

BEST MANAGEMENT PRACTICES FOR COMMERCIAL VESSELS

Port of Seattle Terminal 91, Piers 90 and 91

The Port of Seattle (Port) is committed to maintaining a safe facility and preserving and enhancing the environment through proper management of commercial vessel operations. In accordance with Washington Department of Ecology (Ecology), the provisions of the Federal Clean Water Act, Federal Clean Air Act, and the Puget Sound Clean Air Agency Regulations, the Port provides these Best Management Practices (BMPs) to help ensure the safekeeping of state waters, the marine environment and air quality. These are BMPs that Port tenants and customers are required to follow for vessel and dock operations regardless of whether or not the BMPs are specifically required under the federal, state, and local laws and regulations. For additional guidance, read and adhere to the Ecology's "Vessel Information" resources at <https://ecology.wa.gov>.

If you need assistance or have questions, please contact Maritime Operations at (206) 787-3751.

1. Vessel Repair and Pier Activities

The following activities on Port facilities potentially trigger the requirement to apply for and comply with Ecology's industrial stormwater general permit: Vehicle Maintenance and Equipment Cleaning. *Vehicle Maintenance* includes, but is not limited to, rehabilitation, mechanical repairing, painting, fueling, and/or lubricating of a motor-driven conveyance including vessels. *Equipment Cleaning* includes wet cleaning of industrial equipment or dry cleaning with potential to discharge pollutants.

Any maintenance, cleaning, and/or repair performed on Port properties must comply with the Pier 90/91 and Terminal 91 Uplands Stormwater Pollution Prevention Plans, City of Seattle stormwater codes (City of Seattle Stormwater Manual, 2021, Volumes 1 and 4) and/or must be covered by tenant-held stormwater permit. For any questions, contact Maritime Operations (see phone number above).

Repairs, modification, surface preparation, or coating as defined by Ecology, are limited to 25 percent of the vessel's deck surface and superstructure per year. Extensive exterior vessel repair must occur in a commercially permitted boatyard or shipyard.

Painting, scraping, and refinishing of vessels is limited to minor touch-ups.

Any minor painting, scraping, and refinishing must be contained, and all debris collected. All paint mixing must be done with the can placed inside secondary containment to catch spillage. Paint cans shall be no larger than five-gallon. Tarping the work area is required to prevent release of sanding debris or paint to the aquatic environment.

Contain and clean up any debris, trash, sanding dust, paint chips, or slag from work areas as soon as practical after any maintenance or repair activity. Do not wash solids into water or storm drains.

Engines and equipment may be removed from the vessel and sent off-site for repairs. Leaking equipment must be removed within a containment tray. Engine repair and maintenance within internal vessel spaces is permitted. Greasy equipment will be covered and contained when transferring to or from vessel and/or vehicle.

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Washing and spraying of the outside of the vessels must be done with clean water. Clean water under pressure may be used to remove salt from the outside of the vessel and to wash windows however, any turbidity, oil sheen or discoloration to the receiving water is a violation of state laws [Revised Code of Washington (RCW) 90.48] and is prohibited.

In-water hull cleaning or propeller washing is prohibited unless the activity is coordinated and has received Ecology and Washington Department of Fish & Wildlife approval prior to commencement of cleaning. The surfaces being cleaned may not contain any soft, toxic, or abrasive anti-fouling coatings.

Outside painting or sanding activities during weather conditions that render containment ineffective is prohibited. The Terminal Operations may make this determination. Paint burning or use of paint spray guns is prohibited unless it occurs within the vessel.

If containers of liquid are temporarily placed on a dock or pier, they must be secured within covered secondary containment. If materials are left behind, the responsible party will be contacted. Apron will be cleared per applicable dockage agreement upon vessel departure.

Hot Work: Limit your work to Level 1 and/or Level 2 hot work for repairs and modifications to the superstructure, deck, and hull. Welding and cutting permits must be obtained from the City of Seattle Fire Department Fire Marshal's Office (206) 689-WELD.

All hot work must be performed on board vessel. Hot work, grinding, and cutting on pier structures is prohibited. Welding sparks, slag, and residue must be captured and must not enter water. Dispose of cooled residue in a solid waste dumpster.

2. Fuel and Used Oil

Transfer of fuel from pier to vessel is prohibited. Any over-water transfer of petroleum products is subject to U.S. Coast Guard and Washington State bunkering regulations.

No vehicle maintenance, including fueling, is allowed on the piers and uplands. Maintenance of vehicles includes, but is not limited to, changing lubricating, hydraulic and/or transmission oil, topping off fluids, changing oil and/or fuel filters, grinding, sanding, welding, mechanical repairs, and/or painting.

Used oil, oil sludge, and filters should only be removed from the site by an approved service provider.

3. Management of Bilge Water

It is illegal to discharge contaminated bilge water, ballast water, or any water with an oily sheen or contamination into state waters. The fine for discharges can be as high as \$55,808 per day per violation. In addition to the Oil Pollution Control Act enforced by the U.S. Coast Guard, a discharge that displays turbidity, oil sheen or discoloration to the receiving water has not met Ecology's water quality standard in RCW 90.48.

