SPILL PREVENTION CONTROL and COUNTERMEASURE (SPCC) PLAN

Naval Construction Battalion Center (NCBC) Gulfport, Mississippi

May 2016

Prepared by:

NAVFAC
Naval Facilities Engineering Command

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Figure 1	Gulfport Tank Location Map
Figure 2	Gulfport Transformer Location Map

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1.0 EXECUTIVE SUMMARY

Title 40 in Code of Federal Regulations (CFR) section 112.1(d)(2)(ii), requires a Spill Prevention Control & Countermeasure (SPCC) plan to be written, if the facility has greater than 1,320 gallons of total aboveground fuel /oil storage capacity. This includes all fixed position tanks, integral generator tanks, mobile fuel trucks, cooking oil tanks, portable containers, drums, and Oil-Filled Operational Equipment (OFOE), such as transformers and hydraulic elevator tanks, with at least 55 gallons capacity.

The purpose of this SPCC plan is to identify procedures, methods, and equipment used at NCBC Gulfport, to prevent the discharge of oil into the environment. This plan is applicable to all facilities and organizations at NCBC Gulfport, that store or handle, new or used, fuel or oil products, in aboveground tanks and equipment.

NCBC Gulfport exceeds the 40 CFR 112.1(d)(2)(ii) threshold capacity, as detailed in section 2.3 and Tables 1 to 5. A master SPCC plan, with up to date tank inventory list, and current tank inspection records, are being effectively maintained at the NCBC Gulfport, Public Works Dept, Environmental Division, Building 322.

NCBC Gulfport maintains a separate Oil and Hazardous Substance (OHS) Spill Contingency Plan, for discharge response procedures, as required by OPNAV Manual 5090.1, chapter 39.

NAVFAC-SE Region, EV-13 Petroleum staff reviewed, revised and reorganized the existing SPCC plan, in accordance with 40 CFR 112 requirements. NAVFAC-SE staff conducted data collection and inspection visits at NCBC Gulfport in May and November of 2014. All fuel /oil tanks with at least 55 gallons capacity were inspected, including piping and containments. Plan was updated to reflect the addition of new tanks and removal of old tanks during the past 5 years. NAVFAC-SE region, Geographic Readiness Center (GRC), provided support services to create a map of all regulated tanks and containers, and a map of OFOE transformers.

EPA definition of "Facility" is subject to interpretation, but it usually includes all buildings, structures, or properties, which are contiguously located, and owned or operated by the same organization (such as a Navy base). Non-contiguous properties, such as remote managed sites or out-lying fields, are usually not considered to be part of the main base.

Wool Market Small Arms Range, and Lakeside Housing (in Pascagoula), are non-contiguous Navy owned properties, which are managed by NCBC Gulfport. These remote sites have fuel storage tanks in operation. However they do not require a SPCC plan when evaluated separately, because they do not exceed the 40 CFR 112.1(d)(2)(ii) threshold capacity. They are considered to be separate facilities, not included in NCBC Gulfport SPCC plan inventory. However, OPNAV Manual 5090.1, requires the remote sites to have an OHS Spill Contingency Plan.

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1.1 MANAGEMENT APPROVAL

This Spill Prevention Control & Countermeasure (SPCC) Plan has the full approval of management at Naval Construction Battalion Center (NCBC) Gulfport, at a level of authority to commit the necessary resources for full implementation of the Plan. Management will use the personnel, equipment, and materials necessary to prevent and control discharges, and to implement SPCC requirements as set forth in this Plan. By virtue of my office, I have the authority to approve this document on behalf of the facility, and to commit the necessary resources to implement the corrective actions and improvements needed, to comply with applicable federal and state laws.

(Implementation of and compliance with this SPCC Plan are subject to provisions of the Anti-Deficiency Act, 31 USC section 1341, and requisite regulations which control funding of operations and activities. Nothing in this plan is intended to make or authorize an expenditure or obligation, exceeding an amount or purpose available in a US Government appropriation or fund, for an expenditure or obligation in violation of the Anti-Deficiency Act. Further, this plan is not intended to involve the US Government in a contract or obligation for payment or any other expense, before an appropriation is adopted, unless otherwise authorized by law.)

_____ _____

Signature Date

Captain C. M. Hansen
Commanding Officer

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1.2 PROFESSIONAL ENGINEER (PE) CERTIFICATION

40 CFR 112.3(d) requires the following licensed PE certification in the SPCC plan:

I hereby certify that I am familiar with the requirements of 40 CFR 112, and that I or my agent has visited and examined the facility. I attest that this SPCC plan has been prepared in accordance with good engineering practices, including consideration of applicable industry standards, and with the requirements of 40 CFR 112. Procedures for required inspections and testing have been established, and this plan is adequate for the facility.

This certification shall in no way relieve the facility owner or operator of their duty to fully implement this plan, and comply with the requirements of 40 CFR 112. This certification is made as allowed by the State of Mississippi Code 73-13-41(1).

_____
Printed Name of PE

_____
Signature of PE

Date:_____

Registration # _____

State: _____

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1.3 DESIGNATED PERSON

40 CFR 112.7(f)(2): Designate a person at each applicable facility who is accountable for discharge prevention, and who reports to facility management.

NCBC Gulfport, Public Works Department (PWD), Environmental Program Director, Lisa Noble, telephone (228) 871-2026, is the designated person that is accountable for Discharge Prevention, and who reports to facility management.

The first backup designated person is the PWD Environmental Spill Response Manager, Stanley Smith, telephone (228) 871-3228.

The second backup designated person is the PWD Environmental SPCC Manager, Danny Nichols, telephone (228) 822-5938.

1.4 PLAN REVIEW & AMENDMENT

40 CFR 112.5(a): Amend the SPCC Plan for your facility in accordance with any specific section of this part applicable to your facility, when there is a change in the facility design, construction, operation, or maintenance that materially affects its potential for a discharge as described in §112.1(b). Examples of changes that may require amendment of the Plan include, but are not limited to: commissioning, decommissioning, installation, removal, or replacement of containers or piping systems; construction or demolition that might alter secondary containment structures; changes of product or service at a facility. An amendment made under this section must be prepared within six months, and implemented as soon as possible, but not later than six months following preparation of the amendment.

40 CFR 112.5(b): Complete a review and evaluation of the SPCC Plan at least once every five years, from the date your last review was required. As a result of this review and evaluation, you must amend your SPCC Plan within six months of the review, to include more effective prevention and control technology, if it will significantly reduce the likelihood of a discharge as described in §112.1(b) from the facility. You must implement any amendment as soon as possible, but not later than six months following preparation of any amendment. You must document your completion of the review and evaluation, and must state whether you will amend the Plan.

The facility owner / operator must review and amend the SPCC plan whenever there is a change in the facility design, construction, operation, including tank or pipeline installation or removal, that materially or significantly affects its potential for a discharge of oil, into or upon navigable or surface waters. In addition, the facility owner / operator must complete a review and evaluation of the SPCC plan at least once every 5 years. You must document completion of the review, and must state whether you will amend the plan. See Tables on next page.

As a result of the facility tank changes, or 5 year plan review, an amendment / update of the SPCC plan must be completed within 6 months after a significant change is fully operational, or the plan was reviewed. Implement the update as soon as possible, including Management Approval signature, but not later than 6 months following completion of the update.

A licensed PE must review and certify any technical amendments to your SPCC plan, in accordance with 40 CFR 112.3(d). This includes all tank installations and removals.

SPCC plans can be updated by the Designated person at facility Environmental Division, with no PE certification needed, provided that it is not a technical amendment. This would apply to any kind of administrative update, such as changing names or phone numbers, correcting data errors, plan clarifications, taking tanks out of service, noting tank upgrades or repairs, where an SPCC engineering evaluation is not required.

Record of SPCC Plan Five Year Reviews

Signature of Reviewer	Date of Review	Will Amend the Plan	Will Not Amend the Plan
Dan Ragsdale, NAVFAC-SE	Sep 2015	Yes	

Record of SPCC Plan Amendments

Description of Change (Administrative or Technical)	Date Entered	Posted By
Technical whole plan revision	May 2016	Dan Ragsdale, NAVFAC-SE

1.5 SPCC RULE CROSS-REFERENCE

40 CFR 112.7: You must prepare the Plan in writing. If you do not follow the sequence specified in this section for the Plan, you must prepare an equivalent Plan acceptable to the Regional Administrator that meets all of the applicable requirements listed in this part, and you must supplement it with a section cross-referencing the location of requirements listed in this part and the equivalent requirements in the other prevention plan.

40 CFR Rule	Description	Plan Section
112.3(d)	Professional Engineer Certification	1.2
112.5	Plan Review & Amendment	1.4
112.7	Management Approval	1.1
112.7(a)(1)	Conformance with Requirements	3.3
112.7(a)(3)	Facility Information & Diagram	2.0
112.7(a)(3)(i)	Oil Storage Capacity & Type	2.3
112.7(a)(3)(ii)	Discharge Prevention Measures	9.0
112.7(a)(3)(iii)	Discharge Drainage Controls	5.0
112.7(a)(3)(iv)	Discharge Discovery Countermeasures	4.0
112.7(a)(3)(v)	Disposal of Recovered Material	4.2
112.7(a)(3)(vi)	Discharge Contact List	4.0
112.7(a)(4)	Discharge Notification	4.0
112.7(a)(5)	Discharge Response Procedures	4.0
112.7(b)	Predicted Discharge Scenarios	4.3
112.7(c)	General Secondary Containment	5.0
112.7(d)	Impracticability of Secondary Containment	5.7
112.7(e)	Inspections, Tests, and Records	6.0
112.7(f)(1)	Oil-handling Personnel Training	7.0
112.7(f)(2)	SPCC Designated Person	1.3
112.7(f)(3)	Discharge Prevention Briefings	7.0
112.7(g)	Oil Storage Security	8.0
112.7(h)(1)	Loading /Unloading Rack: Containment	9.4
112.7(h)(2)	Loading / Unloading Rack: Precautions	9.5

40 CFR Rule	Description	Plan Section
112.7(h)(3)	Loading / Unloading Rack: Inspections	9.6
112.7(i)	Brittle Fracture Evaluation	10.0
112.7(j)	Conformance with State & Local Requirements	11.0
112.7(k)	Oil-Filled Operational Equipment	5.7
112.8(b)(1)	Diked Drainage: Restrain Storm water	5.5
112.8(b)(2)	Diked Drainage: Inspect Storm water	5.5
112.8(b)(3)	Facility Drainage: Design	5.6
112.8(b)(4)	Facility Drainage: Equipment	5.6
112.8(b)(5)	Facility Drainage: Pump Transfer	5.6
112.8(c)(1)	Tank Construction Standards	12.1
112.8(c)(2)	Containment of Aboveground Tanks	5.2
112.8(c)(3)	Diked Drainage: Procedure	5.5
112.8(c)(4)	Corrosion Protection: Buried Tanks	12.4
112.8(c)(5)	Corrosion Protection: Partially Buried Tanks	12.4
112.8(c)(6)	Inspection of Aboveground Tanks	6.0
112.8(c)(7)	Heating Coils	12.4
112.8(c)(8)	Overfill Prevention	5.8
112.8(c)(9)	Effluent Treatment Facilities	12.4
112.8(c)(10)	Visible Discharges	4.0
112.8(c)(11)	Containment of Portable Containers	5.3
112.8(d)(1)	Corrosion Protection: Buried Piping	6.2
112.8(d)(2)	Terminal Connections	12.4
112.8(d)(3)	Pipe Supports	12.2
112.8(d)(4)	Inspection of Piping, Valves & Equipment	6.2
112.8(d)(5)	Vehicle Warning	12.3
112.12(c)(2)	Containment of Cooking Oil Tanks	5.3.2

1.6 CERTIFICATION OF SUBSTANTIAL HARM DETERMINATION

Facility Name: Naval Construction Battalion Center Gulfport, MS

1. Does the facility transfer oil over water to or from vessels and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons?
   YES ____ NO __X__

2. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground storage tank area?
   YES ____ NO __X__

3. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate US EPA formula or a comparable formula) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments?
   YES ____ NO __X__

4. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance (as calculated using the appropriate US EPA formula or a comparable formula) such that a discharge from the facility would shut down a public drinking water intake?
   YES ____ NO __X__

5. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and has the facility experienced a reportable oil discharge in an amount greater than or equal to 10,000 gallons within the last 5 years?
   YES ____ NO __X__

Certification

By answering NO to all the 40 CFR 112.20(f) criteria listed above, the under signed certifies that the facility is not required to prepare a Facility Response Plan (FRP). This form shall be signed and maintained at the facility. If there is no FRP, then it should be kept with the SPCC plan, or OHS Spill Contingency plan. I hereby certify that I am familiar with the information on this page, and I believe that this information is true and accurate.

_____ _____

Signature Date

Name: Lisa Noble, Environmental Director, NCBC Gulfport

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1.7 ACRONYMS & ABBREVIATIONS

API	American Petroleum Institute
AST	Aboveground Storage Tank
BEP	Best Engineering Practice
Bldg	Building
CFR	Code of Federal Regulations
CO	Commanding Officer
CP	Cathodic Protection
CWA	Clean Water Act
DLA	Defense Logistics Agency
DOD	Department of Defense
DOT	Department of Transportation
EPA	Environmental Protection Agency
FEI	Formal External Inspection
GOV	Government Operated Vehicle
GPH	Gallons Per Hour
GPM	Gallons Per Minute
HWSF	Hazardous Waste Storage Facility
MDEQ	Mississippi Department of Environmental Quality
MOGAS	Motor Gasoline Fuel
MS	Mississippi
NFPA	National Fire Protection Association
NAVFAC	Naval Facilities Engineering Command
NCBC	Naval Construction Battalion Center
NCG2	Naval Construction Group 2
NCTC	Naval Construction Training Center
NEX	Naval Exchange
NPDES	National Pollution Discharge Elimination System
NRC	National Response Center
OFOE	Oil Filled Operational Equipment
OHS	Oil and Hazardous Substances
OSHA	Occupation Safety and Health Administration
OWS	Oil-Water Separator
PE	Professional Engineer
PWD	Public Works Department
SPCC	Spill Prevention, Control, and Countermeasure
STI	Steel Tank Institute
UL	Underwriters Laboratory
US	United States
USCG	United States Coast Guard
UST	Underground Storage Tank

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2.0 FACILITY INFORMATION

40 CFR 112.7(a)(3): Describe in your Plan the physical layout of the facility and include a facility diagram, which must mark the location and contents of each container. The facility diagram must include completely buried tanks that are exempted from the requirements of this part under 112.1(d)(4). The facility diagram must also include all transfer stations and connecting pipes.

2.1 Mission

The mission of Naval Construction Battalion Center (NCBC) Gulfport, is to maintain and operate facilities, and provide services and material, in support of Naval Construction Force Units, to include Amphibious Construction Fleet Units, Maritime Prepositioning Force (enhanced), and other fleet and assigned organizational units, deployed from or home ported at NCBC Gulfport, and to perform such other functions and tasks as may be assigned by higher authority. Tenants currently supported by NCBC Gulfport include the following:

- 22nd Naval Construction Regiment
- 25th Naval Construction Regiment
- Naval Construction Group 2 (NCG2)
- Naval Construction Training Center (NCTC)
- Naval Construction Battalion 1
- Naval Construction Battalion 11
- Naval Construction Battalion 133
- Naval & Marine Corps Reserve Center
- Mobile Inshore Underwater Warfare Unit 212
- Naval Meteorology & Oceanography Development Center
- Port Security Unit 308
- Dept of Homeland Security
- Navy Exchange (NEX) Services
- Defense Logistics Agency (DLA)
- Environmental Combat Services
- US Army

2.2 Location

NCBC Gulfport is located approximately 65 miles east of New Orleans, LA, and one mile inland from the Mississippi Sound in Gulf of Mexico. The base is located northwest of downtown Gulfport, MS. It is bounded on the north by West 28th Street, and is east of Highway 49. Klondyke Road is west of the base, and Old Pass Road and Railroad Street are located to the south. NCBC Gulfport covers about 1,100 acres of land.

