The owner or operator must describe in the response plan all response actions and appropriate equipment necessary to protect these areas. These actions must be depicted on a map or chart with a legend of these activities. The rule also requires the facility owner or operator to contract for response resources to protect sensitive areas that are lesser distances from the facility that may be affected. For example, a facility owner or operator will be required to determine the amount and type of boom required to protect areas of environmental sensitivity and economic importance and will also be required to contract for or have under employment sufficient support resources such as personnel, boats, anchoring equipment, etc. to deploy this equipment in affected areas. The owner or operator, after evaluating the oil movement and if the circumstances warranted it, could propose the moving of boom from one area to another. This could reduce his or her inventory, but still provide adequate protection for the area of potential impact. The Coast Guard retains final authority to decide if the facility is adequately providing protection of sensitive areas and sufficient cleanup resources and could require additional resources.

The Coast Guard solicits comments on the use of a 3 day (Rivers and canals), 4 day (Nearshore, Inland, Great Lakes), and 6 day (Offshore) planning requirement for protection of areas of environmental sensitivity and economic importance.

Shoreline Clean-Up

The rule also requires MTR facility owners or operators to identify response resources that are available, by contract or other approved means, that are capable of carrying out shoreline cleanup operations. In lieu of a contract, a facility owner or operator is permitted to enter into a written agreement with a response contractor or oil spill removal organization that specifically identifies the services and response resources to be provided for a shoreline clean-up.

Because it is difficult to determine the amount of oil that would most likely impact the shoreline, and therefore the required response resources in advance, the Coast Guard requires the use of a qualitative evaluation based on a planning volume of oil that could reach the shoreline. This evaluation method takes into account the area in which a facility operates and the type and volumes of oil handled. Table 2 of Appendix C of this part includes factors to be considered for potential shoreline impact that are used in determining the planning volume. Appendix C of this part also describes how this planning volume is calculated. The Coast Guard solicits comments on alternative methods to evaluate the quantity of required shoreline cleanup capability.

The requirement to identify or contract for specified quantities of boom, support equipment, and shoreline cleanup capability that becomes effective on February 18, 1993, serves as an interim requirement until February 18, 1998. As noted, accurate identification of response resources required to perform shoreline protection or cleanup must be based on the area potentially affected. This information may be further developed in an ACP. In February 1998, the 5-year anniversary established for response plan resubmission will begin to occur for many MTR facilities. When in place, the ACP will help identify the response capability necessary to implement geographic-specific response strategies. A facility owner or operator is required to identify response resources that are available, by contract or other approved means, to provide the capability identified in the applicable ACP. The rule indicates that this requirement must be met by any facility that submits or resubmits a response plan 6 months after the appropriate ACP has identified these response resources.

The Coast Guard has established in this rule a limit, or cap, to the response resources that a facility owner or operator must contract for in advance. The intent of contracting in advance is to ensure that adequate capability exists to respond to oil spills. In many areas of the country, adequate capability may not currently exist. Requiring contracts provides incentives for the private sector to expand capabilities in these areas. It is not practicable or always necessary to require facility owners or operators to contract in advance with every response resource that exists in a given area. There are areas of the country, primarily the larger ports, where the total capability may exceed the caps. It must be recognized that these contracts ensure a baseline capability, but do not limit the response resources that would be brought to an actual oil discharge. Facility owners or operators will be expected to activate the response resources necessary for the particular circumstances of the spill, even if they exceed the response resources identified in the plan.

Table 5 in appendix C of this part of the rule lists the caps for 1993 and 1998. These caps are based on the effective daily recovery rate (as calculated using the procedure in appendix C of this part) of response resources that must be identified in a response plan. They are based on an assessment of response capability that, in the Coast Guard's opinion, can be provided nationwide by 1993. The Coast Guard will conduct an evaluation of the February 1998 cap increase before it becomes effective to determine if it remains practicable. At that time the Coast Guard will also establish a cap for 2003. Setting nationwide criteria is intended to provide an incentive to improve overall response capability in the United States. While some areas of the country may have capability that exceeds the caps, the 25 percent increase in these caps from 1992 to 1998 will provide an incentive for those areas to expand capability. The 5-year interval is intended to correspond with the

required resubmittal interval for response plans. The Coast Guard solicits comments on whether fixed dates should be utilized for this increase to be in place, or whether it should be tied to the date when an individual facility owner must resubmit his or her plan after the effective date of the cap increase. The Coast Guard also solicits comments on the specific caps for 1993 and 1998.

Section 154.1047 Response Plan Development and Evaluation Criteria for Facilities that Handle, Store, or Transport Group V Petroleum Oils

This section of the rule requires that owners or operators of facilities that handle, store, or transport Group V petroleum oils must identify procedures and equipment necessary to respond to a worst case discharge of these oils to the maximum extent practicable. The owner or operator must ensure the availability of this equipment through contract or other approved means. At a minimum, the owner or operator of the facility must obtain a letter from an oil spill removal organization stating that they will respond to a worst case discharge from the facility. It is not intended that this letter infer a formal contractual agreement between the parties but that the owner or operator has identified specific response resources and that those resources will respond to a worst case discharge from the facility.

Unlike the rules for Groups I through IV petroleum oils, the Coast Guard has not specified the required amount of response equipment. Petroleum oils in Group V are considered sinking oils due to their physical characteristics. Traditional response techniques of containing the spread of oil on the surface of the water are often ineffective. The owner or operator of an MTR facility handling these oils must identify strategies for responding to such discharges and sources of equipment and supplies necessary to locate, recover, or mitigate such discharges. The rule lists the types of equipment that must be identified in the response plan and specifies the response times for this equipment to arrive at the facility.

The Coast Guard solicits information that may be useful in determining the types and quantities of equipment necessary to respond to a discharge of Group V petroleum oils. It also requests information on new or innovative response techniques that will be appropriate for sinking oils.

The rule also requires the owner or operator of an MTR facility that handles, stores, or transports Group V persistent oils to contract for firefighting resources should the facility not have access to sufficient local firefighting resources.

Section 154.1049 Response Plan Development and Evaluation Criteria for Facilities That Handle, Store, or Transport Non-Petroleum Oils

This section of the rule requires that owners or operators of MTR facilities that handle, store or transport non-petroleum oils identify the procedures and equipment necessary to respond to a worst case discharge of these oils to the maximum extent practicable. The rule does not include specific requirements for identifying the amount of response resources. As with Group V persistent oils, the owner or operator must ensure the availability of this equipment through contract or other approved means. At a minimum, the owner or operator of the facility must obtain a letter from an oil spill removal organization stating that they will respond to a worst case discharge from the facility. It is not intended that this letter infer a formal contractual agreement between the parties but that the owner or operator has identified specific response resources and that those resources will respond to a worst case discharge from the facility.

The rule also requires the owner or operator of an MTR facility that handles, stores, or transports non-petroleum oils to contract for firefighting resources should the facility not have access to sufficient local firefighting resources.

The Coast Guard solicits information that may be useful in determining the types and quantities of response equipment necessary to respond to a discharge of non-petroleum oils. It also requests information on new or innovative response techniques that will be appropriate for non-petroleum oils. The Coast Guard is considering developing information on removal capacity, emulsification factors, and recovery resource mobilization factors similar to those factors contained in appendix C for Groups I through IV oils.

Section 154.1050 Training

This section of the rule describes the training requirements that an owner or operator of an MTR facility must identify in the plan. The rule does not require training in specific subjects or minimum training periods. Rather, it requires the owner or operator to identify in the plan the training programs he or she will establish or adopt to train any persons with responsibilities in the response plan. The training will vary widely based on those responsibilities. For example, an operations manager may need different training than the person responsible for deploying boom, just as the qualified individual will need different training than the cleanup manager of the spill management team. The Coast Guard solicits comments on whether there should be more specific requirements for training programs.

The rule requires an MTR facility owner or operator to ensure that records of this training are maintained for 3 years. Records on the facility personnel's training must be maintained at the facility. Records for the oil spill removal organization's training must be maintained by the organization and available to the facility's management personnel, the qualified individual, and to Coast Guard personnel. This recognizes that a facility owner or operator may rely on a private contractor or cooperative to meet his or her responsibilities. There is no need to maintain duplicate records. All records must be available for inspection by the Coast Guard.

The rule also clearly indicates that an MTR facility owner or operator is not relieved from complying with applicable training standards issued by the U.S. Occupational Safety and Health Administration (OSHA). OSHA has issued regulations in 29 CFR 1910.120 that set minimum training requirements based on the task that a responder carries out. These requirements vary from 8 hours to 48 hours of classroom training, plus added requirements for field training. These requirements should be taken into account in the training program of the facility owner or operator. The owner or operator must also identify methods of training any volunteers or casual laborers employed during a response to comply with the requirements of 29 CFR 1910.120.

Section 154.1055 Drills

The rule requires that an MTR facility owner or operator identify a planned drill program in the response plan. This must include both announced and unannounced drills conducted by the owner or operator as necessary to ensure that a response plan will function in an emergency.

The rule specifies a minimum frequency for drills to be held for the facility's personnel, the spill management team, and the oil spill removal organization with responsibilities under the plan. The Coast Guard solicits comments on the frequency of these drills.

The rule does not require drills to cover specific sections of a response plan. Instead, it allows the facility owner or operator to tailor drills to exercise either components of a plan or

an entire plan and to exercise those components of the response plan that are most appropriate. The facility owner or operator is required to conduct drills at least every 3 years to exercise the entire plan.

The rule requires that any drills conducted by the facility be documented. A record of these drills must be maintained at the facility and made available to the Coast Guard for inspection.

The rule also requires that facility owners or operators participate in unannounced drills conducted by the COTP or Area Committee. Section 311(j)(7) of the FWPCA requires that the Coast Guard periodically conduct unannounced drills of removal capability in areas designated for development of ACPs. The Coast Guard will involve vessels and facilities in these drills. These drills will be infrequent. A facility owner or operator selected to participate in such a drill will be expected to activate the spill management team and oil spill removal organizations identified in the plan to the extent required by the COTP. The cost of activating these response resources must be borne by the owner or operator. A facility owner or operator will not be required to participate in a COTP drill if the facility owner or operator has participated in an unannounced Federal or State oil spill response drill in the past 24 months; however the facility owner or operator will be required to provide records of the drill to the COTP. The Coast Guard anticipates holding up to 12 such drills per year throughout the country, of which only approximately half will involve facilities.

Finally, the rule allows MTR facility owners or operators to take credit for drills in which their spill management team or identified oil spill response organization(s) participate. The Coast Guard recognizes that many facility owners or operators will rely on the same response resources. There is no need for these resources to be exercised continually to meet the requirements of individual owners or operators. Documented drills involving identified response resources can be used to meet the requirements of this section. This will also apply to companies operating with multiple facilities. Participation in one drill held by a common spill management team will meet the requirement for all facilities utilizing that team.

Section 154.1057 Inspection and Maintenance of Response Resources

The rule requires that a facility owner or operator required to submit a response plan ensure that containment booms, skimmers, vessels, and other major equipment listed in the plan are periodically inspected and maintained in good operating condition, in accordance with manufacturer's recommendations and best commercial practice.

The rule states that Coast Guard inspectors may visit oil spill removal organizations (OSROs) whose equipment and personnel are listed in response plans to verify that the equipment inventories exist as represented and that the records of inspection and maintenance reflect the actual condition of the equipment. They may also inspect equipment and require operational tests of equipment to verify readiness.

Section 154.1060 Submission and Approval Procedures

This section of the rule outlines the procedures for submission and approval of response plans. The owner or operator of an MTR facility is required to submit two English-language copies. These will be submitted directly to the COTP of the zone in which the facility is located. Response plans for a substantial harm facility may be examined for any obvious deficiencies or omissions. Response plans for significant and substantial harm facilities will be reviewed and subject to the approval of the COTP. COTPs will have the discretion to include members of the Area Committee in plan review. For the response zones where the EPA Regional Administrator is the Federal On-Scene Coordinator, the COTP may consult with the EPA to determine if the Regional Administrator has any comments or reservations prior to COTP approval of a plan.

The Coast Guard will acknowledge receipt of all response plans when they are received. One copy of a response plan for a significant and substantial harm facility that has been approved will be returned with an approval letter. The returned copy of the plan must remain and be maintained at the facility. Plan approvals are valid for up to 5 years. Plans submitted before the required response resources are in place may receive conditional approval subject to availability of the required resources. The Coast Guard will retain one copy for use, if necessary, during a response involving the facility.

If a plan for a significant and substantial harm facility is not approved or a plan for a substantial harm facility has deficiencies or omissions, the Coast Guard will explain the deficiencies. The facility owner or operator will have 30 days to submit a revised plan. The facility may continue to handle, store, or transport oil as cargo during this period provided that the certification of the availability of the required response resources remains valid. However, the time allowed to resolve deficiencies noted in the plan will be in accordance with section 154.1070.

Section 154.1065 Plan Revision and Amendment Procedures

This section of the rule requires that MTR facility response plans be reviewed annually by the facility owner or operator to ensure that plan information is current. A letter documenting this review must be submitted to the Coast Guard.

Certain changes in facility operations require plan resubmission and require the Coast Guard to reexamine or reapprove the response plan. These include: a change in the facility's configuration that significantly affects the plan information, such as a reconstruction or piping reconfiguration; a change in the type of oil handled, stored, or transported (differing oils have different response resource requirements); a change in the identity, capability, or availability of the response resources identified and available by contract or other approved means; a change in the facility's operating area that includes ports or geographic areas not covered by a previously approved plan; and other changes that significantly affect plan implementation. If no other revisions occur, a plan must be resubmitted within 5 years of the previous submission or, where appropriate, approval by the COTP.

Plan revisions that affect only names or phone numbers do not require resubmission for reapproval. However, all plan holders, including the Coast Guard, must receive such revisions as they occur.

Facility owners or operators must revise a plan whenever the Coast Guard determines that it does not meet the requirements of this subpart. Facility owners or operators will receive a written notice of deficiencies requiring revision. Section 154.1070 discusses the time allowed to correct deficiencies in the plan and required equipment.

Section 154.1070 Deficiencies

This section of the rule provides that the COTP will notify the owner or operator of the facility in writing of any deficiencies noted during a review of the response plan, drills observed by the Coast Guard, or inspection of equipment or records maintained in connection with the response plan. The COTP has discretion in specifying the time in

which any deficiency must be corrected. It also specifies the time in which a deficiency may be appealed and also allows the operator to request a stay from the COTP decision pending appeal of that decision. All appeals shall follow the procedures discussed in the appeal process in section 154.1075.

Section 154.1075 Appeal Process

This section provides a process for appealing deficiency determinations or COTP decisions. It includes a process for the owner or operator of a facility to seek COTP review of the regulatory classification that a facility could reasonably be expected to cause substantial harm or significant and substantial harm to the environment. It provides for appeals of a noted deficiency or decision to the COTP, District Commander, and the Commandant.

When seeking review of the regulatory classification of a facility, the owner or operator shall identify factors in writing to the COTP relevant to a change in facility classification. These factors are contained in paragraph 154.1016(b) and include, but are not limited to, the following: proximity to navigable waters; type and quantity of oils handled in bulk; facility spill history; age of facility; and proximity to areas of economic importance or environmental sensitivity.

Subpart G—Additional Response Plan Requirements for Trans-Alaska Pipeline Authorization Act (TAPAA) Facilities Operating in Prince William Sound, Alaska

Section 154.1110 Purpose and Applicability

The requirements of this subpart establish additional oil spill response planning requirements for an MTR facility permitted under the Trans-Alaska Pipeline Authorization Act (TAPAA). They will ensure that adequate response equipment is rapidly on scene in the event of a future oil spill, and that the residents in Prince William Sound are appropriately trained in oil spill removal and containment techniques. These requirements provide a greater level of preparedness above and beyond the requirements of subpart F.

This subpart provides requirements and criteria for use in response plan development and in identifying response resources. The requirements do not establish performance standards to be met during an oil spill. These requirements are in addition to those found in subpart F. Information pertaining to submission and approval procedures, plan revision and amendment procedures, deficiencies, and the appeal process are contained in §§ 154.1060, 154,1065, 154.1070, and 154.1075, respectively.

Section 154.1125 Additional Response Plan Requirements

This section describes what must be included in a response plan appendix for Prince William Sound for TAPAA facilities. The appendix is required to identify the oil spill removal organization; drill procedures for the required response resources; procedures for testing and certifying of response equipment; and type and location of prepositioned equipment.

The oil spill removal organization will consist of trained personnel capable of responding to a worst case discharge, to the maximum extend practicable. It must identify personnel to be trained in the communities and hatcheries specified in the rule. General training is to be provided in oil spill removal and containment techniques and specific training is required for the individual response resources provided. The training will allow local residents to assist in the cleanup and containment of oil spills and provide a means of protecting their property and economic interests.

The oil spill removal organization must evaluate each of the communities and hatcheries listed in § 154.1125 to determine the personnel necessary to be trained as well as the property and sensitive areas requiring protection. Response strategies and assumptions then need to be developed. These strategies need to reflect the practical limitations of personnel and response equipment available.

Section 5005(a)(2) of OPA 90 requires an MTR facility permitted under TAPAA to establish an oil spill removal organization that can "immediately remove," to the maximum extent practicable, a worst case discharge or a discharge of 200,000 barrels, whichever is greater. In OPA 90, the term "immediately remove" is used to assess the number of trained personnel needed by an oil spill removal organization. The Coast Guard considers the phrases "to the maximum extent practicable" and "immediately remove" to be incompatible in the sense that a worst case discharge can rarely be immediately removed because of the maximum practicable limitations in present day cleanup technology and the limited number of residents available to respond to an oil spill in Prince William Sound. Immediately is not used in this subpart to describe the number of trained personnel needed by an oil spill removal organization. The Coast Guard believe that the timetable established, given the nature of the area and the resources available, is an appropriate implementation of "immediately."

The drills required by this subpart are in addition to the requirements of subpart F. The two required drills are to ensure that the oil spill removal organization and the additional equipment and personnel required by this subpart remain in a state of readiness to respond adequately to a worst case discharge to the maximum extent practicable.

Certification of prepositioned equipment is the responsibility of facility owners or operators. The method for periodic certification of equipment required by OPA 90 has yet to be determined. The Coast Guard is requiring the use of an independent entity to perform this function. The Coast Guard solicits comments on this approach.