To prevent oil contamination of bilge water do not drain oil into the bilge. Use containment troughs underneath the engine to capture any drips or spills and oil absorbent pads, socks, or pillows to soak up oil and fuel. Keep the bilge area clean and dry by fixing fuel and oil leaks as they occur. Inspect fuel lines and hoses for chaffing, wear, and general deterioration and secure and prevent hoses from chaffing. Clean bilge areas after engine maintenance.

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During oily bilge water removal from vessels while at the pier:

- a. Drip collection pans or other effective containment devices must be placed under all connection points with the removal truck.
- b. Contents of the containment devices must be disposed in a manner consistent with federal, state, and local laws.
- c. All hoses used in fluid transfers must be inspected immediately before they are used to transfer fluids and damaged or flawed hose sections replaced before any transfer.

It is the responsibility of the vessel owner to contact a service provider to dispose of contaminated bilge water in an appropriate manner. A list of disposal options is available from King County (<https://kingcountyhazwastewa.gov/en/business-disposal>).

4. Management of Sewage and Gray Water

The discharge of untreated or treated sewage or gray water into state waters is illegal and prohibited. Sewage is defined as black water and/or sludge, from toilets, urinals, and medical/dental sinks. A list of disposal options is available from King County (<https://kingcountyhazwastewa.gov/en/business-disposal>).

Gray water is discharge from sinks, laundry, showers, and vessel rinse-down, can contain bacteria in sufficient quantities to be a public health concern and may be harmful to aquatic life within the harbor. Reduce gray water by reducing the use of soaps and detergents and rinsing your vessel with clean water.

5. Management of Ballast Water

Pre-arrival ballast exchange is required prior to discharge into Washington waters. Refer to the current Washington codes and the Washington Department of Fish & Wildlife for permissible exceptions.

Vessels voyaging along the West Coast are required to perform open sea exchange in depths of 2,000 meters or more. If transit does not allow exchange to this depth, then exchange should be accomplished at least 50 nautical miles offshore.

Vessels arriving from outside the U.S. Exclusive Economic Zone must exchange ballast at least 200 nautical miles offshore.

Reporting: The State of Washington requires mandatory reporting at least 24 hours prior to entering Washington waters and completing the approved U.S. Coast Guard Ballast Water Reporting Form. The form must be submitted regardless of whether ballast water discharge occurs. Vessels not intending to discharge ballast water into Washington State waters should submit the form with Section 1 completed and with “not discharging” written in the history section. Submit the form to The Marine Exchange of Puget Sound: FAX 360-902-2943 or e-mail ballastwater@dfw.wa.gov. The form must also be sent to the National Ballast Information Clearinghouse ([National Ballast Information Clearinghouse \(si.edu\)](http://NationalBallastInformationClearinghouse.si.edu)).

6. Bunkering Procedures

Vessels allowed to receive bunkers must comply with City of Seattle Fire Department, U.S. Coast Guard and Washington bunkering [Washington Administrative Code (WAC) Chapter 317-40] requirements. In addition, Terminal Management must be notified prior to any fueling while alongside the pier.

Washington State oil spill regulations require any vessel performing bunkering operations at a

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rate of 500 gallons per minute or greater (Rate A) to follow the advance notice and containment requirements found in WAC Chapter 173-184. Vessels transferring at a rate of 500 gallons per minute or less (Rate B) should refer to WAC Chapter 173-184 for alternative requirements.

7. Management of Hazardous Materials, Cleaners, and Wastes

The long-term storage of hazardous or flammable materials, gas cylinders, batteries, and wastes are prohibited at Piers 90 and 91. When stored on the vessel or staged on the pier pending transit, ensure these materials are appropriately secured, labelled, and in covered secondary containment if applicable. For Terminal 91 Uplands, refer to applicable BMPs.

Disposal of used oil, antifreeze, paints, solvents, varnishes, gas cylinders, preservatives, and batteries in the garbage is prohibited. These materials cannot be discharged to the sanitary sewer, stormwater system, or to aquatic environment. A list of disposal contractors is available from the Ecology's Waste Service Providers directory (<https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Dangerous-waste-guidance/Dispose-recycle-or-treat/Hazardous-waste-service-provider>)

8. Spill Prevention and Response

Ensure that sufficient absorbent materials and spill containment instruments needed to confine a spill are on hand per local, state, and federal requirements.

If a spill occurs, stop the spill or leak at the source and contain the spill. For spills into the water, immediately report to the U.S. Coast Guard National Response Center at 1-800-424-8802, Department of Ecology at 1-800-OILS-911 or 1-800 258-5990, and Maritime Operations at (206) 787-3751.

Immediately clean up any spills on the pier or vessel and dispose of wastes according to local, state, and federal requirements.

9. Air Quality

Opacity Limits: All vessels are required to comply with Section 9.03 of the Puget Sound Clean Air Agency regulations, which prohibits air emissions greater than 20% opacity for more than 3 minutes in any 1 hour.

Fuel Sulfur Content: All vessels are required to comply with MARPOL Annex VI and Port of Seattle Terminals Tariff No. 5, Item 4000 to use either shore-side electrical power (where available) or burn low-sulfur fuel containing 0.10% sulfur or less in compliance with North American Emission Control Area requirements.

Vessel Incinerators: Use of on-board incinerators while at Port facilities is prohibited.

For additional information on Air Quality please see: <http://www.pscleanair.org>

Printed Name

Signature

Date

Company Name