The topography of the main base is relatively flat, ranging between 25 and 35 feet above sea level. The prevailing wind speed is less than 10 knots, for 80 percent of the year, and the average annual rainfall is approximately 66 inches.

According to the NCBC Gulfport, Storm Water Management Plan, there are 4 primary storm water drainage basins, which drain into Turkey Creek and Brickyard Bayou, and then discharge to Big Lake, which is inter-connected to Biloxi Bay. Southeast outfall discharges into city of Gulfport.

Figure 1 is the NCBC Gulfport fuel tank and oil container location map.
Figure 2 is the NCBC Gulfport oil filled transformer location map.

2.3 Oil Storage Inventory

40 CFR 112.7(a)(3)(i): You must also address in your Plan the type of oil in each fixed container and its storage capacity. For mobile or portable containers, either provide the type of oil and storage capacity for each container, or provide an estimate of the potential number of mobile or portable containers, the types of oil, and anticipated storage capacities.

Photos of the aboveground storage tanks, which are currently in service storing fuel or oil, are shown in Appendix A. Photos are not required in SPCC plans, but they have been included for more effective tank management. Inventory Tables 1 to 5 provide detailed information for each tank, container or equipment that is present on the facility.

Listed below is a summary of the total tank and equipment numbers and capacities, divided into categories, which have at least 55 gallons capacity, that are present on NCBC Gulfport. This inventory does not include remote non-contiguous sites.

- Aboveground Storage Tanks (in service)
  - Gasoline = 5 tanks = 39,750 gal
  - Diesel, Stand alone = 8 tanks = 48,150 gal (includes F-24)
  - Diesel, Generator base = 35 tanks = 14,192 gal
  - New / Used Engine oil = 17 tanks = 9,018 gal
  - Racked Lube oil = 33 containers = 1,980 gal
  - Used Cooking oil = 3 containers = 575 gal
- Mobile & Portable Tanks (in service)
  - 7 mobile fuel trucks = 10,500 gal
  - 1 portable tank = 500 gal
- Drum Storage Areas
  - 10 areas with one drum = 550 gal
  - 6 areas with up to 10 drums = 3,300 gal
  - 2 areas with up to 30 drums = 3,300 gal

- Oil Filled Operational Equipment
    - 3 Hydraulic oil compactor tanks = 395 gal
    - 11 Hydraulic oil elevator tanks = 1,537 gal
    - 224 Transformers, oil filled = 36,432 gal

Adding the numbers above, NCBC Gulfport has a sub-total oil storage capacity of **170,179** gallons for tanks and equipment that are currently in service, and are regulated by 40 CFR 112. See the list below for out of service equipment. Oil Water Separators and grease traps are waste water pre-treatment equipment, which are not regulated by 40 CFR 112 and are not counted here. Containers with anti-freeze engine coolant are not classified as an oil product, which means they are not regulated by 40 CFR 112 and are not counted here.

- Aboveground Storage Tanks (out of service)
    - Stand alone = 1 tank = 500 gal
    - Generator base = 7 tanks = 720 gal
    - Racked Lube oil = 11 containers = 660 gal
- Mobile & Portable Tanks (out of service)
    - 19 mobile fuel trucks = 27,200 gal
    - 43 six-con skids = 38,700 gal
    - 3 portable tanks = 650 gal
    - 8 mobile generators = 440 gal

Adding the numbers above, NCBC Gulfport has a sub-total oil storage capacity of **68,870** gallons for tanks and equipment that are currently out of service, but are still regulated by 40 CFR 112, because the containers can be used for future oil storage purposes. Mobile generators with less than 55 gallons capacity, are not regulated by 40 CFR 112, and so are not listed here.

Adding the sub-total numbers above, NCBC Gulfport has a grand total oil storage capacity of **239,049** gallons for all tanks and equipment regulated by 40 CFR 112.

2.4 Aboveground Storage Tanks

Inventory Table 1 lists all the aboveground tanks at NCBC Gulfport. The tanks are all shop-fabricated construction, so there are no field erected tanks. This list includes stand alone tanks, integral generator base tanks, and 60 gallon racked containers.

Site specific evaluations for aboveground tanks are provided in Appendix A, which includes diagrams showing the predicted discharge flow direction. If there are nearby storm water drain inlets, located in close proximity to any tanks, then the inlets must be protected, in the case of a discharge or during tank refueling.

At facility 398, Government Operated Vehicle (GOV) fueling station, operated by Navy Supply personnel, there are two 12,000 gal tanks which contain Defense Logistics Agency (DLA) owned fuel. Annual summary of GOV station fuel deliveries is listed below. This facility has a Navy fuel truck loading rack, and a commercial fuel truck unloading area behind the building, and there are multiple vehicle fueling dispensers in front of the building. GOV station has a low volume of fuel transfers, there is an adequate size curbed containment area, and valve controlled drainage, for any discharges which could occur from fuel trucks or piping systems, so it is considered a low risk facility. The tanks are double walled, and there is a containment box around each tank remote fill connection.

- Jet Fuel F-24 received in 2015 = 22,467 gals (in 3 deliveries)
- Diesel Fuel received in 2015 = 15,354 gals (in 2 deliveries)

At facility 470, Navy Exchange (NEX) vehicle fueling station, operated by NEX personnel, there are four 12,000 gal tanks which contain NEX owned fuel. Annual summary of NEX station fuel deliveries is listed below. This facility has a commercial fuel truck unloading area behind the building, and there are multiple vehicle fueling dispensers in front of the building. NEX station has a high volume of fuel transfers, and there is not adequate size curbed containment, for any discharges which could occur from fuel trucks or piping systems, so it is considered a high risk facility. The tanks are double walled, and there is a containment box around each tank remote fill connection. There are 2 storm water retention ponds adjacent to the tanks, but they were not designed as a fuel discharge containment system.

- Premium Gasoline received in 2015 = 158,280 gals
  - Average received per month = 13,190 gals
- Unleaded Gasoline received in 2015 = 1,254,035 gals
  - Average received per month = 104,503 gals
- Diesel Fuel received in 2015 = 128,750 gals
  - Average received per month = 10,729 gals

2.5 Used Cooking Oil Tanks

As required by 40 CFR 112.12, an inventory of used cooking oil tanks is provided in Table 1. There is one 275 gal tank at facility 367 Galley, and two 150 gal tanks at facility 418 Golf Club House. When filled up, these tanks are emptied by an outside contractor, who is called to collect and dispose of used cooking oil and grease from food preparation sites on base.

At this facility, used cooking oil tanks are made entirely of durable plastic materials. They do not meet Steel Tank Institute (STI)-SP001 definition of “Shop-Fabricated” tank, because they are not made of 100 percent welded steel plates. STI-SP001 definition of "Portable Container" has a capacity of at least 55 gallons, but it does not specify what material is required, so it could be made of durable plastic (non-welded). Therefore, used cooking oil tanks are considered to be portable containers for inspection purposes.

2.6 Mobile & Portable Tanks

Inventory Table 2 lists all the mobile fuel trucks and portable tanks at NCBC Gulfport. The majority of this mobile equipment is empty (contains no fuel for distribution), and is considered to be out of service, when not in active use on the facility. However, this mobile equipment is maintained in good working condition while in storage, because it is waiting to be used in future off-site operations.

At facility 398, GOV fueling station operated by Supply, there is one 2,700 gallon fuel truck, that is used to transfer fuel into other tanks throughout the facility. When not in use, this truck is parked in a curbed containment area.

At facility 241, operated by NCG2, there is one 2,000 gallon fuel truck, and two 600 gallon service trucks, that are used to transfer fuel into other tanks. When not in use, these trucks are parked in a curbed containment area.

At facility 363, operated by NCTC, there is one 2,000 gallon fuel truck, that is used to transfer fuel into other tanks. When not in use, this truck is parked in a curbed containment area.

At facility 400, operated by CED, there is one 500 gallon portable tank, that collects used engine oil from various areas. When not in use, the tank is parked in a curbed containment area.

At facility 465, operated by NCG2, there are two 2,000 gallon fuel trucks, and two 600 gallon service trucks, that are used to transfer fuel into other tanks. When not in use, these trucks are parked in pop-up temporary containments.

Mobile generators with less than 55 gallons capacity, are not regulated by 40 CFR 112. They are not required to be listed in the plan, but have been included for more effective tank management.

2.7 Drum Storage Areas

Inventory Table 3 lists all the oil drum storage areas at NCBC Gulfport. These 55 gallon capacity drums may contain either new or used oil products, and are usually located in Hazardous Waste (HW) storage areas, or HW satellite accumulation points. Inspections of the oil drum storage areas, are performed by HW program management staff on a weekly basis.

2.8 Oil Water Separators & Grease Traps

Inventory Table 4 lists all the Oil Water Separators (OWS) and grease traps at NCBC Gulfport. OWS and grease traps are classified as waste water pre-treatment equipment, which are not regulated by 40 CFR 112. They are not required to be listed in the plan, but have been included for more effective tank management.

OWS are associated with waste water from equipment maintenance and cleaning operations. The facility OWS systems are inspected and cleaned through a quarterly maintenance service contract. Pass through water from the OWS is directed to the City of Gulfport sanitary sewer system, for treatment at the Harrison County waste water treatment facility.

At facility 367 Galley, all the commercial cooking stations are plumbed to the sanitary sewer system in the kitchen area, which is then routed through a 30,000 gallon grease trap. The grease disposal system is permitted through Harrison County. The grease trap is emptied by an outside contractor on a quarterly basis.

2.9 Oil-Filled Operational Equipment (OFOE)

Inventory Table 5 lists all the OFOE transformers at NCBC Gulfport. Most pad mounted electrical transformers contain greater than 55 gallons of mineral oil, so they are normally regulated by 40 CFR 112. Most pole mounted transformers contain less than 55 gallons of oil, so they are normally not regulated. Transformers are all single walled oil tanks that are located outside, but they do not require secondary containment. This is because the facility has an OHS Spill Contingency Plan, and a maintenance / inspection program is conducted for all transformers. Inspections of transformers are performed at least annually, and any oil leaks would be promptly corrected.

Inventory Table 5 also lists the OFOE hydraulic oil tanks, which are built into 11 elevators and 3 solid waste compactors, that each contain greater than 55 gallons of oil. The hydraulic oil tanks are single walled, and are located inside buildings, so that the concrete floors will provide adequate secondary containment for a minor discharge. Inspections of the compactor hydraulic oil tanks at the Recycling facility are conducted daily by the operator. Inspections of the elevator hydraulic oil tanks are performed through a monthly maintenance service contract, and any leaks would be promptly corrected.

2.10 Underground Storage Tanks

There are no regulated underground tanks in service at NCBC Gulfport.

3.0 CONFORMANCE

3.1 Regulatory Overview

40 CFR 112.1(b), requires a SPCC plan to be maintained by the owner or operator of any facility, which engages in storing, gathering, transferring, distributing, using or consuming of oil products; and due to the facility location, it could reasonably be expected to discharge oil in quantities that may be harmful, into or upon the navigable waters of the United States, or adjoining shorelines, or that may affect natural resources.

40 CFR 112 defines "Oil" to mean oil of any kind, or in any form, including but not limited to: fats, oils, or greases of animal, fish, or marine mammal origin; vegetable oils, including oil from seeds, nuts, fruits, or kernels; other oils and greases, including petroleum oil, fuel oil, sludge, synthetic oil, mineral oil, oil refuse, and oil mixed with wastes (other than dredge spoils). This also includes refined petroleum products (such as gasoline, jet fuel, diesel), engine lube oil, heating oil, crude oil, preservation oil, and hydraulic fluids.

40 CFR 112 defines a "Discharge" to include any act of spilling, leaking, pumping, pouring, emitting, emptying, or dumping of oil, which is not in compliance with a Clean Water Act (CWA) permit.

40 CFR 112 defines "Navigable Waters" as all inland or coastal surface waters, which are currently in use, or were used in the past, or may be susceptible to future use, in interstate or foreign commerce, including all waters which are subject to the ebb and flow of tides. This also includes seas, bays, lakes, ponds, rivers, tributaries, streams, canals, mud flats, wet lands, and impoundments. A tributary can be a natural, man-altered, or man-made water way. This also includes all waters located within a 100 year flood plain, or within 4,000 feet of a high tide line or high water mark, for which there is a nexus or connection to navigable waters.

40 CFR 110.3 defines a "Discharge of oil in quantities that may be harmful", to the public health or welfare or environment of the United States, includes any discharge that: (a) violates applicable water quality standards; or (b) causes an oil film or sheen upon, or a discoloration of, the surface of water or adjoining shorelines, or it causes a sludge or emulsion to be deposited beneath the surface of water, or upon adjoining shorelines.

Specific 40 CFR 112 citations with EPA regulatory verbiage, have been added to plan section header blocks in the appropriate locations. Also see section 1.0, Executive Summary, for more information.

There are no AST regulations in the State of Mississippi codes, that would affect this SPCC plan.

3.2 Related Documents

Navy, military and industry standards, and other documents related to oil discharge prevention at the facility, include the following:

- US EPA Office of Emergency Management, SPCC Guidance for Regional Inspectors, dated 28 August 2013.
- Department of Defense (DOD), Unified Facilities Criteria (UFC) 3-460-01, Design of Petroleum Fuel Facilities. Sections 8-4.1 and 8-5.1 require ASTs to comply with UL-142 and NFPA Code 30.
- DOD UFC 3-460-03, Operation and Maintenance of Petroleum Systems.
- Underwriters Laboratories (UL) 142, Standard for Safety, Steel Aboveground Tanks for Flammable Liquids. Section 1.2 requires ASTs to comply with NFPA Code 30.
- National Fire Protection Association (NFPA) Code 30, Standard for Flammable and Combustible Liquids.
- Steel Tank Institute (STI) Standard SP001, Inspection of Aboveground Storage Tanks.
- OPNAV Manual 5090.1, Chapter 30, Oil Management Ashore.
- OPNAV Manual 5090.1, Chapter 31, Storage Tanks.
- NCBC Gulfport OHS Spill Contingency Plan
- Storm Water Management Plan

3.3 Facility Conformance Status

40 CFR 112.7 (a)(1): Include a discussion of your facility's conformance with the requirements listed in this part.

NCBC Gulfport oil storage tanks and equipment, are in full conformance with 40 CFR 112 requirements, except for the few compliance deficiencies listed in Appendix D, which have not yet been corrected.

4.0 DISCHARGE RESPONSE PLANNING

40 CFR 112.7 (a)(3)(iv): Discuss countermeasures for discharge discovery, response, and cleanup (both facility's capability and those that might be required of a contractor).

40 CFR 112.7 (a)(3)(vi): Provide contact list and phone numbers for the facility response coordinator, National Response Center, cleanup contractors with whom you have an agreement for response, and all appropriate Federal, State, and local agencies who must be contacted in case of a discharge as described in 112.1(b).

40 CFR 112.7 (a)(4): Unless you submitted a response plan under 112.20, provide information and procedures in your Plan to enable a person reporting a discharge as described in 112.1(b) to relate information on the exact address or location and phone number of the facility.

40 CFR 112.7 (a)(5): Unless you have submitted a response plan under 112.20, organize portions of the Plan describing procedures you will use when a discharge occurs in a way that will make them readily usable in an emergency, and include appropriate supporting material as appendices.

40 CFR 112.8 (c)(10): Promptly correct visible discharges which result in loss of oil from the container, including but not limited to seams, gaskets, piping, pumps, valves, and bolts. You must promptly remove any accumulations of oil in diked areas.

4.1 Discharge Notification

Any person who causes or discovers an Oil or Hazardous Substance (OHS) discharge, should report this to the phone numbers listed below, if assistance will be needed with response actions.

- Emergency Dispatch, call 911. Tell the dispatcher that emergency condition is located on NCBC Gulfport facility.
- PWD Environmental Division, call (228) 871-2026 or 871-3228.
- NAVFAC-SE Regional Operations Center, call (904) 542-3118.

The Environmental Division will notify (as needed) the appropriate agencies. Initial notifications should be made within 30 minutes of the discharge event, or as soon as possible. A detailed notification phone list is on the following pages. Refer to NCBC Gulfport OHS Spill Contingency Plan (SCP), section 1.3.1, for notification and reporting procedures.