Section 154.1130 Requirements for Prepositioned Response Equipment

This section of the rule requires response resources in addition to the requirements in § 154.1045. This section establishes an additional planning tier for Prince William Sound and reduces the response times in § 154.1045. This additional tier requires prepositioned on-water recovery equipment and storage capacity with a minimum effective daily recovery rate of 30,000 barrels to be capable of being on scene within 2 hours notification of a discharge and on-water recovery equipment with a minimum effective daily recovery rate of 40,000 barrels capable of being on scene within 18 hours of the notification of a discharge. In addition, it requires on-water storage capacity of 100,000 barrels for recovered oily material to be capable of being on scene within 2 hours of notification of a discharge and the storage capacity of 300,000 barrels capable of being on scene within 12 hours of notification of a discharge.

The additional response equipment for communities and hatcheries identified in § 154.1125 will enhance the ability of the local residents to contain and remove oil and to protect their property. The prepositioning of equipment improves the timeliness of a spill response, and therefore, the effectiveness of a cleanup operation. The requirement for permanent buoys at strategic locations will provide midchannel anchor points for protective booming of property and environmentally sensitive areas.

Section 154.1135 Response Plan Development and Evaluation Criteria

This section of the rule provides response times for the response resources required by § 154.1045. In accordance with these response times, an owner or operator of an MTR facility permitted under TAPAA is required to plan for 70,000 barrels/day of on-water recovery capability to be on scene within 36 hours. In any other port in the United States, the planning requirement will be effective recovery capacity of up to 40,000 barrels/day to arrive on scene within 54 hours in a higher volume port area, and within 60 hours in all other areas.

Section 154.1140 TAPAA Facility Contracting With a Vessel

This section of the rule allows the owner or operator of a TAPAA facility to contract with a vessel to meet some or all of the requirements of the vessel response requirements under subpart G of 33 CFR part 155, by contract or other approved means. The COTP will determine the extent to which the contractual arrangement satisfies the vessel's requirements.

Appendix C to Part 154—Guidelines for Determining and Evaluating Required Response Resources for Facility Response Plans

This appendix contains the procedures for an owner or operator of a facility which handles, stores, or transports Group I non-persistent oils and Group II, III, and IV persistent oils to determine the response resources that must be identified and available, by contract or other approved means, to respond to the average most probable, maximum most probable, and worst case discharge to the maximum extent practicable. The procedure is based on similar requirements in the vessel response plan NPRM for determining response resources.

A facility owner or operator must use the procedures described in the appendix to determine the planning volumes for Group I non-persistent oils and Groups II, III, and IV persistent oils and identify specific response resources. A number of assumptions are used to determine these volumes.

The procedures used for these calculations are based on the facility's location and type of oil (Group I non-persistent or persistent Groups II–IV) handled, stored, or transported. The Coast Guard solicits comments on this classification for petroleum oils.

The appendix describes the procedures for determining: whether equipment identified in a response plan is acceptable to meet the requirements of this rule; the response resources required to plan for the average most probable discharge, the maximum most probable discharge, and the worst case discharge; effective daily recovery rates for oil recovery devices; the calculation of the worst case discharge planning volume; availability of high-rate response methods; and additional equipment necessary to sustain response operations. Each of these procedures provides further detail on the requirements found in § 154.1045. The Coast Guard solicits comments on these procedures.

The Coast Guard recognizes that actual recovery rates are affected by a number of variables. The rule allows the use of two methods for determining the rating of equipment identified to meet the planning capabilities required. The Coast Guard differentiated between rope and belt-type devices and other designs to reflect the difference in these devices from others when determining recovery rates.

The appendix includes tables providing the factors necessary to determine the resource requirements. Table 1 lists the operating criteria for oil recovery devices and booms. It uses significant wave height for classifying equipment identified in a response plan. Such equipment must be designed to function in the conditions listed for the applicable operating environment. During plan evaluation, the Coast Guard will assess whether equipment identified in a plan meets these criteria.

Table 2 provides factors needed to calculate the planning volumes for response resource identification. The table is divided into three geographic areas and four oil types. Because loss to the environment, potential for shoreline impact, and potential for on water recovery varies by the oil type and location, a factor is included for each. The factors are based on estimates of the oil behavior when it enters the environment: a percentage would be lost due to natural dispersion; a percentage would reach the shoreline; and a percentage would remain for on water recovery. In the inland/nearshore and offshore portions of the table, the percentages do not add up to 100 percent. This reflects an adjustment in the on water percentage to increase the quantity of response resources that are planned for mobilization within the first 3 days of the response. Because the oil may rapidly impact the shoreline in these areas, quick mobilization is essential. The table also includes a sustainability period. This was used to calculate the resource mobilization factors in Table 4. It does not reflect how long it would take to complete a clean-up. During an actual response, facility owners or operators will be required to sustain the clean-up operation until release by the Federal OSC. The Coast Guard solicits comments on the specific factors in this table.

Table 3 lists emulsification factors for the four oil groups. The factors represent the increase in volume expected due to emulsification. This increase must be considered when planning for response resources, oil storage and disposal capacity, etc. Oil emulsification affects both the weathering rate and the volume of oily material that facility owners or operators must plan to recover. The tendency for certain oils to form an emulsion is based primarily on the oil's viscosity at the ambient temperature and chemical composition. Because this varies widely, the table uses oil groups based on specific gravity. Some oils form very stable emulsions; others emulsify, then naturally separate. The individual factors reflect the general behavior of oils in a group, and do not reflect any one particular oil. The Coast Guard solicits comments on these factors, as well as whether there is an alternative method for determining these factors.

Table 4 lists the response resource mobilization factors for the operating areas or geographic locations where facilities are located and where response planning is required. These factors reflect the tiering of on water oil recovery capacity that must be mobilized within the first 3 days of an incident to maximize the potential for oil recovery. These factors were derived using the sustainability periods in Table 2 for the respective operating area. Each factor reflects a percentage of the total on water recovery requirement. To accomplish the planned for on water oil recovery within the sustainability period, this capacity must be on scene within the time specified for the applicable tier.

Table 5 lists the caps on response resources that facility owners or operators must identify and have available by contract or other approved means. The cap reflects an estimate of capability that is considered a practical nationwide target to be met in 1993. Providing the response resources necessary to meet these caps will require a significant expansion of response capabilities in most areas of the country. Some areas may currently have response resources in place or planned that will exceed these caps. The caps serve as a minimum capability that must be available throughout the

United States. The cap for rivers is lower to reflect a practical limit on response capability available in these areas in 1993.

The caps listed in Table 5 are scheduled to increase 25 percent in 1998 to create incentives for both an increase in the quantity of equipment available and improvements in spill response technology. The caps for 2003 will be developed after further review as required in § 154.1045(n). The Coast Guard solicits comments on these effective daily recovery rates 1993 and 1998.

Appendix D to Part 154—Interim Guidelines for Determining Economically Important and Environmentally Sensitive Areas for Facility Response Plans

This appendix contains procedures and information intended to identify areas near a facility which would require special protection. The procedures are provided to assist owners and operators of MTR facilities in completing certain portions of the response plan required by Subparts F and G of 33 CFR Part 154. The information will help the facility owner or operator determine if his or her facility is located near areas which will require special planning consideration.

The areas selected have been placed on a list for their ecological significance or their importance to human survival, such as drinking water protection, or economic productivity, such as cooling water intakes. The areas are important economically or environmentally sensitive and subject to deleterious effects from oil discharges.

The areas have been identified by several Federal agencies collectively charged with response planning requirements mandated in the Oil Pollution Act of 1990 (OPA) and subsequent revisions to the National Oil and Hazardous Substance Pollution Contingency Plan (NCP). Because the response plans must be consistent with the requirements of the NCP and Area Contingency Plans, the coordinated interagency effort is intended to ensure that planning requirements are not conflicting. Furthermore, a coordinated effort will facilitate the development of a workable and enforceable definition that reflects the different concerns and broad experience of the participating agencies. The Coast Guard has derived the definition of environmentally sensitive areas from the combined resources and input of the workgroup.

As part of response planning for a facility, the owner or operator must provide information on whether a spill at the facility could adversely impact any sensitive area. The COTP will consider this information in determining whether the facility will be classified as a substantial harm facility or a significant and substantial harm facility. For Group II through IV persistent oil calculations, the facility owner or operator must use the distance from the facility that oil could move in 48 hours at maximum current for a non-tidal environment, and for tidal waters, 15 miles down current during ebb tide and to the point of maximum tidal influence or 15 miles, whichever is less, during flood tide must be used. For Group I non-persistent oil, 24 hours and 5 miles respectively must be used. Facilities which provide evidence to the appropriate COTP that the area specified above is too great an area to consider for sensitive area planning can have the area reduced by the COTP. An example of evidence acceptable to support this claim is a spill trajectory modeling of a worst case discharge that demonstrates that oil would not reach sensitive areas beyond a certain point before it is cleaned up or is otherwise unlikely to impact the area. In a case where this type of evidence is presented to the COTP, the COTP may reduce the planning area to the areas in which it is demonstrated that impacts could be anticipated. The Coast Guard solicits comments on the procedure and distances utilized, as well as on the areas identified.

The definition of environmentally sensitive areas contained in this rule was developed from the sensitive environments identified by EPA's Hazard Ranking System (HRS). To help MTR facility owners and operators recognize sensitive areas for response planning purposes, the Coast Guard has included the name of Federal, State, and local agencies which may be helpful in identifying or supplying information about the sensitive areas.

The Coast Guard requests comments on the definition of economically important or environmentally sensitive areas. The Coast Guard solicits comment on whether certain areas on the list should not be considered in identifying sensitive environments.

Incorporation by Reference

The Director of the Federal Register has approved the material in § 154.106 for incorporation by reference under 5 U.S.C. 552 and 1 CFR part 51. The material is available as indicated in that section.

Regulatory Evaluation

Executive Order 12291 (46 13197, February 19, 1981) requires that agencies develop a regulatory analysis for any rule having major economic consequences on the national economy, individual industries, geographic regions, or levels of government. To assist with making this determination, a series of questions was asked in the ANPRM to solicit information from the public on the potential economic impact of these regulations.

The Coast Guard considers these regulations to be non-major under Executive Order 12291. It is a significant rule using a number of criteria under the Department of Transportation Regulatory Policies and Procedures (44 FR 11040; February 26, 1979). This rule was estimated to cost the oil transportation industry and the general public $43.7 million on an annualized basis. The annualized cost, which is a constant amount that equilibrates an uneven flow of cost over time, was estimated over a 10 year period using a ten percent discount rate. This rule may also affect the way the oil industry does business in the United States and may generate substantial public interest and controversy. These regulations will also impact cleanup contractors, oil spill cooperatives, and other not-for-profit cleanup organizations.

The rule contains requirements for MTR facility response plans. it also contains additional requirements for Trans-Alaska Pipeline Authorization Act (TAPAA) facilities operating in Prince William Sound, Alaska. The impact of these requirements has been analyzed separately and is summarized below.

A draft Regulatory Impact Analysis (RIA) for MTR facility response plans is available in the docket for inspection or copying, as indicated under ADDRESSES. It has also been placed in a separate docket (CGD 91–047) established to facilitate review of the programmatic RIA for titles IV and V of OPA 90.

Marine Transportation-related Facility Response Plans

In performing the regulatory impact analysis, four response plan alternatives for determining applicability of the regulations were considered. These four alternatives are: (1) MTR facilities capable of transferring oil in bulk to or from a vessel with a minimum capacity of 10,500 gallons classified in the significant and substantial harm category with a very small number of additional facilities classified in the substantial harm category plus mobile facilities; (2) all MTR facilities capable of transferring oil in bulk to or from a vessel with a minimum capacity of 10,500 gallons classified in the significant and substantial harm category with ten percent of the

additional facilities classified in the substantial harm category; (3) all MTR facilities capable of transferring oil in bulk to or from a vessel with a minimum capacity of 10,500 gallons including mobile facilities which handle, store, or transport Groups II through IV persistent oil classified in the significant and substantial harm category. All other facilities capable of transferring oil in bulk including marinas which handle, store, or transport Group I non-persistent oil only to or from vessels with a capacity of less than 250 barrels and mobile facilities which handle, store, or transport Group I non-persistent oil classified in the substantial harm category; and (4) the Coast Guard not promulgating regulations for MTR facilities.

Industry Profile

There are approximately 3,580 MTR facilities which will be required to prepare response plans under this rule. These facilities can be divided into six general categories: (1) petroleum bulk stations and terminals, (2) petroleum refineries, (3) government installations, (4) oil production facilities, (5) electric utility plants, and (6) mobile facilities such as tank trucks and railroad tank cars transferring to or from vessels with a capacity of 250 or more barrels.

For the purpose of analyzing this rule, the MTR facilities can be subdivided by storage capacity. The storage capacity groupings used to analyze this rule were: (a) less than 10,500 gallons, (b) 10,500 to 42,000 gallons, (c) 42,001 to one million gallons, and (d) more than one million gallons. There are an estimated 400 companies operating Coast Guard-regulated mobile facilities with a capacity of less than 8,000 gallons. This places them in group (a). There are 40 petroleum bulk oil stations or terminals that store between 10,500 and 42,000 gallons at their facility, placing them in group (b). Between 1,200 and 1,418 marine transportation-related facilities store between 42,001 and one million gallons which places them in group (c) and between 1,472 and 2,190 facilities that store over one million gallons or will fall into group (d).

Costs

In the aggregate, the requirement for facility response plans will result in substantial costs to the facilities affected. If all the costs for MTR facilities affected by this rule are attributed to the Coast Guard's regulations, the present value cost of this regulation for the first 10 years is estimated at $268.5 million. In the first year, most of this cost is attributable to conducting training and drilling evaluations (as defined in the regulatory impact analysis) and arranging for or providing adequate response capability. In subsequent years, the majority of the cost is attributable to conducting drills and retaining the response capability. The incremental cost of the entire regulation is $63 million for 1992, but declines to $40 million annually in subsequent years. However, since many of these facilities are complexes which are being jointly regulated by the Coast Guard and the EPA and the total costs are already accounted for under EPA's forthcoming proposed facility response plan regulation, these costs could be reduced to reflect this fact. Thus, total present value costs for Coast Guard facility response plans will be $79 million and incremental costs will be $19 million for the first full year and $12 million for subsequent years.

For individual facility owners or operators, the cost of compliance may vary widely. Although it is generally more costly for large companies to comply with the regulation, the cost will most likely be a small part of their overall operating budget. The estimated first year cost per company for group (a), mobile facilities, and per facility for group (b), small bulk terminals, is under $6,000; for group (c), oil production wells and medium bulk facilities, is between $9,000 and $16,000; and for group (d), large facilities, is $25,000. In subsequent years these figures are: $3,000; $4,700 to $11,000; and $16,000 respectively.

Summary of Benefits

The principal benefit of the response plan requirement for MTR facilities is the increased preparedness for pollution incidents. This results in a corresponding reduction in natural resource damages and cleanup costs. Facility response plans are expected to reduce the damages caused by oil spills and thus the cost by: (1) minimizing oil outflow volumes when an incident occurs, (2) preventing spilled oil from reaching sensitive habitats, and (3) mobilizing an effective and timely response to spills.

The potential benefits of facility response plans were calculated by analyzing historical spill data. Using this information, an assessment was made of the effectiveness planning may have in reducing outflows, cleanup costs, and damages.

Quantifying benefits of avoided natural resource damages associated with the facility response plan regulations is difficult. The ideal methodology will be to conduct a multiple case study of historical spill data that included natural resource damage assessments. The results will represent the range of benefits from avoided natural resource damages. This could not be done for two reasons. First, there are a limited number of claims actually settled which established a resource damage and restoration claim. Second, although models and methodologies are being developed which may better quantify natural resource damages, there is a lack of standardized models to do these assessments.

The Coast Guard is undertaking further work to refine and expand its database of oil spill cleanup and damage cost information and is further studying the matter of natural resource damage valuation, which is currently the subject of comprehensive research and evaluation by NOAA. This will facilitate the development of more accurate, representative and consistent spill-unit values to serve as the basis for reevaluating the benefits estimates in this and other regulatory evaluations undertaken for the implementation of OPA 90.

In the absence of more detailed studies, benefits are estimated based on the incremental volume of spilled oil that will be recovered due to compliance with this regulation. The estimated number of discounted barrels (using a ten percent discount rate) of oil recovered over a ten year period is 201,956 barrels. The cost effectiveness ratio (costs divided by benefits) is $1,330 per barrel of oil recovered.

After the development of the RIA but prior to the publication of this IFR, the Office of Management and Budget (OMB) issued new guidance on preparation of benefit-cost analyses (Circular No. A–94, 57 FR 53519, November 10, 1992). The Coast Guard will use that guidance in preparing the RIA for the final rule.

Similarly, as discussed in the "Costs" portion of the RIA where most of the costs are attributed to EPA, most of the benefits are accounted for under EPA's forthcoming proposed facility response plan regulation. If EPA benefits are deducted, the remaining benefits will be minimal as the majority of facilities are already EPA regulated facilities.

Additional Response Plans Requirements for Trans-Alaska Pipeline Authorization Act (TAPAA) Facilities Operating in Prince William Sound, Alaska Industry Profile

At present, there is only one Trans-Alaska Pipeline (TAPAA) facility operating in Prince William Sound. This facility is the Valdez Marine Terminal which is operated by Alyeska Pipeline

Service Company. This facility transfers approximately 700 million barrels annually to approximately 900 tankers.

Additional Response Plan Requirements for Certain Facilities Operating in Prince William Sound, Alaska

The increase in unit cost of handling, storing, and transporting crude petroleum oil to comply with section 5005 of OPA 90 is relatively small. This can easily be absorbed by the Alyeska Pipeline Service Company.

Summary of Costs and Benefits

Overall industry costs for complying with additional response planning requirements were previously discussed in the Draft Regulatory Evaluation for Prince William Sound, Alaska referenced in the Vessel Response Plan NPRM published in the **Federal Register** on June 19, 1992 (57 FR 27514). While this specifically addressed requirements for certain vessels in Prince William Sound, Alaska, it also included the costs and benefits incurred by the sole TAPAA facility located in Prince William Sound. The costs of complying with section 5005 of OPA 90 are estimated to be $232 million for the 10-year period, 1993 through 2002. The benefits include the quick recovery of spilled oil from the environment and subsequent reduction in net impact of the spill. The regulations for Prince William Sound are estimated to increase the volume of recovered oil by 25 percent for crude oil.

A copy of the draft Regulatory Evaluation for Prince William Sound is available in the docket for inspection or copying, as indicated under **ADDRESSES.**

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632).

The Coast Guard has examined the impact of this rule on small entities. Its analysis indicates that the majority of small businesses subject to this regulation should be able to absorb the estimated compliance costs without experiencing significant adverse economic effects. The Coast Guard certifies under the Regulatory Flexibility Act of 1990 that this rule will not have significant impact on a substantial number of small entities.

An Initial Regulatory Flexibility Analysis discussing the impact of this rule on small entities is available in the docket for inspection or copying, as indicated under **ADDRESSES.**

Collection of Information

Under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), OMB reviews each regulation that contains collection of information requirements to determine whether the practical value of the information is worth the burden imposed by its collection. Collection of information requirements include reporting, recordkeeping, notification, and other similar requirements. The collection of information requirements for this rule have been submitted to OMB for review and approval and OMB approval is expected prior to February 18, 1993. The collection of information requirements for each subpart of the rule are discussed separately.

Subpart F—Response Plans

This rule contains collections of information requirements in the following sections: Sections 154.1025 (Operating restrictions and interim operating requirements); 154.1030 (General response plan requirements, specifically in the development of response resources and the identification of sensitive areas); 154.1050 (Training); 154.1055 (Drills); 154.1060 (Submission and approval procedures); and 154.1065 (Plan revision and amendment procedures).

The reporting and recordkeeping requirements associated with this rule are being submitted to OMB for approval in accordance with 44 U.S.C. chapter 35. The following particulars apply:

DOT No: 2115; OMB CONTROL NO: XXXX

Administration: U.S. Coast Guard.

Title: Response Plans for Marine Transportation-related Facilities.

Need for Information: This information is necessary to ensure that MTR facilities are adequately prepared to respond to an oil spill.

Use: The purpose of the OPA 90 amendments to section 311 of the FWPCA was to increase the preparedness for oil spills and to minimize the impact of the oil spills when they do occur. Without the requirements for response plans for MTR facilities, it is probable that some operators will not maintain the necessary internal resources (effective planning, training, drilling, etc.) or external resources (adequate response capability) to meet the requirements of these amendments. The collection of information requirements help ensure and monitor, through the submission and recurring update of response plans, that these facilities have appropriate response plans and response resources.

Submission of MTR facility response plans to the U.S. Coast Guard for approval, the verification of an approved plan during routine inspections, and the maintenance of training and drill records is believed to be the most efficacious way to ensure compliance.

Frequency: Response plan submitted every 5 years; notice of reviews completed annually; updates as necessary.

Burden Estimate: A onetime burden for industry of 327,000 hours for reporting and an annual recordkeeping burden of 65,000 hours.

Respondents: 3,580.

Average Burden Hours per Respondent: Onetime reporting burden of 91.33 hours and an annual recordkeeping burden of 18.1 hours. Subsequent years reporting will be an average of 4.5 hours.

Subpart G—Additional Response Plan Requirements for Trans-Alaska Pipeline Authorization Act (TAPAA) Facilities Operating in Prince William Sound, Alaska

This rule contains collection of information requirements in the following sections: Sections 154.1120 (Operating restrictions and interim operating authorization) and 154.1125 (Additional response plan requirements).

The reporting and recordkeeping requirements associated with this rule are being submitted to OMB for approval in accordance with 44 U.S.C. chapter 35. The following particulars apply:

DOT No: 2115; OMB CONTROL NO: XXXX

Administration: U.S. COAST GUARD

Title: Additional Response Plan Requirements for the Trans-Alaska Pipeline Act (TAPAA) Facilities Operating in Prince William Sound, Alaska.

Need for Information: This rule ensures that a facility owner or operator will provide a response plan appendix that addresses: prepositioned oil spill containment and removal equipment; oil spill removal organizations; training of local residents in oil spill containment and removal techniques; drills; and periodic testing and certification of equipment.

Use: The purpose of OPA 90 is to reduce the number of oil spills in U.S. waters and minimize the impact when

they do occur. The additional requirements in section 5005 of OPA 90 for trained personnel and prepositioned response equipment reflect the particular environmental sensitivity of Prince William Sound. Without the requirements for facilities operating in Prince William Sound, it is unlikely that sufficient response resources will be available or properly maintained to clean up a spill. The requirement establishes oil and spill removal organizations and requires prepositioned response equipment to ensure a greater level of preparedness and rapid response in the event of a spill.

Frequency: Records of personnel training and equipment maintenance, inspection, and testing will be maintained as necessary. Training and drill plans will be submitted yearly. Drills will take place twice a year.

Burden Estimate: 370 hours a year for reporting and 100 hours a year for recordkeeping.

Respondents: 1.

Average Burden Hours Per Respondent: 370 hours reporting and 100 hours of recordkeeping per year.

The Coast Guard has submitted the requirements to OMB for review, as required by the Paperwork Reduction Act.

The Coast Guard believes that the detailed information listed in § 154.1035 is essential in order to evaluate objectively the adequacy of a response plan. However, the Coast Guard is also working to set in place supplementary procedures that could reduce some of these requirements. To this end, on December 4, 1992, it promulgated Navigation and Vessel Inspection Circular 12–92, entitled "Guidelines for the Classification and Inspection of Oil Spill Response Organizations (OSROs).

There may be cases where owners or operators submitting response plans will not have adequate information regarding the oil spill removal organization(s) or the private personnel and equipment or both by February 18, 1993, to meet all the specific requirements in this interim final rule. In the initial submittal, they should acknowledge what information is lacking, explain why, and request a waiver with regard to submittal of such information. Upon good cause shown in the waiver request, the Coast Guard may grant a waiver for a reasonable period, not to extend beyond August 18, 1993, for submittal of information regarding the oil spill removal organization(s) or the private personnel and equipment or both.

Where owners or operators believe the existing information burdens are unduly burdensome, the Coast Guard actively solicits suggestions for amendments that will reduce information collection burdens while meeting the requirements of OPA 90 and the need for adequate information for plan review and discharge response. Persons commenting on the collection of information requirements should submit their comments both to OMB and to the Coast Guard, as indicated under **ADDRESSES.**

Federalism

The Coast Guard has analyzed this rule in accordance with the principles and criteria contained in Executive Order 12612 (October 26, 1987), and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

During the discussions of the Negotiated Rulemaking Committee, several States expressed concern about the issue of preemption. Some States, including Alaska, Washington, and Florida, have already issued regulations requiring oil spill response plans for facilities. The Coast Guard has evaluated the federalism issue in light of the statutory requirement for facility response plans and the accompanying provision which dictates that State law shall not be preempted. These regulations establish minimum requirements which may be supplemented by the States. However, a State may not adopt regulations inconsistent with Federal regulations. State law will be preempted by these regulations only to the extent that compliance with the State law will preclude owners or operators of facilities from complying with these requirements.

Section 311(o)(2) of the FWPCA explicitly preserves the authority of any State to impose its own requirements or standards with respect to the liability of persons involved in the removal of oil. Further, section 311(o)(3) of the FWPCA indicates that nothing in section 311 shall affect any State or local law not in conflict with anything therein.

The Supreme Court has held that a State may not issue a regulation which actually conflicts with a Federal statute or regulation. A conflict will be found "where compliance with Federal and State regulations is a physical impossibility." *Florida Lime and Avocado Growers* v. *Paul*, 373 U.S. 132.

Impossibility of compliance must be distinguished from inconsistency in Federal and State laws. For example, if a Federal regulation indicates several ways in which a requirement may be satisfied, a State may limit the methods available, but not preclude compliance by its regulations.

Executive Order 12612 and sections 311(o)(2) and (3) of the FWPCA emphasize the goal of preserving the authority of the States in pollution prevention and response. In *Askew* v. *American Waterways Operators, Inc.*, 93 S.Ct. 1590 (1973), the Supreme Court stated that "sea-to-shore pollution [is] historically within the reach of the police power of the States." (Id at 1601.) Hence, the Court has clearly preserved the authority of the States to regulate in this area, as long as State law is not in direct conflict with Federal law.

Section 311(j)(5) of the FWPCA specifically directs the President to issue these regulations. It is certified that the policies contained herein have been assessed in light of the principles of the Federalism Executive Order. Because this rule is being issued in response to a statutory mandate, the Coast Guard has determined that this action accords fully with the Executive Order.

Environment

The Coast Guard has prepared a preliminary Environmental Assessment (EA) for this action in accordance with the Council on Environmental Quality regulations (40 CFR parts 1500–1508) and Coast Guard policy (COMDTINST M16475.1B) implementing the procedural provisions of the National Environmental Policy Act (NEPA).

The EA discusses the environmental consequences of the action and alternatives, including the no-action alternative. The response planning requirements implemented under the preferred alternative are expected to enhance the effectiveness of a facility's spill response in a number of ways, including reducing the amount of oil that is released from the source, preventing oil from affecting sensitive environments once it is spilled, and increasing the amount of oil that is recovered. The preferred alternative is estimated to reduce the amount released from MTR facilities that affect the environment by approximately 1.4 million gallons, or 30 percent of all oil spilled from these facilities. The overall result will be reduction in water, land, and air pollution from oil spills at MTR facilities.

The preliminary EA is available in the public docket as noted under **ADDRESSES.** After receipt of all comments to this IFR and the EA, the Coast Guard will make a final decision on the need to draft an Environmental Impact Statement (EIS) for this rule.

List of Subjects

33 CFR Part 150

Harbors, Marine safety, Navigation, Occupational safety and health, Oil pollution, Reporting and recordkeeping requirements.

33 CFR Part 154

Fire prevention, Oil pollution, Hazardous substances, Incorporation by reference, Reporting and recordkeeping requirements.

For the reasons discussed in the preamble, the U.S. Coast Guard amends 33 CFR parts 150 and 154 as follows:

PART 150—OPERATIONS

1. The authority citation for 33 CFR part 150 is revised to read as follows:

Authority: 33 U.S.C. 1231, 1321(j)(1)(C), (j)(5), (j)(6) and (m)(2), 1509; sec. 2, E.O. 12777, 56 FR 54757; 49 CFR 1.46.

2. Section 150.129 is added to subpart A to read as follows:

Subpart A—General

* * * * *

§ 150.129 Response plans.

(a) The owner or operator of a deepwater port shall prepare and submit a response plan meeting the requirements of subpart F of part 154 for review and approval by the cognizant Captain of the Port (COTP).

(b) A response plan must be submitted to the cognizant COTP by February 18, 1993 or not less than 60 days before the port begins operation, which ever is later.

3. The authority citation for Part 154 is revised to read as follows:

Authority: 33 U.S.C. 1231, 1321(j)(1)(C), (j)(5), (j)(6) and (m)(2); sec. 2, E.O. 12777, 56 FR 54757; 49 CFR 1.46. Subpart F is also issued under 33 U.S.C. 2735.

4 and 5. Section 154.100 is amended by revising paragraph (a) and adding paragraph (c) to read as follows:

§ 154.100 Applicability.

(a) Unless otherwise indicated, this part applies to each fixed facility that is capable of transferring oil or hazardous material, in bulk, to or from a vessel with a capacity of 250 barrels or more. This part also applies to each mobile facility that is used, or intended to be used to transfer oil or hazardous material, in bulk, to or from a vessel with a capacity of 250 barrels or more. This part does not apply to the facility when it is in caretaker status (i.e., is not operational); except that, § 154.735 continues to apply if the facility's storage tanks or piping are not gas free.

* * * * *

(c) Upon a determination by the COTP under § 154.1016 that an MTR facility, as defined in subpart F, could reasonably be expected to cause substantial harm to the environment by discharging oil into or on the navigable waters, adjoining shorelines, or exclusive economic zone, subpart F of this part is applicable to the facility.

6. Section 154.106 is amended by revising paragraph (a) and amending paragraph (b) by revising the entry for the American Society for Testing and Materials (ASTM) to read as follows:

§ 154.106 Incorporation by reference.

(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in paragraph (b) of this section, the Coast Guard must publish notice of change in the Federal Register and the material must be available to the public. All approved material is on file at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC, and at the U.S. Coast Guard, Marine Environmental Protection Division (G-MEP), room 2100, 2100 Second Street, SW., Washington, DC 20593-0001 and is available from the sources indicated in paragraph (b) of this section.

(b) * * *

American Society for Testing and Materials (ASTM) 1916 Race Street, Philadelphia, PA 19103.

ASTM F 631-80 (Reapproved 1985), Standard Method for Testing Full Scale Advancing Spill Removal Devices.	Appendix C.
ASTM F 715-81 (Reapproved 1986), Standard Methods of Testing Spill Control Barrier Membrane Materials.	Appendix C.
ASTM F 808-83 (1988), Standard Guide for Collecting Skimmer Performance Data in Uncontrolled Environments.	Appendix C.
ASTM F 989-86, Standard Test Methods for Spill Control Barrier Tension Members.	Appendix C.
ASTM F-1122 (1987), Standard Specifications for Quick Disconnect Couplings.	154.500

* * * * *

7. Part 154 is amended by adding new subparts F and G to read as follows:

PART 154—FACILITIES TRANSFERRING OIL OR HAZARDOUS MATERIAL IN BULK

* * * * *

Subpart F—Response Plans

Sec.

Subpart G—Additional Response Plan Requirements for a Trans-Alaska Pipeline Authorization Act (TAPAA) Facility Operating in Prince William Sound, Alaska

Subpart F—Response Plans

§ 154.1010 Purpose.

(a) This subpart establishes oil spill response plan requirements for all marine transportation-related (MTR) facilities (hereafter also referred to as facilities) that could reasonably be

expected to cause substantial harm or significant and substantial harm to the environment by discharging oil into or on the navigable waters, adjoining shorelines, or exclusive economic zone. These requirements specify criteria to be used during the planning process to determine the appropriate response resources. The specific criteria for response resources and their arrival times are not performance standards. The criteria are based on a set of assumptions that may not exist during an actual oil spill incident.

§ 154.1015 Applicability.

(a) This subpart applies to all MTR facilities that because of their location could reasonably be expected to cause at least substantial harm to the environment by discharging oil into or on the navigable waters, adjoining shorelines, or exclusive economic zone.

(b) The following MTR facilities that handle, store, or transport oil, in bulk, could reasonably be expected to cause substantial harm to the environment by discharging oil into or on the navigable waters or adjoining shorelines and are classified as substantial harm MTR facilities:

(1) Fixed MTR onshore facilities capable of transferring oil to or from a vessel with a capacity of 250 barrels or more and deepwater ports;

(2) Mobile MTR facilities used or intended to be used to transfer oil to or from a vessel with a capacity of 250 barrels or more; and

(3) Those MTR facilities specifically designated by the COTP under § 154.1016.

(c) The following MTR facilities that handle, store, or transport oil in bulk could not only reasonably be expected to cause substantial harm, but also significant and substantial harm, to the environment by discharging oil into or on the navigable waters, adjoining shorelines, or exclusive economic zone and are classified as significant and substantial harm MTR facilities:

(1) Fixed MTR onshore facilities capable of transferring oil to or from a vessel with a capacity of 250 barrels or more and deepwater ports; and

(2) Those MTR facilities specifically designated by the COTP under § 154.1016.

(d) An MTR facility owner or operator who believes the facility is improperly classified may request review and reclassification in accordance with § 154.1075.

§ 154.1016 Upgrading facility classification.

(a) The COTP may upgrade the classification of:

(1) An MTR facility not specified in § 154.1015 (b) or (c) to a facility that could reasonably be expected to cause substantial harm to the environment by discharging oil into or on the navigable waters or adjoining shorelines and therefore is subject to the requirements of this subpart; or

(2) An MTR facility specified in § 154.1015(b) to a facility that could reasonably be expected to cause significant and substantial harm to the environment.

(b) COTP upgrading of a facility classification will be based on a consideration of all relevant factors including, but not limited to: type and quantity of oils handled in bulk; facility spill history; age of facility; proximity to public and commercial water supply intakes; proximity to navigable waters based on the definition of navigable waters in 33 CFR 2.05–25; and proximity to areas of economic importance or environmental sensitivity.

§ 154.1017 Response plan submission requirements.

(a) The owner or operator of an MTR facility identified only in § 154.1015(b) or designated by the COTP as a substantial harm facility must prepare and submit to the cognizant COTP a response plan that meets the requirements of § § 154.1030, 154.1040, and 154.1045, 154.1047, or 154.1049, as appropriate. This applies to:

(1) A mobile MTR facility used or intended to be used to transfer oil to or from a vessel with a capacity of 250 barrels or more; and

(2) A fixed MTR facility specifically designated as a substantial harm facility by the COTP under § 154.1016.

(b) The owner or operator of an MTR facility identified in § 154.1015(c) or designated by the COTP as a significant and substantial harm facility must prepare and submit for the review and approval of the cognizant COTP a response plan that meets the requirements of §§ 154.30, 154.1035, and 154.1045, 154.1047, or 154.1049, as appropriate. This applies to:

(1) A fixed MTR facility capable of transferring oil, in bulk, to or from a vessel with a capacity of 250 barrels or more; and

(2) An MTR facility specifically designated as a significant and substantial harm facility by the COTP under § 154.1016.

(c) In addition to the requirements in paragraphs (a) and (b) of this section, the response plan for a mobile MTR facility should meet the requirements of § 154.1041.

§ 154.1020 Definitions.

Except as otherwise defined in this section, the definition in 33 CFR 154.105 apply to this subpart.

Adverse weather means the weather conditions that will be considered when identifying response systems and equipment in a response plan for the applicable operating environment. Factors to consider include significant wave height as specified in § § 154.1045, 154.1047, or 154.1049, as appropriate, ice conditions, temperatures, weather-related visibility, and currents within the COTP zone in which the systems or equipment are intended to function.

Average most probable discharge means a discharge of the lesser of 50 barrels or 1 percent of the volume of the worst case discharge.

Captain of the Port (COTP) Zone means a zone specified in 33 CFR part 3 and, where applicable, the seaward extension of that zone to the outer boundary of the exclusive economic zone (EEZ).

Exclusive economic zone (EEZ) means the zone contiguous to the territorial sea of the United States extending to a distance up to 200 nautical miles from the baseline from which the breadth of the territorial sea is measured.

Facility that could reasonably be expected to cause significant and substantial harm means any MTR facility (including piping and any structures that are used for the transfer of oil between a vessel and facility) classified as a "significant and substantial harm" facility under § 154.1015(c) including a facility specifically designated by the COTP under § 154.1016(a).

Facility that could reasonably be expected to cause substantial harm means any MTR facility classified as a "substantial harm" facility under § 154.1015(b) including a facility specifically designated by the COTP under § 154.1016(a).