NCBC Gulfport Fire Department is usually designated as the first responder to OHS discharges. Security Police patrol the base on a 24 hour basis, and should be on alert to identify any major OHS discharges. Refer to the OHS SCP for all discharge response procedures to control, and contain, and cleanup the discharge.

Emergency Notification Phone List (from OHS Spill Contingency Plan)

Reporter's Name: **Facility Name:** **Owner Name:**	 NCBC Gulfport U.S. Navy		
Organization	**Phone**	**Notification**	
		Date	**Time**
National Response Center (NRC)	800-424-8802 (24 hr)		
Facility Incident Commander (FIC): Commanding Officer (CO) **Alternate FIC:** Executive Officer (XO)	(228) 871-3320 (Day) (228) 239-1405 (24 hr) (228) 871-3321 (Day) (228) 239-1405 (24 hr)		
Qualified Individual (QI): Public Works Officer (PWO) **Alternate QI** Environmental Director **Alternate QI** Deputy Environmental Director **Alternate QI** NCBC Gulfport Fire Chief	(228) 871-2200 (Day) (228) 239-1405 (24 hr) (228) 871-2026 (Day) (228) 239-1405 (24 hr) (228) 871-3228 (Day) (228) 239-1405 (24 hr) (228) 871-3117 (Day) (228) 239-1405 (24 hr)		
Regional Qualified Individual (Regional QI): NOSC Program Manager Alternate Regional QI: Deputy NOSC Program Manager Alternate Regional QI Alternate NOSC	(904) 542-6306 (Day) (904) 542-3118 (24 hr) (904) 542-6890 (Day) (904) 542-3118 (24 hr) (904) 542-6901 (Day) (904) 542-3118 (24 hr)		
Company Response Team: NCBC Gulfport F&ES	 911		
Federal On-Scene Coordinator (FOSC): EPA Region IV (on land) USCG Sector Mobile (if discharge reaches navigable water)	 (404) 562-8700 (251) 441-5720 or (251) 441-6211		
Oil Spill Response Organizations (OSROs): Tier 1: U.S. Environmental Services Tier 2: Complete Environmental and Remediation Company, LLC Tier 3: U.S. Navy Supervisor of Salvage and Diving (SUPSALV) Note – additional OSROs are listed in Appendix B	 (888) 279-9930 (601) 794-2704 (202) 781-3889		
Local Response Teams (including mutual aid agreements): **Fire Departments:** City of Gulfport Fire Department City of Long Beach Fire Department Pass Christian Fire Department American Medical Response – South Mississippi **Local Emergency Planning Committee (LEPC):** Harrison County Emergency Management	 (228) 868-5950 (Day) or 911 (228) 863-7292 (Day) or 911 (228) 452-3323 (Day) or 911 (228) 897-1192 (24 hr) or 911 (228) 865-4002		

Emergency Notification Phone List (from OHS Spill Contingency Plan)

Reporter's Name: **Facility Name:** **Owner Name:**	NCBC Gulfport U.S. Navy		
Organization	**Phone**	**Notification**	
		Date	**Time**
Local Police: City of Gulfport Police Department Harrison County Sheriff's Office Jackson County Sheriff's Department Hancock Country Sheriff's Department	 (228) 868-5900 (Day) or 911 (228) 865-7092 (Day) or 911 (228) 769-3063 (Day) or 911 (228) 466-6900 (Day) or 911		
State Emergency Response Commission: Mississippi Emergency Management Agency (State Warning Point for emergencies and spill reporting) Harrison County Office	 (800) 222-6362 (228) 865-4002		
State Police: Mississippi Highway Patrol	 (601) 987-1212 (Day) or 911		
Wildlife: National Oceanic and Atmospheric Administration (NOAA) Fisheries Southeast Regional Office Mississippi Department of Wildlife, Fisheries and Parks (MDWFP) U.S. Fish and Wildlife Service (USFWS) – Region 4 Endangered Species Program USFWS – Mississippi Ecological Services Field Office	 (727) 824-5301 (601) 432-2400 or (601) 783-2911 (404) 679-4000 (601) 965-4900		
NCBC Gulfport Water Utilities (waste/potable water) Potable Water Supply – Call CDO Wastewater – Harrison County Water/Wastewater Treatment Department	 (228) 249-1405 (228) 868-8752		
Weather Report: National Weather Service – New Orleans/Baton Rouge	 (504) 522-7330		
Local Television/Radio Stations: ***Television*** WLOX WXXV ***Newspaper*** Sun Herald	 (228) 871-1313 (228) 831-2525 (228) 896-2100		
Hospitals and Clinics: Naval Hospital Pensacola Branch Health Clinic Memorial Hospital at Gulfport Garden Park Medical Center The Coastal Family Health Center	 (228) 822-5773 (228) 867-4000 (228) 575-7000 (228) 864-0003		

Emergency Notification Phone List (from OHS Spill Contingency Plan)

Reporter's Name: **Facility Name:** **Owner Name:**	NCBC Gulfport U.S. Navy		
Organization	**Phone**	**Notification**	
		Date	**Time**
Chemical and Hazardous Material Technical Support: CHEMTREC	(800) 424-9300		
Company Reporting: CNRSE Regional Operations Center (ROC)	(904) 542-3118		
Federal Notifications: National Park Service Southeast Region NOAA Office of Ocean and Coastal Resource Management, Mississippi Program NOAA Office of Response and Restoration	(404) 507-5600 (228) 374-5000 (301) 713-3038		
State and Local Notifications: Mississippi Department of Environmental Quality (MDEQ) Southern Mississippi Planning and Development District – Gulfport Mississippi Department of Transportation Harrison County Parks and Recreation City of Gulfport Department of Leisure Services (Parks and Recreation) Gulfport-Biloxi International Airport Mississippi State Port Authority	(601) 961-5171 / (800) 222-6362 (24 hr) (228) 868-2311 / (800) 444-8014 (601) 359-7001 (228) 896-0220 (228) 868-5881 (228) 863-5951 (228) 865-4300		

4.2 Disposal of Recovered Materials

40 CFR 112.7(a)(3)(v): Describe in your Plan methods of disposal of recovered materials in accordance applicable legal requirements.

Some of the methods of disposal for recovered materials from discharge cleanup actions include the following:

- Recovered petroleum products and fuel contaminated soil shall be properly containerized, and temporarily stored at the Bldg 276 Hazardous Waste Storage Facility (HWSF), awaiting further off-site disposal at a permitted HW facility.
- Oil contaminated absorbent materials shall be bagged, and temporarily stored in a designated dumpster at the Bldg 276 HWSF, awaiting further off-site disposal at a permitted HW facility.
- Recovered oily water must be properly containerized, for off-site disposal at a permitted HW facility.

4.3 Predicted Discharge Scenarios

40 CFR 112.7(b): Where experience indicates a reasonable potential for equipment failure (such as loading or unloading equipment, tank overflow, rupture, or leakage, or any other equipment known to be a source of a discharge), include in your Plan a prediction of the direction, rate of flow, and total quantity of oil which could be discharged from the facility as a result of each type of major equipment failure.

The predicted flow direction from a potential oil discharge from each tank is shown in the Appendix A, Discharge Diagrams. Flow direction was determined by considering the following factors: type of tank, secondary containment, location of adjacent buildings or structures, ground slope, and the distance from each tank to the nearest storm water drain inlet, or open storm water drainage ditch, or open body of water. Storm water drains and ditches, which are located close to each tank, are shown in the Appendix A, Discharge Diagrams.

As required by 40 CFR 112.7(b), the predicted discharge flow rate, and total quantity of oil which could be discharged from the facility, as result of each type of equipment failure, are discussed in Appendix C. These events are referred to in this plan as "Discharge scenarios". Next to each tank photo in Appendix A, the applicable discharge scenarios are listed for that tank, which are described and calculated in Appendix C, Table C-1.

Inventory Tables 1, 2, 3, for Aboveground tanks, Mobile & Portable tanks, and Drum storage areas, list the most likely cause of a discharge, and the discharge receiver.

NCBC Gulfport does not pose a significant discharge threat to navigable waters, due to the amount of oil stored at the facility and the location of the base. However, the greatest potential for a major oil discharge to possibly reach the storm water system is most likely to occur at the following facilities:

- Fueling activities that occur at Bldg 398 Government Vehicle Fueling Area, due to the volume of fuel stored and transferred at that location, and its proximity to storm water drains or ditches.
- Fueling activities that occur at Bldg 470 NEX Vehicle Fueling Station, due to the volume of fuel stored and transferred at that location, and its proximity to storm water drains or ditches.

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5.0 SECONDARY CONTAINMENT

40 CFR 112.7 (a)(3)(iii): Describe in your Plan, discharge or drainage controls such as secondary containment, and other structures, equipment, and procedures for the control of a discharge.

40 CFR 112.7 (c): Provide appropriate containment and/or diversionary structures or equipment to prevent a discharge as described in 112.1(b). The entire containment system, including walls and floor, must be capable of containing oil and must be constructed so that any discharge from a primary containment system, such as a tank, will not escape the containment system before cleanup occurs. In determining the method, design, and capacity for secondary containment, you need only to address the typical failure mode, and the most likely quantity of oil that would be discharged. Secondary containment may be either active or passive in design. At a minimum, you must use one of the following prevention systems or its equivalent. (1) For onshore facilities: (i) Dikes, berms, or retaining walls sufficiently impervious to contain oil; (ii) Curbing; (iii) Culverting, gutters, or other drainage systems; (iv) Weirs, booms, or other barriers; (v) Spill diversion ponds; (vi) Retention ponds; or (vii) Sorbent materials.

5.1 Containment Requirements

40 CFR 112.7(c) is the general containment requirement, with no specific size or capacity limits, which applies to all oil storage tanks, equipment, and systems on a facility, where a discharge could occur. This rule also applies to fuel piping, flexible hoses, tank fill pipes, fuel transfer areas, vehicle fueling stations (without a loading rack), and mobile fuel trucks with their parking areas (see section 5.3.3). Either an Active or Passive means of containment may be used, to control the most likely quantity of oil that may be discharged. Active means the facility has a procedure, with trained personnel and discharge response equipment available, which can be used for discharge cleanup. Passive means the facility has a dike, berm, or other structure to contain the tank, piping, or fuel transfer area. This general rule may be supplemented by additional sized containment requirements, which apply to certain types of tanks and equipment as follows.

40 CFR 112.8(c)(2) is a containment requirement specifically for stationary bulk oil storage tanks (but not piping), which must include the maximum capacity of a tank, plus sufficient freeboard for precipitation (if the containment is exposed to rainfall). You must ensure that diked areas are sufficiently impervious to contain discharged oil. See section 5.2.

40 CFR 112.8(c)(11) is a containment requirement specifically for portable oil storage containers (but not mobile fuel trucks), that is also applicable to 55 gallon drum storage areas, and used cooking oil containers, which must include the capacity of largest container in the area, plus sufficient freeboard for precipitation (if the containment is exposed to rainfall). See section 5.3.

40 CFR 112.7(h)(1) is a containment requirement specifically for loading / unloading racks (as defined in 40 CFR 112.2), which must include the capacity of the largest compartment of a mobile fuel truck, but does not include freeboard for precipitation. See section 9.4.

5.2 Containment for Stationary Aboveground Tanks

40 CFR 112.8 (c)(2): Construct all bulk storage tank installations (except mobile refuelers and other non-transportation-related tank trucks) so that you provide a secondary means of containment for the entire capacity of the largest single container, and sufficient freeboard to contain precipitation. You must ensure that diked areas are sufficiently impervious to contain discharged oil. Dikes, containment curbs, and pits are commonly employed for this purpose. You may also use an alternative system consisting of a drainage trench enclosure that must be arranged so that any discharge will terminate and be safely confined in a facility catchment basin or holding pond.

5.2.1 Freeboard for Precipitation

Secondary containment must be sized to contain the entire contents (maximum shell capacity) of the largest tank, plus adequate freeboard to collect precipitation, for open containment areas which are located outdoors and not covered. The EPA SPCC Guidance manual for Regional Inspectors (Aug 2013), section 4.3.2 for freeboard determination, allows the plan certifying PE to consider either 110 percent of tank capacity, or the 25-year, 24-hour storm event as the required volume. Freeboard is measured as vertical inches of rainfall allowance or depth within an open containment. For aboveground tanks, the storm event has been chosen as the applicable method of determining freeboard. According to the US Weather Service rainfall records, the predicted 25-year, 24-hour storm event for Gulfport locality will produce 11 inches of rainfall. NCBC Gulfport does not have any single walled stationary tanks, which are exposed to full rainfall (not covered), that would require a freeboard evaluation of the secondary containment dike.

5.2.2 Sufficiently Impervious

40 CFR 112.7(c) states that diked and bermed areas must be sufficiently impervious to contain discharged oil. This applies to all steel, concrete, or other types of containment materials for tanks, piping, mobile equipment, and fuel transfer areas, which are accessible for inspection. Double wall tanks have integral containments, which are assumed to be sufficiently impervious, unless external leaks or structural damage is found. The sufficiently impervious requirement is evaluated during monthly visual inspections by looking for leaks, and by considering the ability of the containment to retain oil, so that a discharge will not escape the containment system before cleanup occurs.

If the material is not impervious to oil, then an additional layer of discharge protection must be added, or the material must be repaired as needed. If concrete is used for containment, interior separated cracks or inadequately sealed joints, should be repaired with sealant as needed to retain oil. Excessive growth of weeds and vegetation in containment joints and cracks should be removed. Facility inspection of NCBC Gulfport verified that all accessible containment systems are sufficiently impervious, unless noted otherwise in Appendix D.

5.2.3 Shop-Fabricated Tanks

As listed on the aboveground tank inventory Table 1, NCBC Gulfport utilizes various types of secondary containment structures, to provide discharge control. Some tanks are double walled with a sealed and vented interstitial space. Some tanks are single walled inside an enclosed steel

dike, with an open interstitial space. Some tanks are single walled within a concrete berm, that is covered or inside a building. Facility inspection of NCBC Gulfport verified that all tanks have adequate sized secondary containment, unless noted otherwise in the plan.

Table 1 provides the measured and calculated secondary containment capacity, for single walled tanks inside a covered concrete berm. Table 1 also provides the manufacturer stated secondary containment capacity, for some of the double walled tanks. For tanks located inside a building, or surrounded by steel enclosure, or covered by a roof structure, having adequate freeboard to collect precipitation is not applicable. Table 1 does not apply to mobile or portable containers.

Double wall tanks are manufactured such that the secondary containment wall or barrier is sufficiently impervious to hold leaked oil, and it will hold at least 110 percent of the primary tank capacity. Double wall tanks are manufactured with either a sealed or protected interstitial containment space, which is normally not accessible to be measured. If the interstice is properly contained, having adequate freeboard to collect precipitation is not a factor to consider.

5.3 Containment for Mobile & Portable Containers

40 CFR 112.8 (c)(11): Position or locate mobile or portable oil storage containers to prevent a discharge as described in 112.1(b). Except for mobile refuelers, and other non-transportation related tank trucks, you must furnish a secondary means of containment, such as a dike or catchment basin, sufficient to contain the capacity of the largest single compartment or container, with sufficient freeboard to contain precipitation.

5.3.1 Portable Containers (not Fuel Trucks)

This category includes mobile generators (various sizes), six-con portable skids (900 gal capacity), 55 gallon drums, and other portable tanks which can be pulled or carried by a truck. The mobile generators and six-con skids are being stored at facilities 218, 241 and 400, for future use in off-site operations. Containers which are stored as empty (no fuel), do not require secondary containment until fuel is added. Mobile generators with less than 55 gallon capacity tanks, are not regulated by 40 CFR 112, and do not require secondary containment.

All the portable containers are single walled, so those containers which are stored with fuel/oil, or placed in service with fuel/oil, do require a means of secondary containment that will hold the container capacity, plus additional freeboard to hold precipitation (if not covered). At NCBC Gulfport, all portable containers with fuel/oil are provided with adequate secondary containment. Some equipment is placed within a portable plastic pop-up dike, and some equipment is placed within a concrete containment area.

The EPA SPCC Guidance manual for Regional Inspectors (Aug 2013), section 4.3.2 for freeboard determination, allows the plan certifying PE to consider either 110 percent of tank capacity, or the 25-year, 24-hour storm event as the required volume. Freeboard is measured as vertical inches of rainfall allowance or depth within an open containment. For portable containers, 110 percent of tank capacity has been chosen as the applicable method of determining freeboard. This applies to any single walled containers or drums, which are exposed to rainfall (and not covered).

Drum storage areas holding new or used oil products are located at many facilities as shown on Table 3. Drums with a capacity of 55 gallons or greater, are regulated by 40 CFR 112. Drums are single walled, so they require a means of secondary containment that will hold the single largest drum capacity, plus additional freeboard to hold precipitation (if exposed to rain fall). Most drum storage areas are located inside buildings, or under covered structures, so they are not exposed to rain fall. A drum could be nearly empty, but it still requires containment, because more oil could be added at any time.

At NCBC Gulfport, all drums are provided with adequate secondary containment. Some drums are stored within a concrete curbed containment area, that is impervious to discharges. Some drums are stored in single or double, plastic over-pack containers, that can completely cover the drums, and some drums are stored on containment pallets, all of which should be designed to hold 55 gallons of discharged oil.

5.3.2 Used Cooking Oil Tanks

40 CFR 112.12 (c)(2): Construct all bulk storage tank installations so that you provide a secondary means of containment for the entire capacity of the largest single container, and sufficient freeboard to contain precipitation. You must ensure that diked areas are sufficiently impervious to contain discharged oil. Dikes, containment curbs, and pits are commonly employed for this purpose.

There are used cooking oil tanks at facilities 367 and 418. These used cooking oil tanks have adequate secondary containment, because they are made of double walled plastic construction, located on a concrete pad, with a large top opening that can catch discharges which may occur during the filling process. Personnel must use caution when hand carrying oil, and manually pouring oil into these tanks, to ensure no oil is discharged on the ground. These tanks are not located near storm drain inlets. When nearly filled up, these tanks are emptied by an outside contractor, who is called to collect and dispose of used cooking oil and grease from food preparation sites.

5.3.3 Mobile Fuel Trucks

40 CFR 112.7(c) is the general containment requirement, with no specific size or capacity limits, which applies to all Navy owned mobile fuel trucks, when parked in their normal storage area on a Navy facility, and when stopped to transfer fuel into a tank or container. Sometimes a Navy fuel truck may be driven off the facility to support military training or operations, but the general containment rule still applies. According to 40 CFR 112, Appendix A, vehicles which are not intended to transport oil for the purpose of interstate commerce, are not regulated by Department of Transportation (DOT), and do not meet the DOT exception from SPCC rules, under 40 CFR 112.1(d). Only commercially operated fuel trucks which are intended to transport oil for the purpose of interstate commerce, meet the DOT exception.

Either an Active (response procedure) or Passive (berm structure) means of containment may be used, to address the typical failure mode, and to control the most likely quantity of oil that may be discharged. There is no freeboard for precipitation requirement.

When Navy fuel trucks are being filled at a loading rack, the containment requirement is different, see section 9.4. Integral fuel tanks on a truck which are used to operate the engine for driving purposes, are defined as "motive power containers", and are not regulated by 40 CFR 112, regardless of their capacity.

Many of the fuel trucks at NCBC Gulfport are inactive, and are being stored at facilities 18, 19, 20, 203, 218, 241 and 400, for future use in off-site operations. The trucks which are stored as empty (no fuel for distribution), do not require secondary containment. These trucks have single walled tanks, so when they are placed in service with fuel, they do require a means of secondary containment that will hold the fuel tank capacity. At off-site locations, the trucks should be parked on a concrete containment area, or placed within a portable plastic pop-up dike.

At facility 398, GOV fueling station, there is one 2,700 gallon fuel truck, that is active and regularly used to transfer fuel into other tanks throughout the facility. When not in use, this truck is parked in an adequate curbed containment area.

At facilities 241, 363, and 465, there are multiple 2,000 gallon fuel trucks and 600 gallon service trucks, that are active and regularly used to transfer fuel into other tanks. When not in use, these trucks are parked in adequate curbed containment areas.

5.4 Containment for Piping & Fuel Transfer Areas

40 CFR 112.7(c) is the general containment requirement, with no specific size or capacity limits, which applies to all fuel piping, flexible hoses, tank fill pipes, and any fuel transfer areas without a loading / unloading rack. Either an Active (response procedure) or Passive (berm structure) means of containment, may be used to address the typical failure mode, and to control the most likely quantity of oil that may be discharged. There is no freeboard for precipitation requirement.

In the Federal Register of 17 July 2002, page 47095, EPA stated that regarding the secondary containment requirements, 40 CFR 112.7(c) applies not only to oil storage areas, but also to operational areas of a facility where a discharge may occur. 40 CFR 112.7(c) may apply to any area of the facility where a discharge is possible. In the same Federal Register, page 47103, EPA stated that in response to commenter's question, they note that a primary containment system is the container or equipment which holds oil, or in which oil is used. Piping connected to an oil tank is a type of equipment which holds or transfers oil, so it must be regulated as part of the primary containment system, which could cause a discharge. Since piping is regulated by 40 CFR 112.7(c), it must be addressed in the SPCC plan.

5.4.1 Aboveground Piping Areas

Many ASTs have aboveground single wall fuel piping or flexible hoses in operation. A few of the ASTs have secondary containment for piping, as described below. At NCBC Gulfport, there are no high risk areas where uncontained fuel piping is in close proximity to navigable waters, such as harbors, lakes, rivers, or streams.

For the majority of ASTs on NCBC Gulfport (not described below), aboveground fuel piping is outside of secondary containment. This is acceptable, provided that any leaks or discharges will be controlled, and prevented from leaving the facility, or entering navigable waters of the US, or its tributaries, or adjoining shorelines. This can be done using Spill kit materials, active counter-measures, and discharge response procedures per the OHS Spill Contingency Plan.

At facility 398, GOV fueling station, there is single wall aboveground piping which connects to two 12,000 gallon ASTs. There is a secondary containment box around each tank's remote fill piping connection. If the piping connected to an AST were to leak, it would most likely be controlled within an adequate size curbed containment area. Any discharge into this containment area is controlled by a drain shutoff valve, so it cannot get into the facility storm water system.

Also at facility 398, there are below grade containment sumps next to each AST, and under each dispenser cabinet, where aboveground single wall steel piping transitions to underground double wall fiberglass piping.

At facility 470, NEX fueling station, there is single wall aboveground piping which connects to four 12,000 gallon ASTs. There is a containment box around each tank's remote fill piping connection. Any fuel discharge from the piping, may run across a concrete pad which is not curbed, and then flow across (or soak into) a grassy down slope into one of 2 storm water retention ponds. Any fuel which enters the ponds will float on top of the water level, where it may be controlled with booms or absorbent pads. The height of pond water level depends on amount of rainfall and evaporation. If a major fuel discharge occurs in conjunction with a high water level and/or storm event, then fuel could overflow the ponds into an outlet drain grating, and then it would enter the facility storm water drainage system.

Also at facility 470, there are below grade containment sumps next to each AST, and under each dispenser cabinet, and behind each remote fill connection box, where aboveground single wall steel piping transitions to underground double wall fiberglass piping.

At facility 403, CED lube oil shed, there are single wall aboveground piping and flexible hoses which are connected to five 500 gallon ASTs, two 60 gallon ASTs, and eight 60 gallon racked containers. If the piping or hoses connected to an AST were to leak, it would most likely be controlled within an adequate size curbed containment area.

Also at facility 403, there are 7 double wall steel underground pipes, with interstitial monitoring tubes, which connect 7 lube oil ASTs to facility 400, CED vehicle maintenance.

At facility 298, Homeland Security, there is a single wall aboveground fuel dispenser hose which connects to one 3,000 gallon AST. If the hose connected to this AST were to leak, it would most likely be controlled within an adequate size curbed containment area.

The PWD should ensure that all generator systems are inspected during emergency power operations, to ensure that the fuel piping and fuel connections are not leaking. The technicians performing these inspections should be equipped with Spill kits, and be trained on the appropriate discharge response procedures.

5.4.2 Fuel Transfer Areas

In Federal Register of 5 Dec 2008, page 74249, EPA stated that although they intend the definition of loading/ unloading rack to delineate those facilities subject to 40 CFR 112.7(h) requirements (such as sized secondary containment), any otherwise regulated SPCC facility will still be subject to general containment requirements under 40 CFR 112.7(c), for all areas where oil is transferred into or out of any regulated container. Since fuel transfer areas are regulated by 40 CFR 112.7(c) , they must be addressed in the SPCC plan.

During a fuel transfer, either an Active (response procedure) or Passive (berm structure) means of containment, may be used to address the typical failure mode, and to control the most likely quantity of oil that may be discharged. EPA considers that any discharge into a storm drain or storm water ditch, has the potential to eventually reach navigable waters or its tributaries.

Double walled AST does not provide any containment for piping attached to the tank. To satisfy this requirement, there should be either a Spill bucket / box around the fill port, or a dike / berm containment installed around the AST, or the AST should be located such that a major discharge cannot enter an open sanitary drain, or storm drain, or waterway. If none of these options are available, there should be Spill kit and/or drain cover available during the tank filling process. Refer to Table 1 to see which tanks have a Spill bucket / box around the fill port.

At facility 398, GOV fueling station, there is a designed fuel transfer area for commercial fuel trucks to unload / fill two 12,000 gallon ASTs. There is a containment box around each tank's remote fill piping connection. If the truck or transfer hose were to discharge fuel, it would be controlled within an adequate size concrete curbed containment area. Any discharge into this area is controlled by a drain shutoff valve, so it cannot get into the facility storm water system.

At facility 470, NEX fueling station, there is a designed fuel transfer area for commercial fuel trucks to unload / fill four 12,000 gallon ASTs. There is a containment box around each tank's remote fill piping connection. Any fuel discharge from the truck or transfer hose, may run across a concrete pavement which is partially curbed, and then flow across (or soak into) a gravel down slope into one of 2 storm water retention ponds. Any fuel which enters the ponds will float on top of the water level, where it may be controlled with booms or absorbent pads. The height of pond water level depends on amount of rainfall and evaporation. If a major fuel discharge occurs in conjunction with a high water level and/or storm event, then fuel could overflow the ponds into an outlet drain grating, and then it would enter the facility storm water drainage system.

The remaining AST locations (not described above) at NCBC Gulfport, do not have a Passive structural method of secondary containment for mobile fuel trucks, when they come to fill the tank. Fuel transfer areas may be on a concrete or asphalt surface, without any containment berms, which provides limited protection against discharges. Fuel transfer areas may also be on a grass, gravel, or dirt surface, which has no protection against discharges. Therefore, an Active response procedure will be needed to control a discharge, if it occurs.

At NCBC Gulfport, many tanks have a fill port Spill bucket, and/or Overfill Prevention Valve (OPV), that will contain or prevent an overfill during a fuel transfer. However, if neither of these devices are present on a tank, then an Active response procedure will be needed to control a discharge, if it occurs.

A discharge of oil during a fuel transfer would most likely be caused by overfilling a tank. At NCBC Gulfport, all tanks have a direct vision gauge to determine the liquid level inside a tank. Proper monitoring of the level gauge while filling a tank can prevent an overfill discharge. Additional discharge prevention measures typically used at fuel transfer areas, during tank filling operations, are listed in section 9.2.

5.5 Containment Dike Drainage Controls

40 CFR 112.8 (b)(1): Restrain drainage from diked storage areas by valves to prevent a discharge into the drainage system or facility effluent treatment system, except where facility systems are designed to control such discharge. You may empty diked areas by pumps or ejectors; however, you must manually activate these pumps or ejectors, and must inspect the condition of the accumulation before starting, to ensure no oil will be discharged.

40 CFR 112.8 (b)(2): Use valves of manual, open-and-closed design, for the drainage of diked areas. You may not use flapper-type drain valves to drain diked areas. If your facility drainage drains directly into a water course and not into an on-site waste water treatment plant, you must inspect and may drain uncontaminated retained storm water, per 112.8(c)(3)(ii), (iii), (iv).

40 CFR 112.8 (c)(3): Not allow drainage of uncontaminated rain water from the diked area into a storm drain, or discharge of an effluent into an open watercourse, lake, or pond, bypassing the facility treatment system unless you:
(i) Normally keep the bypass valve sealed closed.
(ii) Inspect the retained rainwater to ensure that its presence will not cause an oil discharge.
(iii) Open the bypass valve and reseal it following drainage under responsible supervision.
(iv) Keep adequate records of such events.

At NCBC Gulfport, some diked or bermed areas are provided with manually operated, ball-type drain valves, or post isolation gate valves, which are kept locked in the closed position to prevent unauthorized drainage. Some diked or bermed areas are not equipped with a drain valve, because the containment was designed with no drainage outlet. In these cases, a qualified person must first inspect the storm water for an oil sheen, and then use a manually operated pump or vacuum truck system to remove the clean water. No flapper-type drain valves were found at this facility.

Flapper-type valves are not allowed because they can become blocked open by debris, which can then allow the discharge of oil from a containment.

NCBC Gulfport has storm water drain valves on bermed containments at the following locations: Facility 241 parking areas for fuel & service trucks; Tank 274-01; Tank 298-02; Facility 363 parking area for fuel truck; GOV fueling station 398, fuel truck loading/ unloading area, and fuel dispensing area; Facility 400 parking area for portable used oil tank; Facility 425 storage areas for out of service generators. Containment drain valves are normally kept locked in the closed position, until they need to be opened to drain water. The drain valves are adequate to comply with these requirements.

When it becomes necessary to drain accumulated storm water from a bermed containment area, an inspection is first performed by a qualified person, to ensure there is no oil sheen or contamination present on the contained water. Only clean water may be released to the storm water system. A qualified operator is required to stand by during the time that a drain valve remains open, and then must ensure the drain valve is closed and locked prior to departure. The containment storm water drainage process must be documented in a dike drainage log. Use the drain log shown in Appendix B, or something equivalent.

If at any time, an oil sheen or leak is discovered in any containment area, tank custodians and Environmental Division must be notified immediately, to investigate the source of oil sheen. Once the leak source is discovered, appropriate maintenance actions can be taken to stop the leak. The contaminants are then removed with applicable absorbent material or vacuum truck and disposed of properly.

5.6 Facility Drainage in Lieu of Containment

40 CFR 112.8 (b)(3): Design facility drainage systems from undiked areas with a potential for a discharge (such as where piping is located outside containment walls, or where tank truck discharges may occur outside the loading rack) to flow into ponds, lagoons, or catchment basins designed to retain oil or return it to the facility. You must not locate catchment basins in areas subject to periodic flooding.

40 CFR 112.8 (b)(4): If facility drainage is not engineered as in 112.8(b)(3), equip the final discharge of all ditches inside the facility with a diversion system that would, in the event of an uncontrolled discharge, retain oil in the facility.

40 CFR 112.8 (b)(5): Where drainage waters are treated in more than one treatment unit and such treatment is continuous, and pump transfer is needed, provide two lift pumps and permanently install at least one of the pumps. Whatever techniques you use, you must engineer facility drainage systems to prevent a discharge as described in 112.1(b) in case there is an equipment failure or human error at the facility.

On EPA website, SPCC Guidance manual for Regional Inspectors (Aug 2013), section 3.3.1, discusses the requirements for facilities which have an engineered drainage system. According to EPA, these requirements apply only when the facility chooses to construct an engineered drainage system, in lieu of having secondary containment structures, to meet the containment requirements of 40 CFR 112.7(c) and 112.8(c)(2).

Section 5.6 is not applicable to NCBC Gulfport, because the facility storm water drainage system was not designed to meet 40 CFR 112.8(b)(3), 112.8(b)(4), 112.8(b)(5). If there is a discharge from any tank piping system or fuel transfer area, which is located outside of containment berms, then active discharge response controls must be implemented, per the OHS Spill Contingency Plan.

5.7 Impracticality of Containment for OFOE

40 CFR 112.7 (d): Provided your Plan is certified by a licensed PE under 112.3(d), if you determine that the installation of any of the structures or pieces of equipment listed in 112.7(c), 112.7(h)(1), 112.8(c)(2), 112.8(c)(11), to prevent a discharge as described in 112.1(b) from any onshore or offshore facility is not practicable, you must clearly explain in your Plan why such measures are not practicable. For bulk storage containers, conduct both periodic integrity testing of the containers and periodic integrity and leak testing of the valves and piping.