Great Lakes means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary waters, the Saint Lawrence River as far as Saint Regis, and adjacent port areas.

Higher volume port area means the following ports:

(1) Boston, MA.
(2) New York, NY.
(3) Delaware Bay and River to Philadelphia, PA.
(4) St. Croix, VI.
(5) Pascagoula, MS.
(6) Mississippi River from Southwest Pass, LA. to Baton Rouge, LA.
(7) Louisiana Offshore Oil Port (LOOP), LA.
(8) Lake Charles, LA.
(9) Sabine-Neches River, TX.

(10) Galveston Bay and Houston Ship Channel, TX.

(11) Corpus Christi, TX.

(12) Los Angeles/Long Beach Harbor, CA.

(13) San Francisco Bay, San Pablo Bay, Carquinez Strait, and Suisun Bay to Antioch, CA.

(14) Straits of Juan De Fuca from Port Angeles, WA, to and including Puget Sound, WA.

(15) Prince William Sound, AK.

Inland area means the area shoreward of the boundary lines defined in 46 CFR part 7, except in the Gulf of Mexico. In the Gulf of Mexico, it means the area shoreward of the lines of demarcation (COLREG lines) defined in §§ 80.740 through 80.850 of this chapter. The inland area does not include the Great Lakes.

Marine transportation-related facility (MTR facility) means any offshore facility or segment of a complex regulated under section 311(j) of the Federal Water Pollution Control Act (FWPCA) by two or more Federal agencies, including piping and any structure used or intended to be used to transfer oil to or from a vessel, subject to regulation under this part and any deepwater port subject to regulation under part 150 of this chapter. For a facility or segment of a complex regulated by two or more Federal agencies under section 311(j) of the FWPCA, the MTR portion of the complex extends from the facility oil transfer system's connection with the vessel to the first valve inside the secondary containment surrounding tanks in the non-transportation-related portion of the facility or, in the absence of secondary containment, to the valve or manifold adjacent to the tanks comprising the non-transportation-related portion of the facility, unless another location has otherwise been agreed to by the COTP and the appropriate Federal official.

Maximum extent practicable means the planned capability to respond to a worst case discharge in adverse weather, as contained in a response plan that meets the criteria in this subpart or in a specific plan approved by the cognizant COTP.

Maximum most probable discharge means a discharge of the lesser of 1,200 barrels or 10 percent of the volume of a worst case discharge.

Nearshore area means the area extending seaward 12 miles from the boundary lines defined in 46 CFR part 7, except in the Gulf of Mexico. In the Gulf of Mexico, it means the area extending seaward 12 miles from the line of demarcation (COLREG lines) defined in §§ 80.740 through 80.850 of this chapter.

Non-persistent or Group I oil means a petroleum-based oil that, at the time of shipment, consists of hydrocarbon fractions—

(1) At least 50% of which by volume, distill at a temperature of 340 degrees C (645 degrees F); and

(2) At least 95% of which by volume, distill at a temperature of 370 degrees C (700 degrees F).

Non-petroleum oil means oil of any kind that is not petroleum-based. It includes, but is not limited to, animal and vegetable oils.

Ocean means the offshore area and nearshore area as defined in this subpart.

Offshore area means the area beyond 12 nautical miles measured from the boundary lines defined in 46 CFR part 7 extending seaward to 50 nautical miles, except in the Gulf of Mexico. In the Gulf of Mexico, it is the area beyond 12 nautical miles of the line of demarcation (COLREG lines) defined in §§ 80.740 through 80.850 of this chapter extending seaward to 50 nautical miles.

Oil means oil of any kind or in any form, including, but not limited to, petroleum oil, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredge spoil.

Oil spill removal organization means an entity that provides response resources.

On-Scene Coordinator (OSC) means the definition in the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR part 300).

Operating area means Rivers and Canals, Inland, Nearshore, Great Lakes, or Offshore geographic location(s) in which a facility is handling, storing, or transporting oil.

Operating environment means Rivers and Canals, Inland, Great Lakes, or Ocean. These terms are used to define the conditions in which response equipment is designed to function.

Operating in compliance with the plan means operating in compliance with the provisions of this subpart including, ensuring the availability of the response resources by contract or other approved means, and conducting the necessary training and drills.

Persistent oil means a petroleum-based oil that does not meet the distillation criteria for a non-persistent oil. For the purposes of this subpart, persistent oils are further classified based on specific gravity as follows:

(1) Group II—specific gravity less than .85.

(2) Group III—specific gravity between .85 and less than .95.

(3) Group IV—specific gravity .95 or greater.

(4) Group V—specific gravity greater than 1.0.

Qualified individual and alternate qualified individual means a person located in the United States who meets the requirements of § 154.1026.

Response activities means the containment and removal of oil from the land, water, and shorelines, the temporary storage and disposal of recovered oil, or the taking of other actions as necessary to minimize or mitigate damage to the public health or welfare or the environment.

Response resources means the personnel, equipment, supplies, and other capability necessary to perform the response activities identified in a response plan.

Rivers and canals means a body of water confined within the inland area, including the Intracoastal Waterways and other waterways artificially created for navigation, that has a project depth of 12 feet or less.

Spill management team means the personnel identified to staff the organizational structure identified in a response plan to manage response plan implementation.

Substantial threat of a discharge means any incident or condition involving a facility that may create a risk of discharge of oil. Such incidents include, but are not limited to storage tank or piping failures, above ground or underground leaks, fires, explosions, flooding, spills contained within the facility, or other similar occurrences.

Worst case discharge means in the case of an onshore facility and deepwater port, the largest foreseeable discharge in adverse weather conditions meeting the requirements of § 154.1029.

§ 154.1025 Operating restrictions and interim operating authorization.

(a) The owner or operator of each MTR facility to which this subpart applies shall submit a response plan meeting the requirements listed in § 154.1030. After February 18, 1993, a facility may not handle, store, or transport oil unless a response plan has been submitted to the COTP.

(b) After August 18, 1993, no facility subject to this subpart may handle, store, or transport oil unless it is operating in full compliance with a submitted response plan. After August 18, 1993, no facility categorized under paragraph 154.1015(c) as a significant and substantial harm facility may handle, store, or transport oil unless the submitted response plan has been approved by the COTP. After August 18, 1993, an owner or operator of each new facility to which this subpart applies must submit a response plan meeting

the requirements listed in § 154.1017 not less than 60 days prior to handling, storing, or transporting oil. Where applicable, the response plan shall be submitted along with the letter of intent required under § 154.110.

(c) Notwithstanding the requirements of paragraph (b) of this section, a facility categorized under paragraph 154.1015(c) as a significant and substantial harm facility may continue to handle, store, or transport oil for 2 years after the date of submission of a response plan, pending approval of that plan. To continue to handle, store, or transport oil without a plan approved by the COTP, the facility owner or operator shall certify in writing to the COTP that the owner or operator has ensured, by contract or other approved means as described in § 154.1028(a)(1 through 4), the availability of the necessary private personnel and equipment to respond, to the maximum extent practicable to a worst case discharge or substantial threat of such a discharge from the facility. Provided that the cognizant COTP is satisfied with the certification of response resources provided by the owner or operator of the facility, the COTP shall provide written authorization for the facility to handle, store, or transport oil while the submitted response plan is being reviewed. Pending approval of the submitted response plan, deficiencies noted by the COTP must be corrected in accordance with § 154.1070.

(d) After August 18, 1993, a facility may not continue to handle, store, or transport oil if—

(1) The COTP determines that the response resources identified in the facility's certification statement or referenced response plan do not substantially meet the requirements of this subpart;

(2) The contracts or agreements cited in the facility's certification statement or referenced response plans are no longer valid;

(3) The facility is not operating in compliance with the submitted plan;

(4) The response plan has not been resubmitted or approved within the last 5 years; or

(5) The period of the authorization under paragraph (c) of this section has expired.

§ 154.1026 Qualified individual and alternate qualified individual.

(a) The response plan must identify a qualified individual and at least one alternate that meet the requirements of this section.

(b) The qualified individual and alternate must:

(1) Speak fluent English;

(2) Be available on a 24-hour basis and be able to arrive at the facility in a reasonable time;

(3) Be familiar with the implementation of the facility response plan; and

(4) Be trained in the responsibilities of the qualified individual under the response plan.

(c) The owner or operator shall provide each qualified individual and alternate qualified individual identified in the plan with a document designating them as a qualified individual and specifying their full authority to:

(1) Activate and engage in contracting with oil spill removal organization(s);

(2) Act as a liaison with the predesignated Federal On-Scene Coordinator (OSC); and

(3) Obligate funds required to carry out response activities.

(d) The owner or operator of a facility may designate an organization to fulfill the role of the qualified individual and the alternate qualified individual. The organization must then identify a qualified individual and at least one alternate qualified individual who meet the requirements of this section. The facility owner or operator is required to list in the response plan the organization, the person identified as the qualified individual, and the person or person(s) identified as the alternate qualified individual(s).

(e) The qualified individual is not responsible for—

(1) The adequacy of response plans prepared by the owner or operator; or

(2) Contracting or obligating funds for response resources beyond the authority contained in their designation from the owner or operator of the facility.

(f) The liability of a qualified individual is considered to be in accordance with the provisions of 33 USC 1321(c)(4).

§ 154.1028 Methods of ensuring the availability of response resources by contract or other approved means.

(a) When required in this subpart, the availability of response resources must be ensured by the following methods:

(1) A written contractural agreement with an oil spill removal organization. The agreement must identify and ensure the availability of specified personnel and equipment required under this subpart within stipulated response times in the specified geographic areas;

(2) Certification by the facility owner or operator that specified personnel and equipment required under this subpart are owned, operated, or under the direct control of the facility owner or operator, and are available within stipulated response times in the specified geographic areas;

(3) Active membership in a local or regional oil spill removal organization that has identified specified personnel and equipment required under this subpart that are available to respond to a discharge within stipulated response times in the specified geographic areas;

(4) A document which—

(i) Identifies the personnel, equipment, and services capable of being provided by the oil spill removal organization within stipulated response times in the specified geographic areas;

(ii) Sets out the parties' acknowledgment that the oil spill removal organization intends to commit the resources in the event of a response;

(iii) Permits the Coast Guard to verify the availability of the identified response resources through tests, inspections, and drills; and

(iv) Is referenced in the response plan; or

(v) The identification of an oil spill removal organization with specified equipment and personnel available within stipulated response times in specified geographic areas. The organization must provide written consent to being identified in the plan.

(b) The contracts and documents required in paragraph (a) of this section must be retained at the facility and must be produced for review upon request by the COTP.

§ 154.1029 Worst case discharge.

(a) The response plan must use the appropriate criteria in this section to develop the worst case discharge.

(b) For the MTR segment of a facility, not less than—

(1) Where applicable, the loss of the entire capacity of all in-line and breakout tank(s) needed for the continuous operation of the pipelines used for the purposes of handling or transporting oil, in bulk, to or from a vessel regardless of the presence of secondary containment; plus

(2) The discharge from all piping carrying oil between the marine transfer manifold and the non-transportation-related portion of the facility. The discharge from each pipe is calculated as follows: The maximum time to discover the release from the pipe in hours, plus the maximum time to shut down flow from the pipe in hours (based on historic discharge data or the best estimate in the absence of historic discharge data for the facility) multiplied by the maximum flow rate expressed in barrels per hour (based on the maximum relief valve setting or maximum system pressure when relief valves are not provided) plus the total line drainage volume expressed in barrels for the pipe between the marine

manifold and the non-transportation-related portion of the facility; and

(c) For a mobile facility it means the loss of the entire contents of the container in which the oil is stored or transported.

§ 154.1030 General response plan contents.

(a) The plan must be written in English.

(b) A response plan must be divided into the sections listed in this paragraph (b) and formatted in the order specified herein unless noted otherwise. It must also have some easily found marker identifying each section listed below. The following are the sections and subsections of a facility response plan:

(1) Introduction and plan contents.

(2) Emergency response action plan:

(i) Notification procedures.

(ii) Facility's spill mitigation procedures.

(iii) Facility's response activities.

(iv) Sensitive areas.

(v) Disposal plan.

(3) Hazard evaluation. [Reserved.]

(4) Spill scenarios. [Reserved.]

(5) Training and drills:

(i) Training procedures.

(ii) Drill procedures.

(6) Plan review and update procedures.

(7) Appendices:

(i) Facility-specific information.

(ii) List of contacts.

(iii) Equipment lists and records.

(iv) Communications plan.

(v) Site-specific safety and health plan.

(vi) List of acronyms and definitions.

(vii) A geographic-specific appendix for each zone in which a mobile facility operates.

(c) The required contents for each section and subsection of the plan are contained in §§ 154.1035, 154.1040, and 154.1041, as appropriate.

(d) The sections and subsections of response plans submitted to the COTP must contain at a minimum all the information required in §§ 154.1035, 154.1040, and 154.1041, as appropriate. It may contain other appropriate sections, subsections, or information that are required by other Federal, State, and local agencies.

(e) For initial and subsequent submission, a plan that does not follow the format specified in paragraph (b) of this section must be supplemented with a cross-reference section to identify the location of the applicable sections required by this subpart.

(f) The information contained in a response plan must be consistent with the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40 CFR part 300) and the Area Contingency Plan(s) (ACP) covering the area in which the facility operates and that are in effect at the time of submission of the response plan. If the NCP or ACP has been revised within 6 months prior to the date of submission, the response plan may be based on the prior NCP or ACP.

§ 154.1035 Specific requirements for facilities that could reasonably be expected to cause significant and substantial harm to the environment.

(a) *Introduction and plan content.* This section of the plan must include facility and plan information as follows:

(1) The facility's name, street address, city, county, state, ZIP code, facility telephone number, and telefacsimile number, if so equipped. Include mailing address if different from street address.

(2) The facility's location described in a manner that could aid both a reviewer and a responder in locating the specific facility covered by the plan, such as, river mile or location from a known landmark that would appear on a map or chart.

(3) The name, address, and procedures for contacting the facility's owner or operator on a 24-hour basis.

(4) A table of contents.

(5) During the period that the submitted plan does not have to conform to the format contained in this subpart, a cross index, if appropriate.

(6) A record of change(s) to record information on plan updates.

(b) *Emergency Response Action Plan.* This section of the plan must be organized in the subsections described in this paragraph (b):

(1) Notification procedures.

(i) This subsection must contain a prioritized list identifying the person(s), including name, telephone number, and their role in the plan, to be notified of a discharge or substantial threat of a discharge of oil. The telephone number need not be provided if it is listed separately in the list of contacts required in the plan. This Notification Procedures listing must include—

(A) Facility response personnel, the spill management team, oil spill removal organizations, and the qualified individual(s) and the designated alternate(s); and

(B) Federal, State, or local agencies, as required.

(ii) This subsection must include a form, such as that depicted in Figure 1, which contains information to be provided in the initial and follow-up notifications to Federal, State, and local agencies. The form shall include notification of the National Response Center as required in part 153 of this chapter. Copies of the form also must be placed at the location(s) from which notification may be made. The initial notification form must include space for the information contained in Figure 1. The form must contain a prominent statement that initial notification must not be delayed pending collection of all information.

BILLING CODE 4910-14-M

FIGURE 1

INFORMATION ON DISCHARGE *

Involved Parties

(A) Reporting Party	(B) Suspected Responsible Party
Name	Name
Phones ( ) -	Phones ( ) -
Company	Company
Position	Organization Type:
Address	Private citizen
Address	Private enterprise
	Public utility
	Local government
	State government
	Federal government
City	City
State	State
Zip	Zip

Were Materials Discharged (Y/N)?
Calling for Responsible Party (Y/N)?

Incident Description

Source and/or Cause of Incident

Date - - Time :
Cause

Incident Address/Location Nearest City

Distance from City
Storage Tank Container Type- Above ground (Y/N) Below ground (Y/N)
Unknown
Tank Capacity Facility Capacity
Latitude Degrees
Longitude Degrees
Mile Post or River Mile

Materials

Discharged Quantity	Unit of Measure	Discharged Material	Quantity in Water

Response Action

Actions Taken to Correct or Mitigate Incident

Impact

Number of Injuries Number of Fatalities
Were there Evacuations (Y/N/U)? Number Evacuated
Was there any Damage (Y/N/U)? Damage in Dollars

Additional Information

Any information about the Incident not recorded elsewhere in the report

Caller Notifications

USCG EPA STATE OTHER

* IT IS NOT NECESSARY TO WAIT FOR ALL INFORMATION BEFORE CALLING NRC.

NATIONAL RESPONSE CENTER - 1-800-424-8802

BILLING CODE 4910-14-C

(2) Facility's spill mitigation procedures.

(i) This subsection must describe the volume(s) of persistent and non-persistent oil groups that would be involved in the—

(A) Average most probable discharge from the MTR facility;

(B) Maximum most probable discharge from the MTR facility;

(C) Worst case discharge from the MTR facility; and

(D) Where applicable, the worst case discharge from the non-transportation-related facility. This must be the same volume provided in the response plan for the non-transportation-related facility.

(ii) This subsection must contain prioritized procedures for facility personnel to mitigate or prevent any discharge or substantial threat of a discharge of oil resulting from operational activities associated with internal or external facility transfers including specific procedures to shut down affected operations. Facility personnel responsible for performing specified procedures to mitigate or prevent any discharge or potential discharge shall be identified by job title. A copy of these procedures shall be maintained at the facility operations center. These procedures must address actions to be taken by facility personnel in the event of a discharge, potential discharge, or emergency involving the following equipment and scenarios:

(A) Failure of manifold, mechanical loading arm, other transfer equipment, or hoses, as appropriate;

(B) Tank overfill;

(C) Tank failure;

(D) Piping rupture;

(E) Piping leak, both under pressure and not under pressure, if applicable;

(F) Explosion or fire; and

(G) Equipment failure (e.g. pumping system failure, relief valve failure, or other general equipment relevant to operational activities associated with internal or external facility transfers.)

(iii) This subsection must contain a listing of equipment and the responsibilities of facility personnel to mitigate an average most probable discharge.

(3) Facility's response activities.

(i) This subsection must contain a description of the facility personnel's responsibilities to initiate a response and supervise response resources pending the arrival of the qualified individual.

(ii) This subsection must contain a description of the responsibilities and authority of the qualified individual and alternate as required in § 154.1026.

(iii) This subsection must describe the facility or corporate organizational structure that will be used to manage the response actions, including—

(A) Command and control;

(B) Public information;

(C) Safety;

(D) Liaison with government agencies;

(E) Spill Operations;

(F) Planning;

(G) Logistics support; and

(H) Finance.

(iv) This subsection must identify the oil spill removal organization(s) and the spill management team available, by contract or other approved means as described in § 154.1028(a)(1–4). The oil spill removal organization and the spill management team must—

(A) Be capable of responding to the following spill scenarios:

(*1*) Average most probable discharge;

(*2*) Maximum most probable discharge; and

(*3*) Worst case discharge to the maximum extent practicable; and

(B) Be capable of providing the following response resources:

(*1*) Equipment and supplies to meet the requirements of §§ 154.1045, 154.1047, or 154.1049, as appropriate; and

(*2*) Trained personnel necessary to continue operation of the equipment and staff of the oil spill removal organization and spill management team for the first 7 days of the response.

(v) For mobile facilities that operate in more than one COTP zone, the plan must identify the oil spill removal organization and the spill management team in the applicable geographic-specific appendix. The oil spill removal organization(s) and the spill management team discussed in paragraph (b)(3)(iv)(A) of this section must be included for each COTP zone in which the facility will handle, store, or transport oil in bulk.

(*4*) Sensitive areas.

(i) This section of the response plan must identify areas of economic importance and environmental sensitivity as identified in the ACP which are potentially impacted by a worst case discharge. Appendix D of this subpart is provided as guidance for identifying economically important and environmentally sensitive areas. This guidance shall be used until the ACP required under section 311(j)(4) of the FWPCA identifying areas of economic importance and environmental sensitivity has been promulgated. Additions or deletions in the areas of economic importance and environmental sensitivity contained in the ACP, when available, shall be included in the annual update of the response plan.

(ii) For a worst case discharge from the facility, this section of the response plan must—

(A) List all areas of economic importance and environmental sensitivity identified in the ACP which are potentially impacted by a discharge of persistent oils, nonpersistent oils, or non-petroleum oils.

(B) Describe all the response actions that the facility anticipates taking to protect these economically important and environmentally sensitive areas.

(C) Contain a map or chart showing the location of those areas of economic importance and environmental sensitivity which are potentially impacted. The map or chart shall also depict each response action that the facility anticipates taking to protect these areas. A legend of activities must be included on the map page.

(iii) For a worst case discharge, this section of the response plan must identify appropriate equipment and required personnel to protect areas of environmental sensitivity and economic importance as follows:

(A) Identify the appropriate equipment and required personnel to protect all areas of economic importance and environmental sensitivity in the ACP for the distance the persistent oils, non-persistent oils, or non-petroleum oils are likely to travel in the noted geographic area(s) and number of days listed in Table 2 of appendix C of this part.

(B) Identify the appropriate equipment and required personnel available, by contract or other approved means as described in § 154.1028, to protect areas of environmental sensitivity and economic importance as follows:

(*1*) For persistent oils and non-petroleum oils discharged into non-tidal waters, the distance from the facility reached in 48 hours at maximum current.

(*2*) For persistent and non-petroleum oils discharged into tidal waters, 15 miles from the facility down current during ebb tide and to the point of maximum tidal influence or 15 miles, whichever is less, during flood tide.

(*3*) For non-persistent oils discharged into non-tidal waters, the distance from the facility reached in 24 hours at maximum current.

(*4*) For non-persistent oils discharged into tidal waters, 5 miles from the facility down current during ebb tide and to the point of maximum tidal influence or 5 miles, whichever is less, during flood tide.

(*5*) For persistent oils, non-persistent oils, or non-petroleum oils a spill trajectory or model may be substituted

for the distances listed in non-tidal and tidal waters.

(6) Based on historical information or a spill trajectory or model, the COTP may require that additional areas of economic importance or environmental sensitivity also be protected.

(5) *Disposal plan.* This subsection must describe any actions to be taken or procedures to be used to ensure that all recovered oil and oil contaminated debris produced as a result of any discharge are disposed according to Federal, State, or local requirements.

(c) *Hazard Evaluation.* [Reserved.]

(d) *Discussion of Spill Scenarios.* [Reserved.]

(e) *Training and Drills.* This section of the response plan must be divided into the following two subsections:

(1) Training procedures. This subsection must describe the training procedures and programs of the facility owner or operator to meet the requirements in § 154.1050.

(2) Drill procedures. This subsection must describe the drill program to be carried out by the facility owner or operator to meet the requirements in § 154.1055.

(f) *Plan review and update procedures.* This section of the response plan must address the procedures to be followed by the facility owner or operator to meet the requirements of § 154.1065 and the procedures to be followed for any post-discharge review of the plan to evaluate and validate its effectiveness.

(g) *Appendices.* This section of the response plan must include the appendices described in this paragraph (g).

(1) *Facility-specific information.* This appendix must contain a description of the facility's principal characteristics.

(i) There must be a physical description of the facility including a plan of the facility showing the mooring areas, transfer locations, control stations, locations of safety equipment, and the location and capacities of all piping and storage tanks.

(ii) The appendix must identify the sizes, types, and number of vessels that the facility can transfer oil to or from simultaneously.

(iii) The appendix must identify the first valve(s) on facility piping separating the transportation-related portion of the facility from the non-transportation-related portion of the facility, if any. For piping leading to a manifold located on a dock serving tank vessels, this valve is the first valve inside the secondary containment required by 40 CFR part 112.

(iv) The appendix must contain information on the oil(s) and hazardous material handled, stored, or transported at the facility in bulk. A material safety data sheet meeting the requirements of 29 CFR 1910.1200, 33 CFR 154.310(a)(5) or an equivalent will meet this requirement. This information can be maintained separately providing it is readily available and the appendix identifies its location. This information must include—

(A) The generic of chemical name;

(B) A description of the appearance and odor;

(C) The physical and chemical characteristics;

(D) The hazards involved in handling the oil(s) and hazardous materials. This shall include hazards likely to be encountered if the oil(s) and hazardous materials come in contact as a result of a discharge; and

(E) A list of firefighting procedures and extinguishing agents effective with fires involving the oil(s) and hazardous materials.

(v) The appendix may contain any other information which the facility owner or operator determines to be pertinent to an oil spill response.

(2) *List of contacts.* This appendix must include information on 24-hour contact of key individuals and organizations. If more appropriate, this information may be specified in a geographic-specific appendix. The list must include—

(i) The primary and alternate qualified individual(s) for the facility;

(ii) The contact(s) identified under paragraph (b)(3)(iv) of this section for activation of the response resources; and

(iii) Appropriate Federal, State, and local officials.

(3) *Equipment list and records.* This appendix must include the information specified in this paragraph (g)(3).

(i) The appendix must contain a list of equipment and facility personnel required to respond to an average most probable discharge, as defined in § 154.1020. The appendix must also list the location of the equipment.

(ii) The appendix must contain a detailed listing of all the major equipment identified in the plan as belonging to an oil spill removal organization(s) that is available, by contract or other approved means as described in § 154.1028(a) (1 through 4), to respond to a worst case discharge, as defined in § 154.1020. The detailed listing of all major equipment may be located in a separate document referenced by the plan. Either the appendix or the separate document referenced in the plan must provide the location of the major response equipment.

(iii) It is not necessary to list response equipment from oil spill removal organization(s) when the organization has been classified by the Coast Guard and their capacity has been determined to equal or exceed the response capability needed by the facility. For oil spill removal organization(s) classified by the Coast Guard, the classification must be noted in this section of the response plan. When it is necessary for the appendix to contain a listing of response equipment, it shall include all of the following items that are identified in the response plan: skimmers; booms; dispersant application, in-situ burning, bioremediation equipment and supplies, and other equipment used to apply other chemical agents on the NCP Product Schedule (if applicable); communications, firefighting, and beach cleaning equipment; boats and motors; disposal and storage equipment; and heavy equipment. The list must include for each piece of equipment—

(A) The type, make, model, and year of manufacture listed on the nameplate of the equipment;

(B) For oil recovery devices, the effective daily recovery rate, as determined using section 6 of Appendix C of this part;

(C) For containment boom, the overall boom height (draft and freeboard) and type of end connectors;

(D) The spill scenario in which the equipment will be used or for which it is contracted;

(E) The total daily capacity for storage and disposal of recovered oil;

(F) For communication equipment, the type and amount of equipment intended for use during response activities. Where applicable, the primary and secondary radio frequencies must be specified.

(G) Location of the equipment; and

(H) The date of the last inspection by the oil spill removal organization(s).

(4) *Communications plan.* This appendix must describe the primary and alternate method of communication during discharges, including communications at the facility and at remote locations within the areas covered by the response plan. The appendix may refer to additional communications packages provided by the oil spill removal organization. This may reference another existing plan or document.

(5) *Site-specific safety and health plan.* This appendix must describe the safety and health plan to be implemented for any response location(s). It must provide as much detailed information as is practicable in advance of an actual discharge. This appendix may reference another

existing plan required under 29 CFR 1910.120.

(6) *List of acronyms and definitions.* This appendix must list all acronyms used in the response plan including any terms or acronyms used by Federal, State, or local governments and any operational terms commonly used at the facility. This appendix must include all definitions that are critical to understanding the response plan.

§ 154.1040 Specific requirements for facilities that could reasonably be expected to cause substantial harm to the environment.

(a) A facility that, under § 154.1015, could reasonably be expected to cause substantial harm to the environment shall submit a response plan that meets the requirements of § 154.1035, except as modified by this section.

(b) The facility's response activities section of the response plan need not list the facility or corporate organizational structure that will be used to manage the response, as required by § 154.1035(b)(3)(iii).

(c) The owner or operator of a facility must ensure the availability of response resources required to be identified in § 154.1035(b)(3)(iv) by contract or other approved means described in § 154.1028.

(d) A facility owner or operator must have at least 200 feet of containment boom immediately available to respond to the average most probable discharge in lieu of the quantity of containment boom specified in § 154.1045(c)(1). Based on site-specific or facility-specific information, the COTP may specify that additional quantities of containment boom are immediately available. In addition, there must be adequate sorbent material for initial response to an average most probable discharge. If the facility is a fixed facility, the containment boom and sorbent material must be located at the facility. If the facility is a mobile facility, the containment boom and sorbent must be available locally and be at the site of the discharge within 1 hour of its discovery.

§ 154.1041 Specific response information to be maintained on mobile MTR facilities.

(a) Each mobile MTR facility must carry the following information as contained in the response plan when performing transfer operations:

(1) A description of response activities for a discharge which may occur during transfer operations. This may be a narrative description or a list of procedures to be followed in the event of a discharge.

(2) Identity of response resources to respond to a discharge from the mobile MTR facility.

(3) List of the appropriate persons and agencies (including the telephone numbers) to be contacted in regard to a discharge and its handling, including the National Response Center.

(b) The owner or operator of the mobile facility must also retain the information in this section at the principal place of business.

§ 154.1045 Response plan development and evaluation criteria for facilities that handle, store, or transport Group I through Group IV petroleum oils.

(a) The owner or operator of a facility that handles, stores, or transports Group I through Group IV petroleum oils must use the criteria in this section to evaluate response resources identified in the response plan for the specified operating environment.

(1) The criteria in Table 1 of Appendix C of this part are to be used solely for identification of appropriate equipment in a response plan. These criteria reflect conditions used for planning purposes to select mechanical response equipment and are not conditions that would limit response actions or affect normal facility operations.

(2) The response resources must be evaluated considering limitations for the COTP zones in which the facility operates, including but not limited to—

(i) Ice conditions;

(ii) Debris;

(iii) Temperature ranges;

(iv) Weather-related visibility; and

(v) Other appropriate environmental conditions as determined by the COTP.

(3) The COTP may reclassify a specific body of water or location within the COTP zone. Any reclassifications will be identified by the COTP in the applicable ACP. Reclassifications may be to—

(i) A more stringent operating environment if the prevailing wave conditions exceed the significant wave height criteria during more than 35% of the year; or

(ii) A less stringent operating environment if the prevailing wave conditions do not exceed the significant wave height criteria for the less stringent operating environment during more than 35% of the year.

(b) Response equipment must—

(1) Meet or exceed the operating criteria listed in Table 1 of Appendix C of this part;

(2) Function in the applicable operating environment; and

(3) Be appropriate for the petroleum oil carried.

(c) The response plan for a facility that handles, stores, or transports Group I through Group IV petroleum oils must identify response resources that are available, by contract or other approved means as described in § 154.1028(a)(1 through 4), to respond to the facility's average most probable discharge. The response resources must include, at a minimum—

(1) 1,000 feet of containment boom or two times the length of the largest vessel that regularly conducts oil transfers to or from the facility, whichever is greater, and the means of deploying and anchoring the boom available at the facility within 1 hour of the detection of a spill; and

(2) Oil recovery devices and recovered oil storage capacity capable of being at the facility within 2 hours of the discovery of an oil discharge from a facility.

(d) The response plan for a facility that handles, stores, or transports Group I through Group IV petroleum oils must identify response resources that are available, by contract or other approved means as described in § 154.1028(a)(1 through 4), to respond to a discharge up to the facility's maximum most probable discharge volume.

(1) These response resources must be positioned such that they can arrive at the scene of a discharge within the following specified times:

(i) For an average most probable discharge, the times specified in paragraphs (c)(1) and (c)(2) of this section.

(ii) In higher volume port areas and the Great Lakes, response resources must be capable of arriving on scene within 6 hours of the discovery of an oil discharge from a facility.

(iii) In all other locations, response resources must be capable of arriving on scene within 12 hours of the discovery of an oil discharge from a facility.

(2) The response resources must include sufficient containment boom, oil recovery devices, and storage capacity for any recovery of up to the maximum most probable discharge planning volume.

(3) The response resources must be appropriate for each group of oil identified in § 154.1020 that is handled, stored, or transported by the facility.

(4) The COTP may determine that mobilizing response resources to an area beyond the response times indicated in paragraph (d) of this section invalidates the response plan.

(e) The response plan for a facility that handles, stores, or transports Group I through Group IV petroleum oils must identify the response resources that are available, by contract or other approved means as described in § 154.1028(a) (1 through 4), to respond to the worst case

discharge volume of oil to the maximum extent practicable.

(1) The location of these response resources must be suitable to meet the response times identified for the applicable geographic area(s) of operation and response tier.

(2) The response resources must be appropriate for—

(i) The volume of the facility's worst case discharge;

(ii) Group(s) of oil as identified in § 154.1020 that are handled, stored, or transported by the facility; and

(iii) The geographic area(s) in which the facility operates.

(3) The response resources must include sufficient boom, oil recovery devices, and storage capacity to recover the worst case discharge planning volumes.

(4) The guidelines in Appendix C of this part must be used for calculating the quantity of response resources required to respond at each tier to the worst case discharge to the maximum extent practicable.

(5) When determining response resources necessary to meet the requirements of this section, a portion of those resources must be capable of use in close-to-shore response activities in shallow water. The following percentages of the response equipment identified for the applicable geographic area must be capable of operating in waters of 6 feet or less depth.

(i) Offshore—10 percent.

(ii) Nearshore/Inland/Great Lakes/Rivers and canals—20 percent.

(f) Response equipment identified in a response plan for a facility that handles, stores, or transports Group I through Group IV petroleum oils must be capable of arriving on scene within the times specified in this paragraph (f) for the applicable response tier in a higher volume port area, Great Lakes, and in other areas. Response times for these tiers from the time of discovery of a discharge are:

	Tier 1	Tier 2	Tier 3
Higher volume port area (except for a TAPAA facility located in Prince William Sound, see § 154.1135).	6 hrs	30 hrs	54 hrs.
Great Lakes ..	12 hrs	36 hrs	60 hrs.
All other river and canal, inland, nearshore, and offshore areas.	12 hrs	36 hrs	60 hrs.

(g) For the purposes of arranging for response resources for a facility that handles, stores, or transports Group I through Group IV petroleum oils, by contract or other approved means as described in § 154.1028(a) (1 through 4), response equipment identified for Tier 1 plan credit must be capable of being mobilized and enroute to the scene of a discharge within 2 hours of notification. The notification procedures identified in the plan must provide for notification and authorization of mobilization of identified Tier 1 response resources—

(1) Either directly or through the qualified individual; and

(2) Within 30 minutes of a discovery of a discharge or substantial threat of discharge.

(h) Response resources identified for Tier 2 and Tier 3 plan credit must be capable of arriving on scene within the time specified for the applicable tier.

(i) The response plan for a facility that is located in any environment with year-round preapproval for use of dispersants and that handles, stores, or transports Group II or III persistent petroleum oils may request a credit for up to 25 percent of the on-water recovery capability set forth by this part. To receive this credit, the facility owner or operator must identify in the plan and ensure, by contract or other approved means as described in § 154.1028(a)(1 through 4), the availability of specified resources to apply the dispersants and to monitor their effectiveness. The extent of the credit will be based on the volumes of the dispersant available to sustain operations at the manufacturers' recommended dosage rates. Resources identified for plan credit should be capable of being on scene within 12 hours of a discovery of a discharge. Identification of these resources does not imply that they will be authorized for use. Actual authorization for use during a spill response will be governed by the provisions of the NCP and the applicable Area Contingency Plan.

(j) A response plan for a facility that handles, stores, or transports Group I through Group IV petroleum oils must identify response resources with firefighting capability. The owner or operator of a facility that does not have adequate firefighting resources located at the facility or that cannot rely on sufficient local firefighting resources must identify and ensure, by contract or other approved means as described in § 154.1028(a)(1 through 4), the availability of adequate firefighting resources. The response plan must also identify an individual located at the facility to work with the fire department for petroleum fires. This individual shall also verify that sufficient well-trained firefighting resources are available within a reasonable response time to a worst case scenario. The individual may be the qualified individual as defined in § 154.1020 and identified in the response plan or another appropriate individual located at the facility.

(k) The response plan for a facility that handles, stores, or transports Group I through IV petroleum oils must identify equipment and required personnel available, by contract or other approved means as described in § 154.1028(a)(1 through 4), to protect areas of environmental sensitivity or economic importance.

(1) Except as set out in paragraph (k)(2) of this section, the identified response resources must include the quantities of boom sufficient to protect areas of environmental sensitivity or economic importance as required by § 154.1035(b)(4).

(2) For a facility response plan submitted or resubmitted 6 months or more after the appropriate Area Contingency Plan has identified the required resources and response methods to be used in areas of environmental sensitivity or economic importance, the resources and response methods must be those identified in the appropriate Area Contingency Plan.