40 CFR 112.7 (k): The owner or operator of a facility with oil-filled operational equipment that meets the qualification criteria in 112.7(k)(1), may choose to implement the alternate requirements as described in 112.7(k)(2), in lieu of general secondary containment required in 112.7(c).

40 CFR 112.7 (k)(2): If secondary containment is not provided to qualified oil-filled operational equipment pursuant to 112.7 (c), the owner or operator of a facility must establish and document the facility procedures for inspections or a monitoring program, to detect equipment failure and/or a discharge.

Table 5 includes an inventory of oil-filled operational equipment OFOE), which includes pad-mounted electrical transformers, elevator machinery, recycling compactors, vehicle lifts, and any other devices that hold at least 55 gallons of cooling oil, hydraulic oil, or lubricating oil, which is built into and used solely to enable the operation of the device.

Equipment such as transformers or hydraulic machinery, which do not consume or burn their oil during normal operation, and do not require periodic refilling with oil are considered a lower risk for oil discharges. This equipment meets the EPA definition of OFOE.

Secondary containment is determined to be impractical for pad-mounted transformers, which are factory sealed electrical components that contain mineral oil for cooling purposes. EPA rules do not require secondary containment for OFOE such as a transformers, because they do not meet the definition of a bulk storage container in 40 CFR 112.2. However, oil must still be prevented from leaving the facility, or reaching navigable waterways.

This can be accomplished through the use of discharge response equipment and procedures. In accordance with the OHS Spill Contingency Plan, necessary manpower, equipment, and materials are available to control and remove any quantity of oil that may be discharged by pad-mounted transformers.

Transformers are considered low risk for potential discharges, based on their design, operation, and preventative maintenance program performed by electrical contractors. Rationale for the facility to rely on discharge response to satisfy this requirement is included below:

- If a transformer were to fail, causing a discharge of oil, the affected electrical systems would shut down. Operating personnel would immediately know that transformer damage or oil leakage may have occurred, and would react quickly to inspect the area and control any oil leaks.
- Secondary containment is not provided for outdoor high voltage electrical equipment, because it would represent a potential safety hazard for personnel who must enter these areas. Standing rain water, which is a common occurrence in diked areas, poses an unreasonable risk of electrical shock to maintenance employees.
- There is no documented case of oil from a transformer reaching navigable waters at NCBC Gulfport.

At this facility, the OFOE transformers meet the discharge history qualification criteria of 40 CFR 112.7(k)(1). In addition, because of the implemented OFOE inspection program and OHS Spill Contingency Plan, the facility meets the exclusion from secondary containment criteria of 40 CFR 112.7(k)(2).

- Transformers are managed under a maintenance and repair program by the Utilities Division. Inspections of transformers are performed at least annually, and any oil leaks would be promptly corrected. The end of useful service life determines the need for replacement of transformers, and periodic integrity testing is not conducted.

- Elevator hydraulic equipment are inspected regularly by qualified elevator technicians. Inspections of the elevator hydraulic oil tanks are performed through a monthly maintenance service contract, and any leaks would be promptly corrected.

5.8 Overfill Prevention

40 CFR 112.8 (c)(8): You must engineer or update each container installation in accordance with good engineering practice to avoid discharges. You must provide at least one of the following devices:

(i) High liquid level alarms with an audible or visual signal at a constantly attended operation or surveillance station. In smaller facilities an audible air vent may suffice.
(ii) High liquid level pump cutoff devices set to stop flow at a predetermined level.
(iii) Direct audible or signal communication between container gauger and pumping station.
(iv) A fast response system for determining the liquid level of each bulk storage container such as digital computers, or direct vision gauges. If you use this alternative, a person must be present to monitor gauges and the overall filling of bulk containers.
(v) You must regularly test liquid level sensing devices to ensure proper operation.

At NCBC Gulfport, all stationary tanks have a direct vision gauge installed to determine the liquid level inside each tank. Hand held measuring sticks are routinely used to check liquid levels in mobile fuel trucks and some types of portable containers. Refer to Table 1 to see which tanks have level gauges, high level alarms, or OPVs installed. Proper monitoring of the level gauge while

filling a tank, is the most effective means to prevent an overfill discharge. Additional overfill prevention devices, which may be installed on tanks (as backup protection), include the following:

- Automatic Tank Gauging (ATG) system, which has electronic level sensor inside the tank, connected to a remote reading display in adjacent building.
- High Level Alarm, usually set at 90 percent full.
- Overfill Prevention Valve (OPV), usually set at 95 percent full.

If the level gauge device is installed in a position, such that the level amount is not visible to the person who is controlling the fuel to fill the tank, then the facility must implement a 2 person fill procedure, with "direct audible or signal communication between the container gauger and the pumping station", as stated in 40 CFR 112.8(c). This is a tank fill procedure which requires 2 people on site, the first person operates the fuel pump, and the second person monitors the level gauge device.

A hand held measuring stick may be used to check liquid levels during static (no flow) tank conditions. However, a measuring stick is not an acceptable method of level gauging, during a high flow rate or pressurized tank fill process, because it does not meet the 40 CFR 112.8(c) requirement for a "fast response system" of level gauging.

If you overfill a tank, and fuel discharges out of the fill pipe or the emergency vent, and there is no Spill bucket / box installed, and the tank is not located within a dike / berm containment, then it is possible for a discharge to contaminate the environment. In this case, the use of a double walled tank may not be an adequate passive method of secondary containment to control an overfill discharge, as required by 40 CFR 112.7(c). An active discharge control and cleanup procedure may be needed, per the OHS Spill Contingency Plan.

6.0 INSPECTIONS & TESTING

40 CFR 112.7 (e): Conduct inspections and tests required by this part in accordance with written procedures that you or the certifying engineer develop for the facility. You must keep these written procedures and a record of the inspections and tests, signed by the appropriate supervisor or inspector, with the SPCC Plan for a period of three years. Records of inspections and tests kept under usual and customary business practices will suffice for purposes of this paragraph.

40 CFR 112.8 (c)(6): Test or inspect each aboveground container for integrity on a regular schedule and whenever you make material repairs. You must determine, in accordance with industry standards, the appropriate qualifications for personnel performing tests and inspections, the frequency and type of testing and inspections, which take into account container size, configuration, and design. Examples of these integrity tests include, but are not limited to: visual inspection, hydrostatic testing, radiographic testing, ultrasonic testing, acoustic emissions testing, or other systems of non-destructive testing. You must keep comparison records and you must also inspect the container's supports and foundations. In addition, you must frequently inspect the outside of the container for signs of deterioration, discharges, or accumulation of oil inside diked areas.

6.1 Inspection of Aboveground Tanks

Listed below is the type of equipment which 40 CFR 112 requires to be inspected on a regular schedule, in accordance with the applicable industry standards.

- Fuel tanks and appurtenances
- Fuel piping connected to tanks
- Tank level gauging devices
- Secondary containments
- Mobile and portable containers
- Drum storage areas
- Oil-filled operational equipment (OFOE)

6.1.1 AST Inspection Procedures

40 CFR 112.8(c)(6) allows external visual inspections as a type of AST integrity testing. The applicable Industry standard recognized by the EPA for inspection of shop fabricated ASTs, is Steel Tank Institute (STI) standard SP001. Section 6 of SP001, requires Monthly and Annual AST visual inspections to be performed, for all the in-service, shop fabricated, stationary ASTs on the facility, with at least 55 gallons capacity. This does not include oil-filled operational equipment (OFOE) which has a different requirement. For out of service ASTs, if all fuel is removed, and piping is disconnected, and it is clearly marked as “CLOSED”, then Monthly and Annual inspections are not required.

Either the NCBC Gulfport, Environmental SPCC manager, or the applicable tank custodian (if trained), will perform Monthly visual inspections of shop fabricated ASTs. These inspections shall be documented, using the STI-SP001 Monthly AST Inspection checklist.

Either the NCBC Gulfport, Environmental SPCC manager, or a contracted STI certified tank inspector, will perform Annual visual inspections and equipment operational checks of shop fabricated ASTs. These inspections shall be documented, using the STI-SP001 Annual AST Inspection checklist (see Appendix B).

STI-SP001 was developed for ASTs with a steel outer shell. For ASTs which have a concrete outer shell (such as Convault), there are some SP001 inspection checklist items which cannot be performed, because the steel primary tank is inside the concrete. Convault ASTs may be inspected using either the STI-SP001 checklist (as much as possible), or the Convault Maintenance inspection checklist (see Appendix B). Per NAVFAC-SE discussion with the Convault engineering supervisor, weekly inspections listed on the Convault checklist, are a recommendation only, and can be performed monthly to maintain tank warranty. If Convault ASTs are suspected of having internal leakage or structural damage, then use the Convault manufacturer instructions for testing and repair as needed.

40 CFR 112.8(c)(8)(v), requires the tank owner/operator to regularly test liquid level sensing devices and gauges to ensure proper operation. STI-SP001, Monthly Inspection checklist, item #3.3, requires the liquid level gauge or equipment to be checked for damage and readability. STI-SP001, Annual Inspection checklist, item #5.9, requires the liquid level gauge or equipment to be inspected and tested for proper operation.

STI-SP001, Portable Container Monthly Inspection checklist (see Appendix B), shall apply to any storage / parking area where any of the equipment listed below are located. An inspection is required, if at any time during the month, an area has at least one portable container with 55 gallons capacity or greater, that is holding liquid oil-based products. The container does not have to be full, because it is the potential capacity which is counted. If multiple containers are in one storage / parking area, then one checklist form may be used for that area (not one form per container). There is no Annual inspection required for portable containers, only a Monthly inspection is required.

- 55 gallon oil drums
- 60 gallon oil dispensers (mounted in a rack)
- Used cooking oil tanks (made of plastic)
- Used engine oil tank 241-04 (made of plastic)
- Mobile generators
- Mobile fuel trucks
- Six-con portable skids
- Bowsers or towed tanks

6.1.2 AST Inspection Categories

In STI-SP001, all AST inspection categories are determined by evaluation in accordance with the following terms. "Spill Control", as defined in STI-SP001, is a means to prevent a release to the environment, by having secondary containment for the AST, and at least one method of overfill prevention, such as direct vision level gauge.

"Overfill Prevention", as defined in STI-SP001, is a procedure or device, used to prevent fuel from discharging out of the AST during the fill process. If a person is present to monitor a level gauge, and he is in control of a fuel shutoff device during the fill process, then this is an acceptable procedure. A device is either a direct vision level gauge, overfill prevention valve (OPV), or high level alarm.

"Continuous Release Detection Method (CRDM)", as defined in STI-SP001, is a means to detect a release of fuel from the AST by inherent design. If leakage occurs, it must be visually detectable by looking inside a dike or berm around a single wall AST, or checking inside the interstitial space of a double wall AST. At NCBC Gulfport, all the stationary ASTs are considered to be Category 1. Portable containers are not given a category number.

- Category 1 applies to an AST with Spill Control and CRDM.
- Category 2 applies to an AST with Spill Control, but without CRDM.
- Category 3 applies to an AST without Spill Control.

In the STI-SP001 standard, for any shop fabricated stationary AST, with less than 5,000 gallons capacity, which is classified as Category 1, it is required to perform Monthly and Annual AST visual inspections. STI-SP001 certified Formal External Inspection (FEI), also referred to as 20 year inspection, is not required.

In the STI-SP001 standard, for any shop fabricated stationary AST, with greater than 5,000 gallons capacity, which is classified as Category 1, it is required to perform Monthly and Annual AST visual inspections. In addition, a STI-SP001 certified FEI, which includes ultrasonic plate testing, shall be performed by a STI qualified tank inspector, as soon as possible after an AST is installed. EPA refers to this as AST baseline inspection. This FEI shall be repeated every 20 years or sooner, during the service life of an AST.

At NCBC Gulfport, the following ASTs require a STI-SP001 certified FEI every 20 years: 398-01, 398-02, 437-01, 470-01, 470-02, 470-03, 470-04.

For a new installed shop fabricated stationary AST, with less than 5,000 gallons capacity, which does not require a STI certified FEI and baseline inspection, a Quality Assurance (QA) inspection should still be performed, to ensure that the new AST and attached components are installed and functioning properly. The method of QA inspection should be specified in the contract documents during the advance planning. It is not mandatory, but is recommended to perform an Annual AST visual inspection, using the STI-SP001 checklist.

6.2 Inspection & Testing of Piping

40 CFR 112.8 (d)(1): Provide buried piping that is installed or replaced after August 2002, with a protective wrapping and coating. You must cathodically protect buried piping installations or otherwise satisfy the corrosion protection standards for piping in part 280 of this chapter, or a State program approved under part 281 of this chapter. If a section of buried line is exposed for any reason, you must carefully inspect it for deterioration. If you find corrosion damage, you must undertake additional examination and corrective action as indicated by the magnitude of the damage.

40 CFR 112.8 (d)(4): Regularly inspect all aboveground valves, piping, and appurtenances. During the inspection you must assess the general condition of items, such as flange joints, expansion joints, valve glands and bodies, catch pans, pipeline supports, locking of valves, and metal surfaces. You must also conduct integrity and leak testing of buried piping at the time of installation, modification, construction, relocation, or replacement.

MS Admin Code, title 11, part 5, chapter 2, rule 280.32: (b) All UST systems equipped with cathodic protection systems must be inspected for proper operation by a qualified cathodic protection tester in accordance with the following requirements. (1) *Frequency.* All cathodic protection systems must be tested within 6 months of installation, and at least every 3 years thereafter. (2) *Inspection criteria.* The criteria that are used to determine that cathodic protection is adequate as required by this section, must be in accordance with the requirements in Appendix 280.1, and applicable industry code or recommended practice listed in §280.13. (c) UST systems with impressed current cathodic protection systems must also be inspected every 60 days to ensure the equipment is running properly.

40 CFR 112.3(d) requires a PE to certify that the SPCC plan has been prepared in accordance with good engineering practices, including consideration of applicable industry standards. STI-SP001 is the EPA recognized industry standard for inspection of shop fabricated ASTs. According to STI-SP001, Monthly Inspection checklist, item #3.5, requires the aboveground piping and connections to be checked for leaks, corrosion, and damage. Aboveground piping that is made of carbon steel material, must be painted or coated for corrosion protection.

At facilities 470 NEX and 398 GOV fueling stations, there is buried underground piping from the ASTs to the fuel dispensers. This piping is made of double wall fiberglass reinforced plastic (non-metallic) material, which does not corrode in contact with the soil. Therefore, this satisfies the corrosion protection requirement.

At facility 398 GOV fueling station, there is buried underground piping from the ASTs to the fuel truck loading rack. This piping is made of carbon steel material, which is subject to corrosion in contact with the soil, and there is a Cathodic Protection (CP) system installed. 40 CFR 112.8(d)(1), requires buried piping to satisfy corrosion protection standards of 40 CFR 280 for UST piping, or an approved State UST program. Refer to MS Admin Code, listed in header block above, for inspection requirements.

At facility 403 Lube Oil shed, there are 7 buried underground pipes going from the 7 ASTs into building 400. This piping is made of double wall carbon steel material, which is subject to corrosion in contact with the soil, but there is no CP system installed. The underground pipes are below a concrete parking lot, so it is not considered practical to excavate the pipes to install a CP

system. This condition does not comply with 40 CFR 112.8(d)(1). However, the plan certifying PE may approve an alternate method to achieve "equivalent environmental protection", as allowed by EPA in 40 CFR 112.7(a)(2). Federal Register of 17 July 2002, page 47123, says that double wall piping may be considered by the plan certifying PE, to be an acceptable alternative as a deviation from 40 CFR 112.8(d)(1), which requires buried piping to have a CP system.

For NCBC Gulfport, the plan certifying PE has determined that "equivalent environmental protection" may be provided for the 7 underground pipes, by the outer containment piping which acts as a shield, to prevent any contact between the soil and inner lube oil piping. Corrosion of the inner piping should not occur, provided that the outer piping remains intact. However, there must be a means to determine if the outer piping is still intact. The plan certifying PE has determined that quarterly visual inspections must be performed, inside of the 7 interstitial monitoring access tubes, by unthreading the plugs to check for liquid accumulation.