(l) The response plan for a facility that handles, stores, or transports Groups I through IV petroleum oils must identify an oil spill removal organization(s) with response resources that are available, by contract or other approved means as described in § 154.1028(a)(1 through 4), to effect a shoreline clean-up operation commensurate with the quantity of emulsified oil to be planned for in shoreline clean-up operations.

(1) Except as required in paragraph (l)(2) of this section, the shoreline clean-up response resources required must be determined as described in Appendix C of this part.

(2) For a facility response plan submitted or resubmitted 6 months or more after the appropriate Area Contingency Plan has identified the required shoreline clean-up resources and methods, shoreline clean-up response resources and methods must be those identified in the ACP.

(m) Appendix C of this part describes the procedures to determine the maximum extent practicable quantity of response resources that must be identified and available, by contract or other approved means as described in § 154.1028(a)(1 through 4), for the maximum most probable discharge volume, and for each worst case discharge response tier.

(1) Included in Appendix C of this part is a cap that recognizes the practical and technical limits of response capabilities that an individual facility owner or operator can be expected to contract for in advance.

(2) Table 5 in Appendix C of this part lists the caps that will apply in February 18, 1993 and February 18, 1998. Depending on the quantity and type of petroleum oil handled by the facility and the facility's geographic area of operations, the resource capability caps in this table may be reached. The owner or operator of a facility whose estimated recovery capacity exceeds the applicable contracting caps in Table 5 shall identify sources of additional equipment equal to twice the cap listed in Tier 3 or the amount necessary to reach the calculated planning volume, whichever is lower. The identified resources must be capable of arriving on scene not later than the Tier 3 response times in this section. No contract is required. While general listings of available response equipment may be used to identify additional sources, a response plan must identify the specific sources, locations, and quantities of equipment that a facility owner or operator has considered in his or her planning. When listing Coast Guard classified oil spill removal organization(s) which have sufficient removal capacity to recover the volume above the response capability cap for the specific facility, as specified in Table 5 in Appendix C of this part, it is not necessary to list specific quantities of equipment.

(n) The Coast Guard will initiate a review of cap increases and other requirements contained within this subpart that are scheduled to be phased in over time. Any changes in the requirements of this section will occur through a public notice and comment process.

(1) During this review, the Coast Guard will determine if the scheduled increase for February 1988 remains practicable, and will also establish a specific cap for 2003. The review will include but is not limited to—

(i) Increases in skimming efficiencies and design technology;

(ii) Oil tracking technology;

(iii) High rate response techniques;

(iv) Other applicable response technologies; and

(v) Increases in the availability of private response resources.

(2) All scheduled future requirements will take effect unless the Coast Guard determines that they are not practicable. Scheduled changes will be effective in February 1998 and 2003 unless the review of the additional requirements has not been completed by the Coast Guard. If this occurs, the additional requirements will not be effective until 90 days after publication of a **Federal Register** notice with the results of the review.

§ 154.1047 Response plan development and evaluation criteria for facilities that handle, store, or transport Group V petroleum oils.

(a) An owner or operator of a facility that handles, stores, or transports Group V petroleum oils must provide information in his or her response plan that identifies—

(1) Procedures and strategies for responding to a worst case discharge of Group V petroleum oils to the maximum extent practicable; and

(2) Sources of the equipment and supplies necessary to locate, recover, and mitigate such a discharge.

(b) An owner or operator of a facility that handles, stores, or transports Group V petroleum oil must ensure that any equipment identified in a response plan is capable of operating in the conditions expected in the geographic area(s) in which the facility operates using the criteria in Table 1 of Appendix C of this part. When evaluating the operability of equipment, the facility owner or operator must consider limitations that are identified in the Area Contingency Plans for the COTP zones in which the facility operates, including—

(1) Ice conditions;

(2) Debris;

(3) Temperature ranges; and

(4) Weather-related visibility.

(c) The owner or operator of a facility that handles, stores, or transports Group V petroleum oil must identify the response resources that are available by contract or other approved means as described in § 154.1028. The equipment identified in a response plan must include—

(1) Sonar, sampling equipment, or other methods for locating the oil on the bottom or suspended in the water column;

(2) Containment boom, sorbent boom, silt curtains, or other methods for containing the oil that may remain floating on the surface or to reduce spreading on the bottom;

(3) Dredges, pumps, or other equipment necessary to recover oil from the bottom and shoreline;

(4) Equipment necessary to assess the impact of such discharges; and

(5) Other appropriate equipment necessary to respond to a discharge involving the type of oil handled, stored, or transported.

(d) Response resources identified in a response plan for a facility that handles, stores, or transports Group V petroleum oils under paragraph (c) of this section must be capable of being deployed within 24 hours of discovery of a discharge to the area where the facility is operating.

(e) A response plan for a facility that handles, stores, or transports Group V petroleum oils must identify response resources with firefighting capability. The owner or operator of a facility that does not have adequate firefighting resources located at the facility or that can not rely on sufficient local firefighting resources must identify and ensure, by contract or other approved means as described in § 154.1028, the availability of adequate firefighting resources. The response plan must also identify an individual located at the facility to work with the fire department for petroleum fires. This individual shall also verify that sufficient well-trained firefighting resources are available within a reasonable response time to a worst case scenario. The individual may be the qualified individual as defined in § 154.1020 and identified in the response plan or another appropriate individual located at the facility.

§ 154.1049 Response plan development and evaluation criteria for facilities that handle, store, or transport non-petroleum oils.

(a) An owner or operator of a facility that handles, stores, or transports non-petroleum oil must provide information in his or her plan that identifies—

(1) Procedures and strategies for responding to a worst case discharge of non-petroleum oils to the maximum extent practicable; and

(2) Sources of the equipment and supplies necessary to locate, recover, and mitigate such a discharge.

(b) An owner or operator of a facility that handles, stores, or transports non-petroleum oil must ensure that any equipment identified in a response plan is capable of operating in the conditions expected in the geographic area(s) in which the facility operates using the criteria in Table 1 of Appendix C of this part. When evaluating the operability of equipment, the facility owner or operator must consider limitations that are identified in the Area Contingency Plans for the COTP zone in which the facility is located, including—

(1) Ice conditions;

(2) Debris;

(3) Temperature ranges; and

(4) Weather-related visibility.

(c) The owner or operator of a facility that handles, stores, or transports non-petroleum oil must identify the response resources that are available by

contract or other approved means as described in § 154.1028. The equipment identified in a response plan must include—

(1) Containment boom, sorbent boom, or other methods for containing oil floating on the surface or to protect shorelines from impact;

(2) Oil recovery devices appropriate for the type of non-petroleum oil carried; and

(3) Other appropriate equipment necessary to respond to a discharge involving the type of oil carried.

(d) Response resources identified in a response plan under paragraph (c) of this section must be capable of commencing an effective on-scene response within the applicable Tier response times in § 154.1045(f) of this subpart.

(e) A response plan for a facility that handles, stores, or transports non-petroleum oils must identify response resources with firefighting capability. The owner or operator of a facility that does not have adequate firefighting resources located at the facility or that can not rely on sufficient local firefighting resources must identify and ensure, by contract or other approved means as described in § 154.1028, the availability of adequate firefighting resources. The response plan must also identify an individual located at the facility to work with the fire department on non-petroleum oil fires. This individual shall also verify that sufficient well-trained firefighting resources are available within a reasonable response time to a worst case scenario. The individual may be the qualified individual as defined in § 154.1020 and identified in the response plan or another appropriate individual located at the facility.

§ 154.1050 Training.

(a) A response plan submitted to meet the requirements of §§ 154.1035 or 154.1040, as appropriate, must identify the training to be provided to each individual with responsibilities under the plan. A facility owner or operator must identify the method of training any volunteers or casual laborers employed during a response to comply with the requirements of 29 CFR 1910.120.

(b) A facility owner or operator shall ensure the maintenance of records sufficient to document training of facility personnel and shall make them available for inspection upon request by the U.S. Coast Guard. Records for facility personnel must be maintained at the facility for 3 years.

(c) Where applicable, a facility owner or operator shall ensure that an oil spill removal organization identified in a response plan to meet the requirements of this subpart maintains records sufficient to document training for the organization's personnel and shall make them available for inspection upon request by the facility's management personnel, the qualified individual, and U.S. Coast Guard. Records must be maintained for 3 years following completion of training.

(d) The facility owner or operator remains responsible for ensuring that all private response personnel are trained to meet the Occupational Safety and Health Administration (OSHA) standards for emergency response operations in 29 CFR 1910.120.

§ 154.1055 Drills.

(a) A response plan submitted by an owner or operator of an MTR facility must contain details on the type and frequency of drills. The response plan must provide for both announced and unannounced drills. The following are the required drill frequencies for facilities covered by this subpart:

(1) Facility personnel and qualified individual notification drills must be conducted monthly.

(2) Facility equipment deployment drills must be conducted semiannually. An unannounced annual drill, in which equipment is deployed, may be credited towards one of the semiannual drills.

(3) Spill management team tabletop drills must be conducted yearly.

(4) A facility owner or operator shall plan for an annual unannounced drill. During this drill, the oil spill removal organizational and spill management team identified in the facility's response plan shall be activated. The unannounced drill shall include deployment of major response equipment at the facility or other appropriate staging area. Facility equipment deployed during this unannounced drill may be credited towards the semiannual deployment drill required in paragraph (a)(2) of this section. A facility owner or operator may take credit for any unannounced oil spill response drill required by a Federal or State agency provided that this unannounced drill meets the requirements of this section for exercising the oil spill removal organization, spill management team and major response equipment.

(5) A facility owner or operator shall participate to the extent requested in any unannounced drills conducted by the cognizant COTP. A facility owner or operator need not participate in a COTP drill if the facility has participated in an unannounced Federal or State oil spill response drill within the past 24 months; the facility owner or operator shall immediately provide records of this drill to the COTP.

(6) A facility owner or operator shall ensure that the response resources identified in the plan participate in annual deployment drills.

(b) Drills may be designed by the facility owner or operator to exercise either components of or the entire response plan. The facility owner or operator shall conduct a drill that exercises the entire plan at least once every 3 years.

(c) A facility owner or operator shall ensure that records sufficient to document drills for facility personnel and the spill management team are maintained for 3 years following completion of drills.

(d) The facility owner, operator, or qualified individual designated in the response plan shall ensure that records sufficient to document the drills of the oil spill removal organization and response resources identified in the response plan are maintained 3 years following the completion of drills.

(e) The requirements for drilling the spill management team in paragraphs (a)(3) and (a)(5) of this section are met if the oil spill removal organization identified in the response plan is drilled during the period noted. The facility owner or operator shall maintain records of these drills and make them available to the COTP.

§ 154.1057 Inspection and maintenance of response resources.

(a) A facility owner or operator required to submit a response plan under this part must ensure that—

(1) Containment booms, skimmers, vessels, and other major equipment listed or referenced in the plan are periodically inspected and maintained in good operating condition, in accordance with manufacturer's recommendations, and best commercial practices; and

(2) All inspection and maintenance is documented and that these records are maintained for three years.

(b) For equipment which must be inspected and maintained under this section the Coast Guard may—

(1) Verify that the equipment inventories exist as represented;

(2) Verify the existences of records required under this section;

(3) Verify that the records of inspection and maintenance reflect the actual condition of any equipment listed or referenced; and

(4) Inspect and require operational tests of equipment.

(c) This section does not apply to containment booms, skimmers, vessels, and other major equipment listed or

referenced in the plan and ensured available from an oil spill removal organization through the written consent required under § 154.1028(a)(5).

§ 154.1060 Submission and approval procedures.

(a) The owner or operator of a facility to which this subpart applies shall submit two copies of a facility response plan meeting the requirements of this subpart to the COTP for initial review and, if appropriate, approval.

(b) For an MTR facility that is also regulated under 40 CFR part 112 and is located in the inland response zone where the EPA Regional Administrator is the predesignated Federal On-Scene Coordinator prior to any final approval.

(c) For an MTR facility that is also required to prepare a response plan under 40 CFR part 112, if the COTP determines that the plan meets all requirements of this subpart and the EPA Regional Administrator raises no objection to the response plan contents, the COTP will notify the facility owner or operator by returning one copy of the approved plan to the owner or operator along with an approval letter. The plan will be valid for a period of up to 5 years from the date of approval.

(d) If during review of a response plan submitted for initial review or pentennial review the COTP determines that the plan does not meet the requirements of this subpart, the COTP will return one copy of the plan to the facility owner or operator along with an explanation of the response plan's deficiencies. A revised plan must be resubmitted to the COTP within 30 days of receipt of the letter describing the deficiencies. Any deficiencies noted in the submitted plan must be corrected in accordance with § 154.1070.

(e) The facility owner or operator and the qualified individual and the alternative qualified individual shall each maintain a copy of the most current response plan submitted to the COTP.

§ 154.1065 Plan revision and amendment procedures.

(a) A facility response plan must be reviewed annually by the facility owner or operator. The review shall incorporate any changes in the listings of economically important or environmentally sensitive areas identified in the ACP in effect 6 months prior to plan review.

(1) This review must occur within 1 month of the anniversary date of COTP approval of the plan.

(2) The facility owner or operator shall submit any amendments of the response plan to the COTP for information or approval. If no changes are required, the facility owner or operator shall send a letter to the COTP indicating that the plan remains valid with no changes. A copy of this letter must be included in the front of each copy of the response plan and indicated in the record of changes page.

(3) Any required changes must be entered in the plan and noted on the record of changes page.

(b) Revisions or amendments to either a previously submitted or approved response plan must be submitted to the COTP by the facility's owner or operator for inclusion in the existing plan or for approval, whichever is appropriate, whenever there is—

(1) A change in the facility's configuration that significantly affects the information included in the response plan;

(2) A change in the type of oil (oil group) handled, stored, or transported that affects the required response resources;

(3) A change in the name(s) and/or capabilities of the oil spill removal organization required by § 154.1045;

(4) A change in the facility's emergency response procedures;

(5) A change in the facility's operating area that includes ports or geographic area(s) not covered by the previously approved plan. A facility may not operate in an area not covered in a previously approved plan unless the revised plan is approved or interim operating approval is received under § 154.1025;

(6) Any other changes that significantly affect the implementation of the plan; or

(7) Five years from the date of COTP approval.

(c) The COTP may require a facility owner or operator to revise a response plan at any time as a result of a compliance inspection if the COTP determines that the response plan does not meet the requirements of this subpart or as a result of inadequacies noted in the response plan during an actual pollution incident at the facility.

(d) Except as required in paragraph (b) of this section, amendments to personnel and telephone number lists included in the response plan do not require COTP approval. The COTP and all other holders of the response plan shall be advised of the revisions and provided a copy of the revisions as they occur.

§ 154.1070 Deficiencies.

(a) The cognizant COTP will notify the facility owner or operator in writing of any deficiencies noted during review of a response plan, drills observed by the Coast Guard, or inspection of equipment or records maintained in connection with this subpart.

(b) Deficiencies shall be corrected within the time period specified in the written notice provided by the COTP. The owner or operator of an MTR facility who disagrees with a deficiency issued by the COTP may appeal the deficiency to the cognizant COTP within 7 days or the time specified by the COTP to correct the deficiency, whichever is less. This time commences from the date of receipt of the COTP notice. The owner or operator may request a stay from the COTP decision pending appeal in accordance with § 154.1075.

(c) If the facility owner or operator fails to correct any deficiencies or submit a written appeal, the COTP may invoke the provisions of § 154.1025 prohibiting the facility from storing, handling, or transporting oil.

§ 154.1075 Appeal process.

(a) Any owner or operator of a facility who desires to appeal the classification that a facility could reasonably be expected to cause substantial harm or significant and substantial harm to the environment, must submit a written request to the cognizant COTP requesting review and reclassification by the COTP. The facility owner or operator shall identify those factors to be considered by the COTP. The factors to be considered by the COTP regarding reclassification of a facility include, but are not limited to, those listed in § 154.1016(b). After considering all relevant material presented by the facility owner or operator and any additional material available to the COTP, the COTP will notify the facility owner or operator of the decision on the reclassification of the facility.

(b) Any facility owner or operator directly affected by an initial determination or action of the COTP may submit a written request to the cognizant COTP requesting review and reconsideration of the COTP's decision or action. The facility owner or operator shall identify those factors to be considered by the COTP in making his or her decision on reconsideration.

(c) Within 10 days of the COTP's decision under paragraph (b) of this section, the facility owner or operator may appeal the decision of the COTP to the District Commander. This appeal shall be made in writing via the cognizant COTP to the District Commander of the district in which the office of the COTP is located.

(d) Within 30 days of the District Commander's decision, the facility owner or operator may formally appeal

the decision of the District Commander. This appeal shall be submitted in writing to Commandant (G–MEP) via the District Commander.

(e) When considering an appeal, the COTP, District Commander, or Commandant may stay the effect of the decision or action being appealed pending the determination of the appeal.

Subpart G—Additional Response Plan Requirements for a Trans-Alaska Pipeline Authorization Act (TAPAA) Facility Operating in Prince William Sound, Alaska

§ 154.1110 Purpose and applicability.

(a) This subpart establishes oil spill response planning requirements for a facility permitted under the Trans-Alaska Pipeline Authorization Act, (TAPAA) in addition to the requirements of subpart F of this part. The requirements of this subpart are intended for use in developing response plans and identifying response resources during the planning process. They are not performance standards.

(b) The information required by this subpart must be included in the Prince William Sound facility-specific appendix to the facility response plan required by subpart F of this part.

§ 154.1115 Definitions.

Except as provided in this section, the definitions in § 154.105 and § 154.1020 apply to this subpart. As used in this subpart—

Crude oil means any liquid hydrocarbon mixture occurring naturally in the earth, whether or not treated to render it suitable for transportation, and includes crude oil from which certain distillate fractions may have been removed, and crude oil to which certain distillate fractions may have been added.

Non-crude oil means any oil other than crude oil.

Prince William Sound means all State and Federal waters within Prince William Sound, Alaska, including the approach to Hinchinbrook Entrance out to and encompassing Seal Rocks.

§ 154.1120 Operating restrictions and interim operating authorization.

The owner or operator of a TAPAA facility may not operate in Prince William Sound, Alaska, unless the requirements of this subpart as well as § 154.1025 have been met. The owner or operator of a TAPAA facility shall certify to the COTP that he or she has provided, through an oil spill removal organization required by § 154.1125, the necessary response resources to remove, to the maximum extent practicable, a worst case discharge or a discharge of 200,000 barrels of oil, whichever is greater, in Prince William Sound.

§ 154.1125 Additional response plan requirements.