The quarterly inspections may be reduced to annual inspections, if liquid level alarm sensors are installed in the bottom of each interstitial monitoring tube. Recognizing that the inner lube oil piping is a pressurized system, it is expected that a liquid level alarm would be triggered by a small leak caused by corrosion failure, before the outer containment piping is filled to 100 percent, which may then become pressurized.

UFC 3-460-03 is a DOD prepared industry standard, which only applies to piping at facility 398 GOV fueling station. Per UFC 3-460-03, section 2.3.3.1, an Annual test is required for all piping, whether installed aboveground or underground. This UFC does not apply to piping at a NEX fueling station, nor at emergency generator piping systems.

Per UFC 3-460-03, section 2.3.3.2, a 5 year Hydrostatic test is required for piping at facility 398 GOV fueling station, which is installed underground only (not aboveground). Underground means in direct contact with the soil.

At both the NEX and GOV fueling stations, NCBC Gulfport PWD is responsible for, and owns the tanks and fuel piping system, up to and including the shear valves underneath the dispensers. Since both fueling stations have an AST system, the EPA and State of MS rules for an UST system do not apply. However, there are applicable industry standard requirements in NFPA code 30A, section 6.3.9.1, for dispenser shear valve testing. Automatic closing feature of the emergency shutoff or shear valve shall be tested at the time of installation, and at least once a year, by manually tripping the hold open linkage.

At both the NEX and GOV fueling stations, NFPA code 30A, section 6.3.6.2, requires that the containment sump and piping joints underneath each dispenser cabinet, shall be inspected at least monthly, for signs of fuel leakage from the dispensing system.

6.3 Inspection & Testing Records

Any deficiencies found during AST and piping inspections, shall be reported to the PWD Environmental Division, and submitted to the responsible organization as a work order, so that the needed corrective actions can be performed in a timely manner, when funding is made available. DLA Energy office should be notified of deficiencies found at facility 398 GOV fueling station, in order to obtain DLA funding for corrective actions.

Copies of the documents listed below are required to be filed and kept at the facility for at least 3 years. The PWD Environmental SPCC manager should maintain these records in an appropriate filing system, or know where these records are located, or who has them, so they can be made available quickly, in case of a regulatory inspection or audit.

- Tank installation plans and specs
- Monthly tank inspection checklists
- Annual tank inspection reports
- FEI inspection reports (shop-fabricated tanks > 5,000 gal)
- EPA or State inspection letters
- Equipment repair and testing documents

7.0 PERSONNEL TRAINING

40 CFR 112.7 (f)(1): At a minimum, train your oil-handling personnel in the operation and maintenance of equipment to prevent discharges; discharge procedure protocols; applicable pollution control laws, rules, and regulations; general facility operations; and, the contents of the facility SPCC Plan.

40 CFR 112.7 (f)(3): Schedule and conduct discharge prevention briefings for your oil-handling personnel at least once a year to assure adequate understanding of the SPCC Plan for that facility. Such briefings must highlight and describe known discharges as described in §112.1(b) or failures, malfunctioning components, and any recently developed precautionary measures.

7.1 SPCC Initial Training

NCBC Gulfport, Environmental SPCC manager, is responsible to provide initial SPCC training, to facility personnel who may have to work with fuel / oil as part of their job. This includes fuel tank operators and custodians, fuel transfer and handling personnel, fueling station personnel, vehicle mechanics, etc. Training topics may be as listed below.

- Purpose and overview of SPCC Plan
- Discussion of applicable SPCC regulations
- Operation, inspection, maintenance of equipment to prevent oil discharges
- Review of potential discharge areas
- Review of emergency discharge response procedures
- Location and use of discharge response equipment

Records of all SPCC training conducted, shall be maintained and readily available for review by regulatory inspectors or auditors.

7.2 SPCC Annual Briefings

NCBC Gulfport, Environmental SPCC manager, is responsible to provide annual SPCC briefings, for the fuel / oil handling personnel, tank custodians, and fueling station personnel, to ensure adequate understanding of the facility SPCC plan. Briefings should cover discharge events or other failures, malfunctioning components, and recently developed or proposed precautionary measures. Briefing topics may be as listed below.

- Review of facility SPCC Plan
- Recent discharges at the facility or a similar facility and corrective action recommended
- New discharge prevention measures, equipment, and safety procedures
- Emergency procedures
- Inspection procedures and records

- Overview of regulations
- Safety and health considerations
- Equipment problems that may cause a discharge
- Review of standard operating procedures

7.3 NEX Fuel Station Training

NEX Command policy for NEX fuel station personnel, is to follow the guidance required by the facility (NCBC Gulfport) Environmental Division. NEX fuel station personnel are required to attend UST Operator training, and must maintain a certification as either Class B or Class C operator, in accordance with the State of Mississippi requirements. Even though there are ASTs in service at the NEX fueling station, the NEX Command still requires State UST Operator training for their personnel. Class C operators must go through a refresher training each year. The Class B operator (NEX fuel station manager) must conduct site specific refresher training with their Class C operators, that will include review of the site specific response plan (OHS Spill Contingency Plan) at NCBC Gulfport.

8.0 SITE SECURITY

40 CFR 112.7 (g): Describe in your Plan how you secure and control access to the oil handling, processing and storage areas; secure master flow and drain valves; prevent unauthorized access to starter controls on oil pumps; secure out-of-service and loading/unloading connections of oil pipelines; and address the appropriateness of security lighting to both prevent acts of vandalism and assist in the discovery of oil discharge.

8.1 Site Access & Fencing

NCBC Gulfport is fully enclosed by security fencing. In addition to the perimeter fencing, many of the oil storage tanks are located within fenced, and locked when unattended, facilities on the base. Access to the base is restricted by four security gates. The main gate is the Pass Road Gate. This is the only gate with unrestricted hours. A commercial vehicle gate has been installed on the north end of the base at 28th Street. This gate will serve as an inspection point for commercial vehicles entering the base. These access points are guarded by U.S. Navy or civilian security personnel 24 hours per day, 7 days per week. All entrances require base personnel to show a government identification card prior to entry, and visitors must obtain and display a temporary visitor identification and vehicle pass.

Security personnel also frequently patrol the base. Security is provided through controlled and/or locked gates and fencing; locked indoor/outdoor storage; isolated/locked controls, and other appropriate means.

8.2 Flow & Drain Valves

All drain valves on secondary containment structures are manual gate or ball valves, which are required by 40 CFR 112.8(c)(3) to be normally closed and locked, except during containment draining events. Containment drain valves are inspected whenever storm water is drained out of the containment, and the valves are operated.

At NCBC Gulfport, there are no aboveground tanks with bottom drain valves, that could be opened to permit direct discharge of the tank fuel contents to the environment.

At facility 398 GOV fueling station, and facility 470 NEX fueling station, the fuel flow valves on tank piping systems are always open, when the system is operating. These tank piping systems are inside fenced areas, which are usually locked if authorized personnel are not present. Access to fuel flow valves is limited to authorized personnel only.

8.3 Starter Controls

Accidental activation of pump starters is a cause of many discharges. Locks are a proven method of preventing both intentional and unintentional discharges of oil. Locks can ensure that only trained personnel have access to operate oil transfer systems. The starter controls for oil

pumps are maintained in an off position and locked. Access to starter controls is limited to authorized personnel only.

8.4 Pipeline Connections

No major fuel/oil supply pipelines exist at the facility. Pipeline connections include only tank to fuel dispenser, tank to generator, and fill port to tank lines. In the event the pipelines are taken out of service for an extended period of time, caps, blank flanges, or other means shall be used to secure inlet and outlet piping.

8.5 Lighting

Adequate lighting commensurate with the type of facility or equipment is installed to allow for detection of discharges at night and to prevent discharges through acts of vandalism. NCBC Gulfport appears to have sufficient lighting at bulk storage tank locations to assist in the discovery of discharge during hours of darkness, by the 24-hour per day security personnel or other on-base personnel. Tank locations are generally associated with base buildings or other activities and take advantage of existing lighting. Tank operators shall check the lighting at each location to ensure proper working order and illumination coverage for the bulk storage area.

9.0 FUEL TRANSFER PROCEDURES

40 CFR 112.7(a)(3)(ii): You must also address in your Plan, discharge prevention measures including procedures for routine handling of products (such as loading, unloading, and facility transfers, etc.)

9.1 Vehicle Fueling Stations

NCBC Gulfport receives oil products, such as unleaded gasoline, diesel and F-24 fuel, which are delivered by 8,000 gallon commercial fuel trucks. The trucks are admitted to the base at the 28th Street commercial vehicle entry gate. Upon entry, the trucks move to the inspection site on Eleventh Street. After inspection, the in-bound fuel trucks are directed to either the facility 398 GOV fueling station, or the facility 470 NEX fueling station. The Fire Department is informed of fuel truck entry onto NCBC Gulfport. Base security will perform random routine patrol inspections of fueling operations when the NEX is unattended.

At facility 398 GOV fueling station, there is a commercial fuel truck unloading area for transferring fuel from the truck into the bulk fuel tanks. There is also an adjacent loading rack for tranferring fuel from the tanks into Navy fuel trucks for distribution throughout the facility. There is a containment box around each tank remote fill connection, and there is an adequate size concrete curbed containment area that will hold the maximum quantity of a fuel transfer discharge which may occur. This containment has a locked drain shutoff valve, that controls drainage to the storm water system.

At facility 470 NEX fueling station, there is a commercial fuel truck unloading area for transferring fuel from the truck into the bulk fuel tanks. There is a containment box around each tank remote fill connection, but there is not an adequate size curbed containment. A fuel discharge may flow into either of 2 storm water retention ponds, which may hold a small quantity of fuel, depending on the water level. The ponds do not have an overflow shutoff valve, so if the pond water level is high enough, fuel discharges may enter the storm water system.

9.2 General Fueling Operations

The facility has developed general procedures for the transfer of fuel or oil into and out of tanks, to prevent discharges to the environment. Fuel truck drivers who are loading and unloading fuel or oil shall adhere to the following guidelines:

- Remain with the vehicle at all times while loading/unloading.
- Ensure drain pan or other containment device is located under all connections.
- Fuel truck to have unobstructed access to fill port.
- Operator to be stationed at pump controls during fueling.
- Fuel trucks should be equipped with a Spill kit.
- Know the location of a pre-deployed Spill kit.

- Storm drains in immediate vicinity of the fueling operations to be covered or sealed if possibility of discharge exists.
- Use of spotter during movement of fuel truck on and off loading/unloading rack.
- Set the fuel truck parking brake.
- Electrically ground the truck.
- Ensure female quick connector fitting is wired or locked shut.
- Set fuel meters to zero.
- Use dead-man switch, if equipped on truck.
- Ensure tank valves are open prior to fuel transfer.
- Ensure driver is aware of fuel transfer amount to prevent overfills.
- Monitor the direct vision level gauge while filling a tank.
- Operators must be trained in discharge response procedures.
- Cleanup small discharges, and properly dispose of contaminated material.
- Immediately report major discharges to Emergency Dispatch, call 911.
- Evacuate fuel hose after transfer and prior to hose roll-up.
- Drain fuel hoses to tank and close drain valves before disconnecting hoses.
- Record fuel transfer amount.
- Check all valves are closed and locked prior to truck departure.

9.3 Dept of Transportation Fueling

In addition to general fuel transfer procedures described above, all commercial transporters of fuel or oil to and from NCBC Gulfport, must meet the requirements established by US Department of Transportation (DOT), as defined in 49 CFR 172, and requirements of 49 CFR 177, Subpart B. Transporters who load/unload fuel or oil at this facility must comply with the following:

- Provide a qualified person to be in attendance at all times when a cargo tank is loaded/unloaded.
- A person is “qualified” if he has been made aware of the nature of the hazardous material which is to be loaded or unloaded, he has been instructed on the procedures to be followed in emergencies, he is authorized to move the cargo tank, and he has the means to do so.
- The attendant must be awake, have an unobstructed view of the cargo tank, and be within 25 feet of the cargo tank throughout the event.
- The fueling station attendant must be aware of the nature of the material to be loaded /unloaded, trained on the procedures to be followed in emergencies, authorized to move the cargo tank, and have a means to move the cargo tank.
- Manholes and valves must be closed and secured during transport.

The following additional requirements apply when the transporter is loading/unloading materials with flash points below 140 degrees F (all grades of gasoline). These materials meet the DOT definition of a Class 3 flammable liquid. Combustible materials with flash points between 140 and 200 degrees F are not subject to these requirements.

- Unless the engine of the cargo tank motor vehicle is to be used to operate a pump, the engine will not be running during loading/unloading of the material.
- Bonding and grounding procedures for cargo tanks and containers during the transfer of material are to be implemented according to 49 CFR 177.837 (b) and (c).

9.4 Loading Rack: Containment

40 CFR 112.2: Loading/unloading rack means a fixed structure (such as a platform, gangway) necessary for loading or unloading a tank truck or tank car. A loading/unloading rack must include a loading or unloading movable arm, and may include any combination of the following: piping assemblages, valves, pumps, shut-off devices, overfill sensors, or personnel safety devices.

40 CFR 112.7(h) (1): Where loading/unloading rack drainage does not flow into a catchment basin or treatment facility designed to handle discharges, use a quick drainage system. For tank truck loading/unloading racks, you must design any containment system to hold at least the maximum capacity of any single compartment of a tank truck loaded or unloaded at the rack facility.

The only fuel truck loading rack at NCBC Gulfport, is located at facility 398 GOV fueling station. This loading rack is used to transfer diesel or F-24 jet fuel from the 12,000 gallon ASTs into Navy fuel trucks, for distribution throughout the facility. Upper truck containment area is designed to gravity drain into the lower truck containment area, and the difference in height is about 6 inches. Lower curbed containment area (adjacent to ASTs) has an estimated 3,863 gallons capacity. This is adequate to hold the maximum size Navy fuel truck that can be loaded at this rack, which is 2,700 gallons capacity. There is a canopy above the loading rack, so only rain falling at an angle will accumulate in this containment area.

Commercial fuel trucks go to facility 398 GOV fueling station to unload fuel to the 12,000 gallon ASTs, using the remote fill connection boxes. Commercial trucks do not get filled with fuel at the loading rack. Commercial trucks typically have 8,000 gallons total capacity, but the largest size internal compartment is 2,600 gallons capacity. Lower curbed containment area (adjacent to ASTs) has an estimated 3,863 gallons capacity, which is adequate in size for this operation. The lower curbed containment area has a normally locked, drain shutoff valve, that controls drainage to the storm water system. The drain valve must be closed during fuel transfers, and only opened to drain out clean storm water.

9.5 Loading Rack: Precautions

40 CFR 112.7(h)(2): Provide an interlocked warning light or physical barrier system, warning signs, wheel chocks or vehicle brake interlock system in the area adjacent to a loading/unloading rack, to prevent vehicles from departing before complete disconnection of flexible or fixed oil transfer lines.

Standard operating procedures are to be followed by the oil/fuel delivery service in accordance with the regulations defined by the DOT to ensure proper connection/ disconnection of tank trucks from oil transfer lines during oil deliveries. Physical barrier systems such as wheel chocks are to be used to reduce the potential for unintentional disconnections that could occur from truck operator error.

9.6 Loading Rack: Inspections

40 CFR 112.7(h)(3): Prior to filling and departure of any tank or car or tank truck, closely inspect for discharges the lowermost drain and all outlets of such vehicles, and if necessary, ensure that they are tightened, adjusted, or replaced to prevent liquid discharge while in transit.

Standard operation procedures for loading/unloading activities must include a final inspection of tank truck/car and the petroleum storage system, lowermost drain, and transfer line connections prior to vehicle departure to prevent liquid discharges while in transit.

10.0 FIELD-ERECTED TANKS

40 CFR 112.7(i): If a field-constructed aboveground container undergoes a repair, alteration, reconstruction, or a change in service that might affect the risk of a discharge or failure due to brittle fracture or other catastrophe, or has discharged oil or failed due to brittle fracture failure or other catastrophe, evaluate the container for risk of discharge or failure due to brittle fracture or other catastrophe, and as necessary, take appropriate action.