(a) The owner or operator of a TAPAA facility shall include the following information in the Prince William Sound appendix to the response plan required by subpart F of this part:

(1) *Oil spill removal organization.* Identification of an oil spill removal organization that shall—

(i) Perform response activities;

(ii) Provide oil spill removal and containment training, including training in the operation of prepositioned equipment for personnel, including local residents and fishermen, from the following locations in Prince William Sound:

(A) Valdez;

(B) Tatitlek;

(C) Cordova;

(D) Whittier;

(E) Chenega;

(F) Fish hatcheries located at Port San Juan, Main Bay, Esther Island, Cannery Creek, and Solomon Gulch;

(G) Other locations in Prince William Sound, to be determined by the COTP.

(iii) Provide a plan for training, in addition to the personnel listed in paragraph (a)(1)(ii) of this section, sufficient numbers of trained personnel to remove, to the maximum extent practicable, a worst case discharge; and

(iv) Address the responsibilities required in § 154.1035(b)(3)(iii).

(2) *Drills.* Identification of drill procedures that must—

(i) Provide for two drills of the oil spill removal organization each year that test the ability of the prepositioned equipment and trained personnel required under this subpart to perform effectively;

(ii) Consist of both announced and unannounced drills; and

(iii) Include design(s) for drills that test either the entire appendix or individual component(s).

(3) *Testing, inspection, and certification.* Identification of a testing, inspection, and certification program for the prepositioned response equipment required in § 154.1130 that must provide for—

(i) Annual testing and equipment inspection in accordance with the manufacturer's recommended procedures, to include—

(A) Start-up and running under load all electrical motors, pumps, power packs, air compressors, internal combustion engines, and oil recovery devices; and

(B) Removal for inspection of no less than one-third of required boom from storage annually, such that all boom will have been removed and inspected within a period of 3 years; and

(ii) Records of equipment tests and inspection.

(iii) Use of an independent entity to certify that the equipment is on-site and in good operating condition and that required tests and inspections have been performed. The independent entity must have appropriate training and expertise to provide this certification.

(4) *Prepositioned response equipment.* Identification and location of the prepositioned response equipment required in § 154.1130 including the make, model, and effective daily recovery rate of each oil recovery resource.

(b) The owner or operator of a TAPAA facility shall submit to the COTP a schedule for the training and drills required by the geographic-specific appendix for Prince William Sound for the following calendar year.

(c) All records required by this section must be available for inspection by the COTP.

§ 154.1130 Requirements for prepositioned response equipment.

The owner or operator of a TAPAA facility shall provide the following prepositioned response equipment, located within Prince William Sound, in addition to that required by §§ 154.1035, 154.1045, or 154.1050:

(a) On-water recovery equipment with a minimum effective daily recovery rate of 30,000 barrels capable of being on scene within 2 hours of notification of a discharge.

(b) On-water storage capacity of 100,000 barrels for recovered oily material capable of being on scene within 2 hours of notification of a discharge.

(c) On-water recovery equipment with a minimum effective daily recovery rate of 40,000 barrels capable of being on scene within 18 hours of notification of discharge.

(d) On-water storage capacity of 300,000 barrels for recovered oily material capable of being on scene within 12 hours of notification of a discharge.

(e) On-water recovery devices and storage equipment located in communities at strategic locations; and

(f) Equipment as identified below, for the locations identified in § 154.1125 (a)(1)(ii) sufficient for the protection of the environment in these locations:

(1) Boom appropriate for the specific locations.

(2) Sufficient boats to deploy boom and sorbents.

(3) Sorbent materials.

(4) Personnel protective clothing and equipment.
(5) Survival equipment.
(6) First aid supplies.
(7) Buckets, shovels, and various other tools.
(8) Decontamination equipment.
(9) Shoreline cleanup equipment.
(10) Mooring equipment.
(11) Anchored buoys at appropriate locations to facilitate the positioning of defensive boom.
(12) Other appropriate removal equipment for the protection of the environment as identified by the COTP.

§ 154.1135 Response plan development and evaluation criteria.

The following response times must be used in determining the on scene arrival time in Prince William Sound for the response resources required by § 154.1045:

	Tier 1 (hours)	Tier 2 (hours)	Tier 3 (hours)
Prince William Sound Area	12	24	36

§ 154.1140 TAPAA facility contracting with a vessel.

The owner or operator of a TAPAA facility may contract with a vessel owner or operator to meet some or all of the requirements of subpart G of part 155 of this chapter. The extent to which these requirements are met by the contractual arrangement will be determined by the COTP.

8. Part 154 is amended by adding an appendix C and an appendix D reading as follows:

Appendix C of Part 154—Guidelines for Determining and Evaluating Required Response Resources for Facility Response Plans

1. Purpose

1.1 The purpose of this appendix is to describe the procedures for identifying response resources to meet the requirements of subpart F of this part. These guidelines will be used by the facility owner or operator in preparing the response plan and by the Captain of the Port (COTP) when reviewing them.

2. Equipment Operability and Readiness

2.1 All equipment identified in a response plan must be designed to operate in the conditions expected in the facility's geographic area. These conditions vary widely based on location and season. Therefore, it is difficult to identify a single stockpile of response equipment that will function effectively in each geographic location.

2.2 Facilities handling, storing, or transporting oil in more than one operating environment as indicated in Table 1 of this appendix must identify equipment capable of successfully functioning in each operating environment.

2.3 When identifying equipment for response plan credit, a facility owner or operator must consider the inherent limitations in the operability of equipment components and response systems. The criteria in Table 1 of this appendix should be used for evaluating the operability in a given environment. These criteria reflect the general conditions in certain operating areas.

2.3.1 The Coast Guard may require documentation that the boom identified in a response plan meets the criteria in Table 1. Absent acceptable documentation, the Coast Guard may require that the boom be tested to demonstrate that it meets the criteria in Table 1. Testing must be in accordance with ASTM F 715, ASTM F 989, or other tests approved by the Coast Guard.

2.4 Table 1 of this appendix lists criteria for oil recovery devices and boom. All other equipment necessary to sustain or support response operations in the specified operating environment must be designed to function in the same conditions. For example, boats which deploy or support skimmers or boom must be capable of being safely operated in the significant wave heights listed for the applicable operating environment.

2.5 A facility owner or operator must refer to the applicable local contingency plan or ACP, as appropriate, to determine if ice, debris, and weather-related visibility are significant factors in evaluating the operability of equipment. The local contingency plan or ACP will also identify the average temperature ranges expected in the facility's operating area. All equipment identified in a response plan must be designed to operate within those conditions or ranges.

2.6 The requirements of subparts F and G of this part establish response resource mobilization and response times. The distance of the facility from the storage location of the response resources must be used to determine whether the resources can arrive on scene within the stated time. A facility owner or operator shall include the time for notification, mobilization, and travel time of response resources identified to meet the maximum most probable discharge and Tier 1 worst case discharge requirements. Tier 2 and 3 response resources must be notified and mobilized as necessary to meet the requirements for arrival on scene in accordance with §§ 154.1045, 154.1047, or 154.1049, as appropriate, and § 154.1135. An on water speed of 5 knots and a land speed of 35 miles per hour is assumed unless the facility owner or operator can demonstrate otherwise.

2.7 In identifying equipment, the facility owner or operator shall list the storage location, quantity, and manufacturers make and model. For oil recovery devices, the effective daily recovery capacity, as determined using section 6 of this appendix, must be included. For boom, the overall boom height (draft plus freeboard) should be included. A facility owner or operator is responsible for ensuring that identified boom has compatible connectors.

3. Determining Response Resources Required for the Average Most Probable Discharge

3.1 A facility owner or operator shall identify sufficient response resources available, through contract or other approved means as described in § 154.1028(a)(1 through 4), to respond to the average most probable discharge. The equipment must be designed to function in the operating environment at the point of expected use.

3.2 The response resources must include:

3.2.1 1,000 feet of containment boom or two times the length of the largest vessel that regularly conducts oil transfers to or from the facility, whichever is greater, and a means deploying it within 1 hour of the discovery of a spill.

3.2.2 Oil recovery devices with an effective daily recovery capacity equal to the amount of oil discharged in an average most probable discharge or greater available at the facility within two hours of the detection of an oil discharge.

3.2.3 Oil storage capacity for recovered oily material indicated in section 9.2 of this appendix.

4. Determining Response Resources Required for the Maximum Most Probable Discharge

4.1 A facility owner or operator shall identify sufficient response resources available, by contract or other approved means as described in § 154.1028(a)(1 through 4), to respond to discharges up to the maximum most probable discharge volume for that facility. This will require response resources capable of containing and collecting up to 1,200 barrels of oil or 10 percent of the worst case discharge, whichever is less. All equipment identified must be designed to operate in the applicable operating

environment specified in Table 1 of this appendix.

4.2 Oil recovery devices identified to meet the applicable maximum most probable discharge volume planning criteria must be located such that they arrive on scene within 6 hours in higher volume port areas (as defined in § 154.1020) and the Great Lakes and within 12 hours in all other areas.

4.3 Because rapid control, containment, and removal of oil is critical to reduce spill impact, the effective daily recovery capacity for oil recovery devices must equal 50 percent of the planning volume applicable for the facility as determined in section 4.1 of this appendix. The effective daily recovery capacity for oil recovery devices identified in the plan must be determined using the criteria in section 6 of this appendix.

4.4 In addition to oil recovery capacity, the plan must identify sufficient quantity of containment boom available, by contract or other approved means as described in § 154.1028(a)(1 through 4), to arrive within the required response times for oil collection and containment and for protection of sensitive areas. While the regulation does not set required quantities of boom for oil collection and containment, the response plan must identify and ensure, by contract or other approved means as described in § 154.1028(a)(1 through 4), the availability of the boom identified in the plan for this purpose.

4.5 The plan must indicate the availability of temporary storage capacity to meet the guidelines of section 9.2 of this appendix. If available storage capacity is insufficient to meet this level, then the effective daily recovery capacity must be derated to the limits of the available storage capacity.

4.6 The following is an example of a maximum most probable discharge volume planning calculation for equipment identification in a higher volume port area:

The facility's worst case discharge volume is 20,000 barrels. Ten percent of this is 2,000 barrels. Since this is greater than 1,200 barrels, 1,200 barrels are used as the planning volume. The effective daily recovery capacity must be 50 percent of this, or 600 barrels per day. The ability of oil recovery devices to meet this capacity will be calculated using the procedures in section 6 of this appendix. Temporary storage capacity available on scene must equal twice the daily recovery rate as indicated in section 9 of this appendix, or 1,200 barrels per day. This is the information the facility owner or operator will use to identify and ensure the availability of, through contract or other approved means as described in § 154.1028(a)(1 through 4), the required response resources. The facility owner will also need to identify how much boom is available for use.

5. Determining Response Resources Required for the Worst Case Discharge to the Maximum Extent Practicable

5.1 A facility owner or operator shall identify and ensure the availability of, by contract or other approved means, as described in § 154.1028(a)(1 through 4), sufficient response resources to respond to the worst case discharge of oil to the maximum extent practicable. Section 7 of this appendix describes the method to determine the required response resources.

5.2 Oil spill response resources identified in the response plan and available through contract or other approved means, as described in § 154.1028(a)(1 through 4), to meet the applicable worst case discharge planning volume must be located such that they can arrive at the scene of a discharge within the times specified for the applicable response tiers listed in § 154.1045.

5.3 The effective daily recovery capacity for oil recovery devices identified in a response plan must be determined using the criteria in section 6 of this appendix. A facility owner or operator shall identify the storage locations of all response resources that must be used to fulfill the requirements for each tier. The owner or operator of a facility whose required daily recovery capacity exceeds the applicable response capability caps in Table 5 of this appendix shall identify sources of additional equipment, their locations, and the arrangements made to obtain this equipment during a response. The owner or operator of a facility whose calculated planning volume exceeds the applicable contracting caps in Table 5 shall identify sources of additional equipment equal to twice the cap listed in Tier 3 or the amount necessary to reach the calculated planning volume, whichever is lower. The resources identified above the cap must be capable of arriving on scene not later than the Tier 3 response times in § 154.1045. No contract is required. While general listings of available response equipment may be used to identify additional sources, a response plan must identify the specific sources, locations, and quantities of equipment that a facility owner or operator has considered in his or her planning. When listing Coast Guard classified oil spill removal organization(s) which have sufficient removal capacity to recovery the volume above the response capability cap for the specific facility, as specified in Table 5 of this appendix, it is not necessary to list specific quantities of equipment.

5.4 A facility owner or operator shall identify the availability of temporary storage capacity to meet the requirements of Section 9.2 of this appendix. If available storage capacity is insufficient to meet this requirement, then the effective daily recovery capacity must be derated to the limits of the available storage capacity.

5.5 When selecting response resources necessary to meet the response plan requirements, the facility owner or operator must ensure that a portion of those resources are capable of being used in close-to-shore response activities in shallow water. The following percentages of the on-water response equipment identified for the applicable geographic area must be capable of operating in waters of 6 feet or less depth:

(i) Offshore—10 percent

(ii) Nearshore/inland/Great Lakes/rivers and canals—20 percent.

5.6 In addition to oil spill recovery devices, a facility owner or operator shall identify sufficient quantities of boom that are available, by contract or other approved means as described in § 154.1028(a)(1 through 4), to arrive on scene within the required response times for oil containment and collection. The specific quantity of boom required for collection and containment will depend on the specific recovery equipment and strategies employed. A facility owner or operator shall also identify sufficient quantities of oil containment boom to protect areas of environmental sensitivity or economic importance for the number of days and geographic areas specified in Table 2. Paragraphs 154.1035(b)(4)(iii) and 154.1040(a), as appropriate, shall be used to determine the amount of containment boom required, through contract or other approved means as described in § 154.1028(a)(1 through 4), to protect areas of environmental sensitivity or economic importance.

5.7 A facility owner or operator must also identify, through contract or other approved means as described in § 154.1028(a)(1 through 4), the availability of an oil spill removal organization capable of responding to a shoreline cleanup operation involving the calculated volume of oil and emulsified oil that might impact the affected shoreline. The volume of oil that must be planned for is calculated through the application of factors contained in Tables 2 and 3. The volume calculated from these tables is intended to assist the facility owner or

operator in identifying a contractor with sufficient resources and expertise. This planning volume is not used explicitly to determine a required amount of equipment and personnel.

6. Determining Effective Daily Recovery Capacity for Oil Recovery Devices

6.1 Oil recovery devices identified by a facility owner or operator must be identified by manufacturer, model, and effective daily recovery capacity. These rates must be used to determine whether there is sufficient capacity to meet the applicable planning criteria for the average most probable discharge, maximum most probable discharge, and worst case discharge to the maximum extent practicable.

6.2 For the purposes of determining the effective daily recovery capacity of oil recovery devices, the formula listed in section 6.2.1 of this appendix will be used. This method considers potential limitations due to available daylight, weather, sea state, and percentage of emulsified oil in the recovered material. The Coast Guard may assign a lower efficiency factor to equipment listed in a response plan if it determines that such a reduction is warranted.

6.2.1 The following formula must be used to calculate the effective daily recovery capacity:

R=T×24 hours×E
R—Effective daily recovery capacity
T—Throughput rate in barrels per hour (nameplate capacity)
E—20% Efficiency factor (or lower factor as determined by Coast Guard)

6.2.2 For those devices in which the pump limits the throughput of liquid, throughput rate will be calculated using the pump capacity.

6.2.3 For belt or mop type devices, the throughput rate will be calculated using the speed of the belt or mop through the device, assumed thickness of oil adhering to or collected by the device, and surface area of the belt or mop. For purposes of this calculation, the assumed thickness of oil will be ¼ inch.

6.2.4 Facility owners or operators including oil recovery devices whose throughput is not measurable using a pump capacity or belt/mop speed may provide information to support an alternative method of calculation. This information must be submitted following the procedures in paragraph 6.3.2 of this appendix.

6.3 As an alternative to 6.2, a facility owner or operator may submit adequate evidence that a different effective daily recovery capacity should be applied for a specific oil recovery device. Adequate evidence is actual verified performance data in spill conditions or tests using ASTM F 631, ASTM F 808, or an equivalent test approved by the Coast Guard.

6.3.1 The following formula must be used to calculate the effective daily recovery capacity under this alternative:

R=D×U
R—Effective daily recovery capacity
D—Average Oil Recovery Rate in barrels per hour (Item 26 in ASTM F 808; Item 13.1.15 in ASTM F 631; or actual performance data)
U—Hours per day that a facility owner or operator can document capability to operate equipment under spill conditions. Ten hours per day must be used unless a facility owner or operator can demonstrate that the recovery operation can be sustained for longer periods.

6.3.2 A facility owner or operator proposing a different effective daily recovery rate for use in a response plan shall provide data for the oil recovery devices listed. The following is an example of these calculations:

A weir skimmer identified in a response plan has a manufacturer's rate throughput at the pump of 267 gallons per minute (gpm).

267 gpm=381 barrels per hour
R=381×24×.2=1829 barrels per day

After testing using ASTM procedures, the skimmer's oil recovery rate is determined to be 220 gpm. The facility owner or operator identifies sufficient response resources available to support operations 12 hour per day.

220 gpm=314 barrels per hour
R=314×12=3768 barrels per day

The facility owner or operator will be able to use the higher rate if sufficient temporary oil storage capacity is available. Determinations of alternative efficiency factors under paragraph 6.2 or alternative effective daily recovery capacities under paragraph 6.3 of this appendix will be made by Commandant, (G–MEP–6), Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593. Response contractors or equipment manufacturers may submit required information on behalf of multiple facility owners or operators directly in lieu of including the request with the response plan submission.

7. Calculating the Worst Case Discharge Planning Volumes

7.1 The facility owner or operator shall plan for a response to a facility's worst case discharge. The planning for on-water recovery must take into account a loss of some oil to the environment due to evaporative and natural dissipation, potential increases in volume due to emulsification, and the potential for deposit of some oil on the shoreline.

7.2 The following procedures must be used to calculate the planning volume used by a facility owner or operator for determining required on-water recovery capacity:

7.2.1 The following must be determined: the worst case discharge volume of oil in the facility; the appropriate group(s) for the type of petroleum oil handled, stored, or transported at the facility [non-persistent (Group I) or persistent (Groups II, III, IV)]; and the facility's specific operating area. Facilities which handle, store, or transport oil from different petroleum oil groups must calculate each group separately. This information is to be used with Table 2 of this appendix to determine the percentages of the total volume to be used for removal capacity planning. This table divides the volume into three categories: oil lost to the environment; oil deposited on the shoreline; and oil available for on-water recovery.

7.2.2 The on-water oil recovery volume must be adjusted using the appropriate emulsification factor found in Table 3 of this appendix. Facilities which handle, store, or transport oil from different petroleum groups must assume that the oil groups resulting in the largest on-water recovery volume will be stored in the tank or tanks identified as constituting the worst case discharge.

7.2.3 The adjusted volume is multiplied by the on-water oil recovery resource mobilization factor found in Table 4 of this appendix from the appropriate operating area and response tier to determine the total on-water oil recovery capacity in barrels per day that must be identified or contracted for to arrive on-scene within the applicable time for each response tier. Three tiers are specified. For higher volume port areas, the contracted tiers of resources must be located such that they can arrive on scene within 6, 30, and 54 hours of the discovery of an oil discharge. For all other river, inland, nearshore, offshore areas, and the Great Lakes, these tiers are 12, 36, and 60 hours.

7.2.4 The resulting on-water recovery capacity in barrels per day for each tier must be used to identify response resources necessary to sustain operations in the applicable operating area. The equipment must be capable of sustaining operations for the time period specified in Table 2 of this appendix. The facility owner or operator must identify and ensure the availability, through contract or other approved means as described in

§ 154.1028(a)(1 through 4), of sufficient oil spill recovery devices to provide the effective daily oil recovery capacity required. If the required capacity exceeds the applicable cap specified in Table 5 of this appendix, then a facility owner or operator shall ensure, by contract or other approved means as described in § 154.1028(a)(1 through 4), only for the quantity of resources required to meet the cap, but shall identify sources of additional resources as indicated in 154.1045(m). The owner or operator of a facility whose planning volume exceeds the cap in 1993 must make arrangements to identify and ensure the availability, through contract or other approved means as described in § 154.1028(a)(1 through 4), of the additional capacity in 1998 or 2003, as appropriate. For a facility that handles, stores, or transports multiple groups of oil, the required effective daily recovery capacity for each group is calculated before applying the cap.

7.3 The following procedures must be used to calculate the planning volume for identifying shoreline cleanup capacity:

7.3.1 The following must be determined: the worst case discharge volume of oil for the facility; the appropriate group(s) for the type of petroleum oil handled, stored, or transported at the facility [non-persistent (Group I) or persistent (Groups II, III, or IV)]; and the operating area(s) in which the facility operates. For a facility storing oil from different groups, each group must be calculated separately. Using this information, Table 2 of this appendix must be used to determine the percentages of the total planning volume to be used for shoreline cleanup resource planning.

7.3.2 The shoreline cleanup planning volume must be adjusted to reflect an emulsification factor using the same procedure as described in section 7.2.2.

7.3.3 The resulting volume will be used to identify an oil spill removal organization with the appropriate shoreline clean-up capability.

7.3.4 The following is an example of the procedure described above:

A facility receives oil from barges via a dock located on a bay and transported by piping to storage tanks. The facility handles #6 oil (specify gravity .96) and stores the oil in tanks where it is held prior to being burned in an electric generating plant. The MTR segment of the facility has six 18 inch diameter pipelines running one mile from the dock-side manifold to several storage tanks which are located in the non-transportation-related portion of the facility. Although the facility piping has a normal working pressure of 100 pounds per square inch, the piping has a maximum allowable working pressure (MAWP) of 150 pounds per square inch. At MAWP, the pumping system can move 10,000 barrels (bbls) of #6 oil every hour through each pipeline. The facility has a roving watchman who is required to drive the length of the piping every two hours when the facility is receiving oil from a barge. The facility operator estimates that it will take approximately 10 minutes to secure pumping operations when a discharge is discovered. Using the definition of worse case discharge provided in § 154.1029(b)(ii), the following calculation is provided:

2 hours + 0.17 hour × 10,000 bbls per hour	= 21,700 bbls
Piping volume=37,322 cu ft ÷ 5.6 cu ft/bbl	= +6,664 bbls
Discharge volume per pipe	28,364 bbls
Number of pipelines	×6

Total worst case discharge from MTR facility=170,184 bbls

Worst case discharge: 170,184 bbls. Group IV oil

Emulsification factor (from Table 3): 1.4

Operating Area impacted: Inland

Planned % oil onshore recovery (from Table 2): Inland 70%

Planned % on-water recovery (from Table 2): Inland 50%

Planning volumes for onshore recovery: Inland 170,184 × .7 x 1.4 = 166,780 bbls.

Conclusion: The facility owner or operator must contract with a response resource capable of managing a 166,784 barrel shoreline cleanup.

Planning volumes for on water recovery: Inland 170,184 × .5 × 1.4 = 119,128 bbls.

Determine required resources for on-water recovery for each tier using mobilization factors (from Table 4):

			Tier 1	Tier 2	Tier 3
Inland	119,128	×	.15	.25	.40
	equals barrels per day (bpd)				
Inland			17,869	29,782	47,652

Conclusion: Since the requirements for all tiers for inland exceed the caps, the facility owner will only need to contract for 10,000 bpd for Tier 1, 20,000 bpd for Tier 2, and 40,000 bpd for Tier 3. Sources for the remaining 7,652 bpd required for Tier 3 will need to be identified in the response plan but not contracted for.

20% of the capability for Inland, for all tiers, must be capable of operating in water with a depth of 6 feet or less.

The facility owner or operator will also be required to identify or ensure, by contract or other approved means as described in § 154.1028(a)(1 through 4), sufficient response resources required under 154.1035(b)(4) and 154.1045(k) to protect areas of environmental sensitivity and economic importance identified in the response plan for the worst case discharge from the facility.

The COTP has the discretion to accept that a facility can operate only a limited number of the total pipelines at a dock at a time. In those circumstances, the worst case discharge must include the drainage volume from the piping normally not in use in addition to the drainage volume and volume of oil discharged during recovery and shut down of the oil discharge from the operating piping.

8. Determining the Availability of Alternatives Response Methods

8.1 Response plans for facilities that handle, store, or transport Groups II or III persistent oils that operate in an area with year-round pre-approval for dispersant use may receive credit for up to 25 percent of their required on-water recovery capacity in 1993 if the availability of these resources is ensured by contract or other approved means as described in § 154.1028(a)(1 through 4). For response plan credit, these resources must be capable of being on-scene within 12 hours of a discharge.

8.2 To receive credit against any required on-water recover capacity a response plan must identify the locations of dispersant stockpiles, methods of shipping to a staging area, and appropriate aircraft, vessels, or facilities to apply the dispersant and monitor its effectiveness at the scene of an oil discharge.

8.2.1 Sufficient volumes of dispersants must be available to treat the oil at the dosage rate recommended by the dispersant manufacturer. Dispersants identified in a response plan must be on the NCP Product Schedule that is maintained by the U.S. Environmental Protection Agency. (Some States have a list of approved dispersants and within State waters only they can be used.)

8.2.2 Dispersant application equipment identified in a response plan for credit must be located where it can be mobilized to shoreside staging areas to meet the time requirements in section 8.1 of this appendix. Sufficient equipment capacity and sources of appropriate dispersants should be identified to sustain dispersant application operations for at least 3 days.

8.2.3 Credit against on-water recovery capacity in pre-approved areas will be based on the ability to treat oil at a rate equivalent to this credit. For example, a 2,500 bbl. credit against the Tier 1 10,000 bbl. on-water cap would require the facility owner or operator to demonstrate the ability to treat 2,500 bbls/day of oil at the manufacturers recommended dosage rate. Assuming a dosage rate of 10:1, the plan would need to show stockpiles and sources of 250

bbls. of dispersants at a rate of 250 bbls. per day and the ability to apply the dispersant at that daily rate for 3 days in the geographic area in which the facility is located. Similar data would need to be provided for any additional credit against Tier 2 and 3 resources.

8.3 In addition to the equipment and supplies required, a facility owner or operator shall identify a source of support to conduct the monitoring and post-use effectiveness evaluation required by applicable regional plans and ACPs.

8.4 Identification of the response resources for dispersant application does not imply that the use of this technique will be authorized. Actual authorization for use during a spill response will be governed by the provisions of the NCP and the applicable regional plan or ACP. A facility owner or operator who operates a facility in areas with year-round pre-approval of dispersant can reduce the required on-water recovery capacity for 1993 up to 25 percent. A facility owner or operator may reduce the required on water recovery cap increase for 1998 and 2003 up to 50 percent by identifying pre-approved alternative response methods.

8.5 In addition to the credit identified above, a facility owner or operator that operates a year round area pre-approved for dispersant use may reduce their required on water recovery cap increase for 1998 and 2003 by up to 50% by identifying non-mechanical methods.

8.6 The use of in-situ burning as a non-mechanical response method is still being studied. Because limitations and uncertainties remain for the use of this method, it may not be used to reduce required oil recovery capacity in 1993.

9. Additional Equipment Necessary to Sustain Response Operations

9.1 A facility owner or operator is responsible for ensuring that sufficient numbers of trained personnel and boats, aerial spotting aircraft, containment boom, sorbent materials, boom anchoring materials, and other supplies are available to sustain response operations to completion. All such equipment must be suitable for use with the primary equipment identified in the response plan. A facility owner or operator is not required to list these response resources, but shall certify their availability.

9.2 A facility owner or operator shall evaluate the availability of adequate temporary storage capacity to sustain the effective daily recovery capacities from equipment identified in the plan. Because of the inefficiencies of oil spill recovery devices, response plans must identify daily storage capacity equivalent to twice the effective daily recovery rate required on scene. This temporary storage capacity may be reduced if a facility owner or operator can demonstrate by waste stream analysis that the efficiencies of the oil recovery devices, ability to decant waste, or the availability of alternative temporary storage or disposal locations will reduce the overall volume of oily material storage requirement.

9.3 A facility owner or operator shall ensure that his or her planning includes the capability to arrange for disposal of recovered oil products. Specific disposal procedures will be addressed in the applicable ACP.

BILLING CODE 4910-14-M

TABLE 1

RESPONSE RESOURCE OPERATING CRITERIA

OIL RECOVERY DEVICES

Operating Environment	Significant Wave Height[1]	Sea State
Rivers and Canals	≤1 foot	1
Inland	≤3 feet	2
Great Lakes	≤4 feet	2-3
Ocean	≤6 feet	3-4

BOOM

Boom Property	Use			
	Rivers & Canals	Inland	Great Lakes	Ocean
Significant Wave[1] Height	≤1	≤3	≤4	≤6
Sea State	1	2	2-3	3-4
Boom height - in. (draft plus freeboard)	6-18	18-42	18-42	≥42
Reserve Buoyancy to Weight Ratio	2:1	2:1	2:1	3:1 to 4:1
Total Tensile Strength - lbs.	4,500	15-20,000	15-20,000	≥20,000
Skirt Fabric Tensile Strength - lbs.	200	300	300	500
Skirt Fabric Tear Strength - lbs.	100	100	100	125

[1] Oil recovery devices and boom must be at least capable of operating in wave heights up to and including the values listed in Table 1 for each operating environment.

Spill Location	Rivers and canals			Nearshore/Inland Great Lakes			Offshore		
Sustainability of on-water oil recovery	3 Days			4 Days			6 Days		
Oil Group	% Natural Dissipation	% Recovered Floating Oil	% Oil On Shore	% Natural Dissipation	% Recovered Floating Oil	% Oil On Shore	% Natural Dissipation	% Recovered Floating Oil	% Oil On Shore
1 Non-persistent oils	80	10	10	80	20	10	95	5	/
2 Light crudes	40	15	45	50	50	30	75	25	5
3 Medium crudes and fuels	20	15	65	30	50	50	60	40	20
4 Heavy crudes and fuels	5	20	75	10	50	70	50	40	30

Table 2 Removal Capacity Planning Table

TABLE 3

EMULSIFICATION FACTORS FOR PETROLEUM OIL GROUPS

NON-PERSISTENT OIL	
GROUP I	1.0
PERSISTENT OIL	
GROUP II	1.8
GROUP III	2.0
GROUP IV	1.4

TABLE 4

ON WATER OIL RECOVERY RESOURCE MOBILIZATION FACTORS

Operating Area	Tier 1	Tier 2	Tier 3
Rivers & Canals	.30	.40	.60
Inland/Nearshore/ Great Lakes	.15	.25	.40
Offshore	.10	.165	.21

Note: These mobilization factors are for total response resources mobilized, not incremental response resources.

TABLE 5

RESPONSE CAPABILITY CAPS BY OPERATING AREA

	Tier 1	Tier 2	Tier 3
February 18, 1993			
All except rivers & canals, Great Lakes	10K bbls/day	20K bbls/day	40K bbls/day
Great Lakes	5K bbls/day	10K bbls/day	20K bbls/day
Rivers & canals	1,500 bbls/day	3,000 bbls/day	6,000 bbls/day
February 18, 1998			
All except rivers & canals, Great Lakes	12.5K bbls/day	25K bbls/day	50K bbls/day
Great Lakes	6.35K bbls/day	12.3K bbls/day	25K bbls/day
Rivers & canals	1,875 bbls/day	3,750 bbls/day	7,500 bbls/day
February 18, 2003			
All except rivers & canals, Great Lakes	TBD	TBD	TBD
Great Lakes	TBD	TBD	TBD
Rivers & canals	TBD	TBD	TBD

Note: The caps show cumulative overall effective daily recovery capacity, not incremental increases.

TBD = To be determined

BILLING CODE 4910-14-C

Appendix D of Part 154—Interim Guidelines for Determining Economically Important and Environmentally Sensitive Areas for Facility Response Plans

1. Purpose

Since the Coast Guard is using the facility's potential to impact sensitive areas as a factor in determining whether a facility could reasonably be expected to cause substantial harm or significant and substantial harm, it is necessary for facility owners or operators to be able to correctly identify sensitive areas. Sensitive areas will require more stringent protective measures than other areas in the event of a discharge. These guidelines will help facility owners or operators identify the areas that affect the classification of their facilities and the areas which require increased awareness during the planning process.

These guidelines will serve as interim guidelines until the area committees have identified sensitive areas in the Area Contingency Plans (ACP).

2. Identifying Sensitive Areas Potentially Impacted by a Worst Case Discharge From a Facility

Proximity to environmentally sensitive areas has been identified as a factor in the substantial harm evaluation. To assist owners or operators in identifying these areas, environmentally sensitive areas may include a variety of areas, such as: wetlands, National and State parks, critical habitats for endangered and threatened species, wilderness and natural areas, marine sanctuaries, conservation areas, preserves, wildlife areas, scenic and wild rivers, seashore and lakeshore recreational areas, and critical biological resource areas.

Other environmental areas that may be considered by the Coast Guard to determine whether a facility poses significant and substantial harm to the environment include: Federal and State lands that are research natural areas, heritage program areas, land trust areas, and historical and archeological sites and parks. These areas may also include unique habitats, such as: aquaculture sites, bird nesting areas, designated migratory routes, and designated seasonal habitats. The Coast Guard may determine, on a case-by-case basis, that additional areas that possess ecological significance are considered to be environmentally sensitive for the purposes of this regulation.

The Commandant in consultation with EPA's Regional Administrator may determine, on a case-by-case basis, that areas not contained in this appendix but that possess ecological value are considered to be sensitive environments for purposes of this regulation.

Dated: January 19, 1993.

J.W. Kime,

Admiral, U.S. Coast Guard, Commandant.

[FR Doc. 93-1708 Filed 2-1-93; 8:45 am]

BILLING CODE 4910-14-M

---

33 CFR Part 155

[CGD 91-034]

RIN 2115-AD61

Vessel Response Plans

AGENCY: Coast Guard, DOT.

ACTION: Interim final rule.

SUMMARY: The Coast Guard is establishing regulations requiring response plans for certain vessels that carry oil in bulk as cargo and additional requirements for certain vessels operating in Prince William Sound, Alaska. These regulations are mandated by the Federal Water Pollution Control Act (FWPCA), as amended by the Oil Pollution Act of 1990 (OPA 90). The purpose of these requirements is to improve response capabilities and minimize the impact of oil spills from these vessels.

DATES: This rule is effective February 5, 1993, except for §§ 155.1110 through 155.1150 of subpart E. Sections 155.1110 through 155.1150 are effective August 18, 1993. The Director of the Federal Register approves as of February 5, 1993, the incorporation by reference of certain publications listed in the regulations. Comments on the interim final rule must be received by April 6, 1993.

ADDRESSES: Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA/3406) (CGD 91-034), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

Comments on collection of information requirements must also be mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, ATTN: Desk Officer, U.S. Coast Guard.

When submitting comments, include your name and address, identify both this rulemaking (91-034) and the specific section of the rulemaking to which each comment applies, and give the reason for the comment. If you want acknowledgement of receipt of comments, enclosed a stamped, self-addressed postcard or envelope.

The Executive Secretary maintains the public docket for this rulemaking. Comments will become part of the docket and will be available for inspection and copying at room 3406, U.S. Coast Guard Headquarters.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Gary Greene, Project Manager, Oil Pollution Act of 1990 (OPA 90) Staff, (202) 267-6739. This telephone is equipped to record messages on a 24-hour basis.

SUPPLEMENTARY INFORMATION:

Request for comments

The Coast Guard is soliciting comments on portions of the interim final rule where we have made major changes based on our review of comments received on the proposed rule (57 FR 27514, June 19, 1992). The Coast Guard encourages the submission of written data, views, or arguments on the following issues:

1. Section 155.1015: The new exemption, under certain circumstances, for foreign flag vessels transiting the exclusive economic zone and territorial seas.
2. Section 155.1020: Definition of Contract or other approved means. The new "other approved means" for ensuring the availability of response resources, and the new situations in which the owner or operator may obtain written consent from an oil spill removal organization to ensure the availability of response resources.
3. Section 155.1050(f)(6): The new requirements for owners or operators to plan for close-to-shore response activities in shallow water.
4. Section 155.1050(g): The revised response times for the Great Lakes area.
5. Section 155.1050(k): The revised requirements for owners or operators to ensure the availability of dispersants.
6. Section 155.1052: The new section which establishes response plan requirements and criteria for vessels carrying group V petroleum oil (specific gravity greater than 1) as a primary cargo.
7. Section 155.1054: The new section which establishes response plan requirements and criteria for vessels carrying non-petroleum oil as a primary cargo.
8. Section 155.1062: The new section which establishes requirements for the inspection and maintenance of certain response resources.
9. Section 155.1130: The revised requirements for on-water removal capability.
10. Appendix B, Table 6: The new caps for the Great Lakes area.