Field-constructed aboveground containers that undergo repair, alteration, or change in service should be evaluated for risk of discharge by brittle fracture or other catastrophic events. NCBC Gulfport does not operate any field-erected tanks at the facility. Possible future construction of field-erected tanks must include testing provisions for brittle fracture analysis as required by the rule cited in this section.

11.0 CONFORMANCE WITH OTHER REQUIREMENTS

40 CFR 112.7(j): In addition to the minimal prevention standards listed under this section, include in your Plan a complete discussion of conformance with the applicable requirements and other effective discharge prevention and containment procedures listed in this part or any applicable more stringent State rules, regulations, and guidelines.

The State of Mississippi (MS) does not regulate aboveground storage tank (AST).

Refer to section 6.2, which discusses corrosion protection requirements for buried underground steel piping, in accordance with a State UST program, which is MS Admin Code, part 5, chapter 2, rule 280.32.

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12.0 ADDITIONAL SPCC REQUIREMENTS

12.1 Tank Industry Standards

40 CFR 112.8 (c)(1): You must not use a container for the storage of oil unless its material and construction are compatible with the material stored and conditions of storage such as pressure and temperature.

At NCBC Gulfport, the ASTs are constructed of materials that are compatible with the type of fuel / oil being stored. New tanks that meet current industry standards, will be purchased whenever funding is made available from the tank owners, to replace some of the older tanks, which may not conform with all of the industry standards.

At NCBC Gulfport, most of the existing shop fabricated stationary ASTs were made in accordance with EPA recognized construction standards such as UL-142 or UL-2085. Whenever ASTs are replaced, UFC 3-460-01 is an applicable DOD industry standard, which requires new fuel tanks to meet the NFPA 30 requirements.

12.2 Piping Supports

40 CFR 112.8 (d)(3): Properly design pipe supports to minimize abrasion and corrosion and allow for expansion and contraction.

At NCBC Gulfport, all aboveground piping associated with the inspected ASTs appeared to satisfy the industry standards for piping support.

12.3 Vehicle Protection

40 CFR 112.8 (d)(5): Warn all vehicles entering the facility to be sure that no vehicle will endanger aboveground piping or other oil transfer operations.

At any AST locations, where there is a risk of damage occurring from vehicle collisions, the facility must provide some means to warn or alert vehicle drivers, that they are close to fuel / oil tanks or piping, which must not be damaged. This can be accomplished in different ways, such as posted signs, security fencing, protective berms or barriers, and vehicle collision bollards, installed per applicable industry standards.

12.4 Non-Applicable Regulations

40 CFR 112.8(c)(4): You must protect any completely buried metallic storage tank installed on or after January 1974 from corrosion by coatings or cathodic protection compatible with local soil conditions. You must regularly leak test such completely buried metallic storage tanks.

40 CFR 112.8(c)(5): You must not use partially buried or bunkered metallic tanks for the storage of oil, unless you protect the buried section of the tank from corrosion. You must protect partially buried and bunkered tanks from corrosion by coatings or cathodic protection compatible with local soil conditions.

This facility does not operate any completely buried tanks, or partially buried / bunkered tanks.

40 CFR 112.8(c)(7): Control leakage through defective internal heating coils by monitoring the steam return and exhaust lines for contamination from internal heating coils that discharge into an open water course, or pass the steam return or exhaust lines through a settling tank, skimmer, or other separation or retention system.

This facility does not operate tanks that contain steam heating systems for the oil products.

40 CFR 112.8(c)(9): You must observe effluent treatment facilities frequently enough to detect possible system upsets that could cause a discharge as described in §112.1(b).

This facility does not operate oil contaminated waste water effluent treatment systems.

40 CFR 112.8(d)(2): Cap or blank-flange the terminal connection at the transfer point and mark it as to origin when piping is not in service or is in standby service for an extended time.

This facility does not have fuel or oil pipelines that are out of service.

INVENTORY TABLES

Table 1 - Aboveground Tanks

Table 2 - Mobile & Portable Tanks

Table 3 - Drum Storage Areas

Table 4 - Oil Water Separators

Table 5 - Oil Filled Equipment

TABLE 1 - ABOVEGROUND TANKS

Facility #	Facility Operator or Location	Tank ID #	Tank Capacity (gals)	Contents	Tank Manufacturer Name	Year of Manuf.	Tank Material	Secondary Containment	Containment Capacity (gals)	Spill Bucket or Box	Level Gauge	Leak Detection	High Level Alarm	Overfill Prev Valve	Most Likely Cause of Discharge	Discharge Receiver	Point of Contact	Remarks or Serial #
STAND ALONE & GENERATOR BASE TANKS																		
18	Warehouse	18-01	336	Diesel	Sauk Technologies	2007	Steel	DW	400	No	Yes	Interstitial Sensor	No	Yes	Overfill	Storm Drain		Tank SN # 37047
20	Warehouse	20-01	336	Diesel	Sauk Technologies	2007	Steel	DW	400	No	Yes	Interstitial Sensor	No	Yes	Overfill	Concrete Surface		Tank SN # 37076
32	NEX Commissary	32-02	145	Diesel	United Power Products	2006	Steel	DW	160	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # 641979
32	NEX Commissary	32-03	500	Diesel	Tramont	2006	Steel	DW	550	No	Yes	Interstitial Sensor	Yes	Yes	Overfill	Into the Ground		Tank SN # ODT-34574
40	Cold Storage	40-01	100	Diesel	Sauk Technologies	2008	Steel	DW	124	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # 40823
70	CM Applied Instr	70-02	1,000	Used Oil	Containment Solutions	2008	Steel	Enclosed Dike	1,282	No	Yes	Visual	Yes	Yes	Oil Transfer	Concrete Surface	Ch Jim Stewart 868-2573	Tank SN # B-72589
163	Ladd Circle Lift Station	163-01	116	Diesel	Sauk Technologies	2013	Steel	DW	162	Yes	Yes	Remove Basin Plug	Yes	Yes	Overfill	Into the Ground		Tank SN # 59868
164	Pinewood Lift Station	164-01	116	Diesel	Sauk Technologies	2013	Steel	DW	162	Yes	Yes	Remove Basin Plug	Yes	Yes	Overfill	Into the Ground		Tank SN # 59877
165	Lift Station	165-01	116	Diesel	Sauk Technologies	2013	Steel	DW	162	Yes	Yes	Remove Basin Plug	Yes	Yes	Overfill	Into the Ground		Tank SN # 59511
182	Water Well	182-01	100	Diesel	Onan	2003	Steel	DW	> 100	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Gen SN # J030558117
184	Lift Station	184-01	116	Diesel	Sauk Technologies	2013	Steel	DW	162	Yes	Yes	Remove Basin Plug	Yes	Yes	Overfill	Into the Ground		Tank SN # 59512
185	Lift Station	185-01	100	Diesel	Onan	1997	Steel	DW	> 100	No	Yes	Remove Basin Plug	No	Yes	Overfill	Into the Ground		Tank SN # ODT-10706
186	Lift Station	186-01	60	Diesel	Caterpillar	2010	Steel	DW	> 60	No	Yes	Interstitial Sensor	No	No	Overfill	Into the Ground		Tank SN # S224098
188	Lift Station	188-01	85	Diesel	Onan	2005	Steel	DW	> 85	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # ODT-32187
203	CBC / MWR / NMCI	203-01	336	Diesel	Sauk Technologies	2007	Steel	DW	400	No	Yes	Interstitial Sensor	No	Yes	Overfill	Concrete Surface		Tank SN # 37002
215	Army Warehouse	215-02	528	Used Oil	Myers	2004	Steel	DW	> 528	Yes	Yes	Remove Basin Plug	No	No	Oil Transfer	Inside Building		Tank SN # B-676091
217	MCOOC Warehouse	217-01	248	Diesel	Sauk Technologies	2008	Steel	DW	293	No	Yes	Remove Basin Plug	No	Yes	Overfill	Concrete Surface		Tank SN # 41073
241	NCG2	241-01	1,000	Used Oil	Containment Solutions	2007	Steel	Enclosed Dike	1,282	No	Yes	Visual	Yes	Yes	Oil Transfer	Into the Ground	CM1 Trapp-2797	Tank SN # B-72665
241	NCG2	241-02	1,000	Used Anti-Freeze	Containment Solutions	2008	Steel	Enclosed Dike	1,282	No	Yes	Visual	Yes	Yes	Transfer	Into the Ground	CM1 Trapp-2797	Tank SN # B-72667
241	NCTC	241-04	180	Used Oil	Fluid Defense	Unknown	Plastic	Covered Berm	220	Yes	No	Visual	No	No	Oil Transfer	Inside Building		NA

TABLE 1 - ABOVEGROUND TANKS

Facility #	Facility Operator or Location	Tank ID #	Tank Capacity (gals)	Contents	Tank Manufacturer Name	Year of Manuf.	Tank Material	Secondary Containment	Containment Capacity (gals)	Spill Bucket or Box	Level Gauge	Leak Detection	High Level Alarm	Overfill Prev Valve	Most Likely Cause of Discharge	Discharge Receiver	Point of Contact	Remarks or Serial #
STAND ALONE & GENERATOR BASE TANKS																		
274	Public Works	274-01	200	Diesel	Onan	1997	Steel	DW + Berm	> 200	No	Yes	Remove Basin Plug	No	Yes	Overfill	Into the Ground		Tank SN # ODT-10768
276	Haz Waste Storage	276-01	250	Used Oil	Containment Solutions	2009	Steel	Enclosed Dike	387	No	Yes	Visual	Yes	Yes	Oil Transfer	Into the Ground		Tank SN # D-73067
295	Dispensary & Dental Clinic	295-01	336	Diesel	Sauk Technologies	2007	Steel	DW	400	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # 37084
298	Homeland Security	298-02	3,000	Gasoline	Highland Tank	2008	Steel	Covered Concrete Dike	4,275	Yes	Yes	Visual	Yes	No	Overfill	Inside Covered Dike	Scott Fenner 868-8227 Ext 13	Tank SN # N-505564
321	Fire Station	321-01	2,000	Diesel	Tramont	2009	Steel	DW	2,200	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # 705533
322	Public Works	322-01	194	Diesel	United Power Products	2004	Steel	DW	214	No	Yes	Remove Basin Plug	No	Yes	Overfill	Concrete Surface		Tank SN # 628703
324	Emergency Ops Center	324-01	316	Diesel	Sauk Technologies	2012	Steel	DW	398	No	Yes	Remove Basin Plug	Yes	Yes	Overfill	Into the Ground		Tank SN # 55711
329	Data Processing	329-01	196	Diesel	Sauk Technologies	2008	Steel	DW	235	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # 40810
343	NCTC Admin	343-01	196	Diesel	Sauk Technologies	2008	Steel	DW	235	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # 40811
367	Colmer Galley	367-03	850	Diesel	Tramont	2008	Steel	DW	935	No	Yes	Interstitial Sensor	Yes	Yes	Overfill	Into the Ground		Tank SN # K 20617
385	NCTC	385-01	120	Diesel	Containment Solutions	2004	Steel	DW	159	Yes	Yes	Remove Basin Plug	No	Yes	Overfill	Concrete Surface		Tank SN # P-28661
397	Auto Hobby Shop	397-01	500	Used Oil	Containment Solutions	Unknown	Steel	Enclosed Dike	664	No	Yes	Visual	Yes	Yes	Oil Transfer	Asphalt Surface	Dwayne Riley 232-2669	Tank SN # 751373
398	Govt Gas Station	398-01	12,000	Jet Fuel F-24	Convault	1997	Concrete	DW + Berm for piping	> 12,000	Yes	Yes	Interstitial Sensor	Yes	No	Fuel Transfer	Inside Dike	Charles Hill	Tank SN # M298126
398	Govt Gas Station	398-02	12,000	Diesel	Convault	1997	Concrete	DW + Berm for piping	> 12,000	Yes	Yes	Interstitial Sensor	Yes	No	Fuel Transfer	Inside Dike	Charles Hill	Tank SN # M298126
398	Govt Gas Station	398-03	372	Diesel	Sauk Technologies	2015	Steel	DW	513	Yes	Yes	Remove Basin Plug	No	No	Overfill	Into the Ground		Tank SN # 64133
400	CED	400-09	500	10 wt Hyd Oil	Atlantic Fabritech	2009	Steel	DW + Covered Berm	2,000	Yes	Yes	Remove Basin Plug	No	No	Overfill	Inside Berm	Ch Lopez 871-3822	Tank SN # D242430
400	CED	400-10	500	40 wt Hyd Oil	Atlantic Fabritech	2009	Steel	DW + Covered Berm	2,000	Yes	Yes	Remove Basin Plug	No	No	Overfill	Inside Berm	Ch Lopez 871-3822	Tank SN # D241431
400	CED	400-11	500	90 wt Gear Oil	Atlantic Fabritech	2009	Steel	DW + Covered Berm	2,000	Yes	Yes	Remove Basin Plug	No	No	Overfill	Inside Berm	Ch Lopez 871-3822	Tank SN # D241429
400	CED	400-12	500	15/40 Lube Oil	Atlantic Fabritech	2009	Steel	DW + Covered Berm	2,000	Yes	Yes	Remove Basin Plug	No	No	Overfill	Inside Berm	Ch Lopez 871-3822	Tank SN # D241428
400	CED	400-13	500	30 wt Hyd Oil	Atlantic Fabritech	2009	Steel	DW + Covered Berm	2,000	Yes	Yes	Remove Basin Plug	No	No	Overfill	Inside Berm	Ch Lopez 871-3822	Tank SN # D241427

TABLE 1 - ABOVEGROUND TANKS

Facility #	Facility Operator or Location	Tank ID #	Tank Capacity (gals)	Contents	Tank Manufacturer Name	Year of Manuf.	Tank Material	Secondary Containment	Containment Capacity (gals)	Spill Bucket or Box	Level Gauge	Leak Detection	High Level Alarm	Overfill Prev Valve	Most Likely Cause of Discharge	Discharge Receiver	Point of Contact	Remarks or Serial #
STAND ALONE & GENERATOR BASE TANKS																		
400	CED	400-14	1,000	Waste JP-8 / Diesel	Containment Solutions	2010	Steel	Enclosed Dike	1,282	No	Yes	Visual	Yes	Yes	Fluid Transfer	Concrete Surface	Ch Lopez 871-3822	Tank SN # B-77207
400	CED	400-15	280	Diesel	Containment Solutions	2009	Steel	DW + Berm	> 280	No	Yes	Remove Basin Plug	No	Yes	Fluid Transfer	Inside Berm	Ch Lopez 871-3822	Tank SN # R-499055
400	CED	400-16	500	Used Oil	Containment Solutions	2011	Steel	Enclosed Dike	664	No	Yes	Visual	Yes	Yes	Oil Transfer	Asphalt Surface	Ch Lopez 871-3822	Tank SN # D-75086
400	CED	400-17	1,000	Used Oil	Containment Solutions	2011	Steel	Enclosed Dike	1,282	No	Yes	Visual	Yes	Yes	Oil Transfer	Concrete Surface	Ch Lopez 871-3822	Tank SN # D-75087
400	CED	400-18	500	Used Oil	Containment Solutions	2011	Steel	Enclosed Dike	664	No	Yes	Visual	Yes	Yes	Oil Transfer	Concrete Surface	Ch Lopez 871-3822	Tank SN # D-75089
400	CED	400-19	60	Auto Trans Fluid	Containment Solutions	2005	Steel	DW + Covered Berm	95	Yes	Yes	Remove Basin Plug	No	No	Overfill	Inside Berm		Tank SN # P-76963
400	CED	400-20	60	Anti-Freeze	Containment Solutions	2005	Steel	DW + Covered Berm	95	Yes	Yes	Remove Basin Plug	No	No	Overfill	Inside Berm		Tank SN # P-76962
416	Water Well	416-01	200	Diesel	Onan	1997	Steel	DW	> 200	No	Yes	Remove Basin Plug	No	Yes	Overfill	Into the Ground		Tank SN # ODT-10772
417	Water Well	417-01	200	Diesel	Onan	2003	Steel	DW	> 200	No	Yes	Remove Basin Plug	No	Yes	Overfill	Into the Ground		Tank SN # ODT-28535
435	Armory	435-02	1,150	Diesel	Tramont	2008	Steel	DW	1,346	No	Yes	Interstitial Sensor	No	Yes	Overfill	Concrete Surface		Tank SN # K-20757
437	OELF Supply	437-01	10,000	Diesel	Metal Products	2009	Steel	DW	> 10,000	Yes	Yes	Remove Basin Plug	No	No	Fuel Transfer	Storm Canal	James Walker	Tank SN # M-941151
447	NCG2	447-01	500	Diesel	Tramont	2006	Steel	DW	550	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # ODT-34302
447	NCG2	447-03	2,054	Diesel	Sauk Technologies	2010	Steel	DW	2,793	Yes	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # 48305
449	Broad Ave Gate	449-01	247	Diesel	Sauk Technologies	2008	Steel	DW	314	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # 40209
451	28 th Street Gate	451-01	995	Diesel	Sauk Technologies	2008	Steel	DW	1,194	No	Yes	Remove Basin Plug	No	Yes	Overfill	Into the Ground		Tank SN # 40559
452	Pass / ID	452-01	336	Diesel	Sauk Technologies	2007	Steel	DW	400	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # 37051
456	Golf Course	456-01	750	Gasoline	Containment Solutions	1999	Steel	DW	1,466	Yes	Yes	Remove Basin Plug	No	Yes	Overfill	Into the Ground	Dwayne Riley 232-2669	Tank SN # M-731055
456	Golf Course	456-02	750	Diesel	Containment Solutions	1999	Steel	DW	1,466	Yes	Yes	Remove Basin Plug	No	Yes	Overfill	Into the Ground	Dwayne Riley 232-2669	Tank SN # M-731055
463	Navy Lodge	463-01	183	Diesel	United Alloy	2012	Steel	Covered Dike	200	No	Yes	Interstitial Sensor	No	No	Overfill	Into the Ground		Tank SN # 47590
465	NCG2	465-01	521	Diesel	Generac	2012	Steel	DW	> 521	No	Yes	Interstitial Sensor	No	No	Overfill	Into the Ground		Tank SN # 144803

TABLE 1 - ABOVEGROUND TANKS

Facility #	Facility Operator or Location	Tank ID #	Tank Capacity (gals)	Contents	Tank Manufacturer Name	Year of Manuf.	Tank Material	Secondary Containment	Containment Capacity (gals)	Spill Bucket or Box	Level Gauge	Leak Detection	High Level Alarm	Overfill Prev Valve	Most Likely Cause of Discharge	Discharge Receiver	Point of Contact	Remarks or Serial #
STAND ALONE & GENERATOR BASE TANKS																		
465	NCG2	465-02	500	Used Oil	Containment Solutions	2012	Steel	Enclosed Dike	664	No	Yes	Visual	Yes	Yes	Oil Transfer	Concrete Surface		Tank SN # D-168316
465	NCG2	465-03	500	Used Oil	Containment Solutions	2012	Steel	Enclosed Dike	664	No	Yes	Visual	Yes	Yes	Oil Transfer	Concrete Surface		Tank SN # D-168315
470	NEX Gas Station	470-01	12,000	Premium Gasoline	Highland Tank	2013	Steel	DW	13,785	Yes	Yes	Interstitial Sensor	Yes	Yes	Fuel Transfer	Retention Pond		Tank SN # 30870
470	NEX Gas Station	470-02	12,000	Unleaded Gasoline	Highland Tank	2013	Steel	DW	13,785	Yes	Yes	Interstitial Sensor	Yes	Yes	Fuel Transfer	Retention Pond		Tank SN # 30871
470	NEX Gas Station	470-03	12,000	Unleaded Gasoline	Highland Tank	2013	Steel	DW	13,785	Yes	Yes	Interstitial Sensor	Yes	Yes	Fuel Transfer	Retention Pond		Tank SN # 30872
470	NEX Gas Station	470-04	12,000	Diesel	Highland Tank	2013	Steel	DW	13,785	Yes	Yes	Interstitial Sensor	Yes	Yes	Fuel Transfer	Retention Pond		Tank SN # 30869
470	NEX Gas Station	470-05	336	Diesel	Sauk Technologies	2007	Steel	DW	400	No	Yes	Interstitial Sensor	No	Yes	Overfill	Into the Ground		Tank SN # 37075
USED COOKING OIL TANKS																		
367	Colmer Galley	367-02	275	Cooking Oil	Snyder	2010	Plastic	DW	> 275	No	Yes	Visual	No	No	Oil Transfer	Concrete Surface	Torres	NA
418	Golf Course Clubhouse	418-02	150	Cooking Oil	Snyder	2010	Plastic	DW	> 150	No	Yes	Visual	No	No	Oil Transfer	Concrete Surface	Dwayne Riley 232-2669	NA
418	Golf Course Clubhouse	418-03	150	Cooking Oil	Snyder	2010	Plastic	DW	> 150	No	Yes	Visual	No	No	Oil Transfer	Concrete Surface	Dwayne Riley 232-2669	NA
RACK TANKS																		
241	NCG2	241 Rack 1 Tank 1	60	10 wt Oil	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building	Ch Lopez 871-3822	
241	NCG2	241 Rack 1 Tank 2	60	ATF	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 1 Tank 3	60	Coolant	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 1 Tank 4	60	40 wt Oil	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 1 Tank 5	60	85/140 wt Oil	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 1 Tank 6	60	30 wt Oil	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 1 Tank 7	60	15/40 wt Oil	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 1 Tank 8	60	15/40 wt Oil	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		

TABLE 1 - ABOVEGROUND TANKS

Facility #	Facility Operator or Location	Tank ID #	Tank Capacity (gals)	Contents	Tank Manufacturer Name	Year of Manuf.	Tank Material	Secondary Containment	Containment Capacity (gals)	Spill Bucket or Box	Level Gauge	Leak Detection	High Level Alarm	Overfill Prev Valve	Most Likely Cause of Discharge	Discharge Receiver	Point of Contact	Remarks or Serial #
RACK TANKS																		
241	NCG2	241 Rack 1 Tank 9	60	DEX Cool	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 1 Tank 10	60	15/40 wt Oil	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 1 Tank 11	60	90 wt Oil	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 1 Tank 12	60	Empty	IFH Group	2013	Steel	Covered Berm	145	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 2 Tank 1	60	10 wt Oil	IFH Group	2013	Steel	Covered Berm	207	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 2 Tank 2	60	80/90 wt Oil	IFH Group	2013	Steel	Covered Berm	207	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 2 Tank 3	60	30 wt Oil	IFH Group	2013	Steel	Covered Berm	207	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 2 Tank 4	60	ATF Dextron	IFH Group	2013	Steel	Covered Berm	207	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 2 Tank 5	60	15/40 wt Oil	IFH Group	2013	Steel	Covered Berm	207	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 2 Tank 6	60	Coolant	IFH Group	2013	Steel	Covered Berm	207	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 3 Tank 1	60	Empty	IFH Group	2013	Steel	Covered Berm	258	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 3 Tank 2	60	Empty	IFH Group	2013	Steel	Covered Berm	258	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 3 Tank 3	60	Empty	IFH Group	2013	Steel	Covered Berm	258	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 3 Tank 4	60	Empty	IFH Group	2013	Steel	Covered Berm	258	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 3 Tank 5	60	Empty	IFH Group	2013	Steel	Covered Berm	258	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCG2	241 Rack 3 Tank 6	60	Empty	IFH Group	2013	Steel	Covered Berm	258	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCTC	241 Rack 4 Tank 1	60	15/40 wt Oil	IFH Group	2013	Steel	Covered Berm	220	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCTC	241 Rack 4 Tank 2	60	30 wt Oil	IFH Group	2013	Steel	Covered Berm	220	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCTC	241 Rack 4 Tank 3	60	10 wt Oil	IFH Group	2013	Steel	Covered Berm	220	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCTC	241 Rack 4 Tank 4	60	DEX Cool	IFH Group	2013	Steel	Covered Berm	220	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		

TABLE 1 - ABOVEGROUND TANKS

Facility #	Facility Operator or Location	Tank ID #	Tank Capacity (gals)	Contents	Tank Manufacturer Name	Year of Manuf.	Tank Material	Secondary Containment	Containment Capacity (gals)	Spill Bucket or Box	Level Gauge	Leak Detection	High Level Alarm	Overfill Prev Valve	Most Likely Cause of Discharge	Discharge Receiver	Point of Contact	Remarks or Serial #
RACK TANKS																		
241	NCTC	241 Rack 4 Tank 5	60	90 wt Oil	IFH Group	2013	Steel	Covered Berm	220	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
241	NCTC	241 Rack 4 Tank 6	60	Coolant	IFH Group	2013	Steel	Covered Berm	220	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
400	CED	400-01	60	Soap	IFH Group	2013	Steel	Covered Berm	2,000	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Berm		
400	CED	400-02	60	P9 Oil	IFH Group	2013	Steel	Covered Berm	2,000	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Berm		
400	CED	400-03	60	VC 110 Oil	IFH Group	2013	Steel	Covered Berm	2,000	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Berm		
400	CED	400-04	60	424 Oil	IFH Group	2013	Steel	Covered Berm	2,000	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Berm		
400	CED	400-05	60	Empty	IFH Group	2013	Steel	Covered Berm	2,000	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Berm		
400	CED	400-06	60	Empty	IFH Group	2013	Steel	Covered Berm	2,000	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Berm		
400	CED	400-07	60	Empty	IFH Group	2013	Steel	Covered Berm	2,000	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Berm		
400	CED	400-08	60	Empty	IFH Group	2013	Steel	Covered Berm	2,000	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Berm	Ch Lopez 871-3822	
465	NCG2	465 Rack 1 Tank 1	60	DEX Cool	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 1 Tank 2	60	Coolant	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 1 Tank 3	60	10 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 1 Tank 4	60	90 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 1 Tank 5	60	40 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 1 Tank 6	60	30 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 1 Tank 7	60	15/40 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 1 Tank 8	60	15/40 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 2 Tank 1	60	DEX Cool	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 2 Tank 2	60	Coolant	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		

TABLE 1 - ABOVEGROUND TANKS

Facility #	Facility Operator or Location	Tank ID #	Tank Capacity (gals)	Contents	Tank Manufacturer Name	Year of Manuf.	Tank Material	Secondary Containment	Containment Capacity (gals)	Spill Bucket or Box	Level Gauge	Leak Detection	High Level Alarm	Overfill Prev Valve	Most Likely Cause of Discharge	Discharge Receiver	Point of Contact	Remarks or Serial #
RACK TANKS																		
465	NCG2	465 Rack 2 Tank 3	60	10 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 2 Tank 4	60	90 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 2 Tank 5	60	40 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 2 Tank 6	60	30 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 2 Tank 7	60	15/40 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
465	NCG2	465 Rack 2 Tank 8	60	15/40 wt Oil	IFH Group	2012	Steel	Covered Berm	180	Inside Berm	Yes	Visual	No	No	Connection Leakage	Inside Building		
OUT OF SERVICE TANKS																		
400	CED	402-02	500	Empty	Containment Solutions	1998	Steel	DW	> 500	Yes	Yes	Remove Basin Plug	No	Yes	Overfill	Concrete Surface		Tank SN # 731020
425	PWD Spare Equip Yard	425-02	100	Empty	Onan	1996	Steel	DW + Berm	> 100	No	Yes	Interstitial Sensor	No	No	Overfill	Concrete Surface		Gen SN # I960616257
425	PWD Spare Equip Yard	425-05	100	Empty	Libby	1987	Steel	SW + Berm	None	No	Yes	Visual	No	No	Overfill	Concrete Surface		Gen SN # RZ00234
425	PWD Spare Equip Yard	425-17	165	Empty	Onan	1997	Steel	DW + Berm	> 165	No	Yes	Interstitial Sensor	No	No	Overfill	Concrete Surface		Tank SN # ODT-10418
425	PWD Spare Equip Yard	425-18	116	Empty	Sauk Technologies	2013	Steel	DW + Berm	162	Yes	Yes	Remove Basin Plug	No	No	Overfill	Concrete Surface		Tank SN # 59878
425	PWD Spare Equip Yard	425-19	116	Diesel	Sauk Technologies	2013	Steel	DW + Berm	162	Yes	Yes	Remove Basin Plug	No	No	Overfill	Concrete Surface		Tank SN # 59875
425	PWD Spare Equip Yard	425-20	60	Empty	Hollingsworth	1981	Steel	SW + Berm	None	No	Yes	Visual	No	No	Overfill	Concrete Surface		Gen SN # KZ05886
425	PWD Spare Equip Yard	425-21	64	Diesel	Unknown	Unknown	Steel	SW + Berm	None	No	Yes	Visual	No	No	Overfill	Concrete Surface		Unknown

TABLE 2 - MOBILE & PORTABLE TANKS

Facility #	Facility Operator or Location	ID or Serial #	Capacity (gals)	Contents	Tank Material	Secondary Containment	Most Likely Cause of Discharge	Discharge Receiver	Comments
MOBILE FUEL TRUCKS									
218	NCG2	USN 2502534	2,000	Empty	Steel	Parking Lot	Fuel Transfer	Concrete Surface	
218	NCG2	USN 2502535	2,000	Empty	Steel	Parking Lot	Fuel Transfer	Concrete Surface	
218	NCG2	USN 9651112	2,000	Empty	Steel	Inside Building	Fuel Transfer	Concrete Surface	
218	NCG2	USN 9651115	2,000	Empty	Steel	Inside Building	Fuel Transfer	Concrete Surface	
218	NCG2	USN 9651116	2,000	Empty	Steel	Inside Building	Fuel Transfer	Concrete Surface	
218	NCG2	USN 9651117	2,000	Empty	Steel	Inside Building	Fuel Transfer	Concrete Surface	
218	NCG2	USN 9651118	2,000	Empty	Steel	Inside Building	Fuel Transfer	Concrete Surface	
218	NCG2	USN 9651163	600	Empty	Steel	Inside Building	Fuel Transfer	Concrete Surface	
241	NCG2	USN 96-51113	2,000	Diesel	Steel	Bermed Parking Area	Fuel Transfer	Concrete Surface	In service
241	NCG2	USN 95-29271	1,500	Empty	Steel	None	Fuel Transfer	Into the Ground	
241	NCG2	USN 96-46394	1,500	Empty	Steel	None	Fuel Transfer	Into the Ground	
241	NCG2	USN 96-51138	600	Diesel	Steel	Bermed Parking Area	Fuel Transfer	Concrete Surface	In service
241	NCG2	USN 96-51137	600	Diesel	Steel	Bermed Parking Area	Fuel Transfer	Concrete Surface	In service
241	NCTC	USN 96-45949	600	Empty	Steel	Parking Lot	Fuel Transfer	Concrete Surface	
241	NCTC	USN 96-51719	600	Empty	Steel	Parking Lot	Fuel Transfer	Concrete Surface	
363	NCTC	Unknown	2,000	Diesel	Steel	Bermed Parking Area	Fuel Transfer	Concrete Surface	In service

TABLE 2 - MOBILE & PORTABLE TANKS

Facility #	Facility Operator or Location	ID or Serial #	Capacity (gals)	Contents	Tank Material	Secondary Containment	Most Likely Cause of Discharge	Discharge Receiver	Comments
MOBILE FUEL TRUCKS									
398	Govt Gas Station	Unknown	2,700	Diesel	Steel	Bermed Parking Area	Fuel Transfer	Concrete Surface	In service
400	CED	USN 96-51069	2,000	Empty	Steel	Parking Lot	Fuel Transfer	Concrete Surface	
400	CED	USN 96-51104	2,000	Empty	Steel	Parking Lot	Fuel Transfer	Concrete Surface	
400	CED	USN 96-51112	2,000	Empty	Steel	Parking Lot	Fuel Transfer	Concrete Surface	
400	CED	USN 96-51165	600	Empty	Steel	Parking Lot	Fuel Transfer	Concrete Surface	
400	CED	USN 96-51139	600	Empty	Steel	None	Fuel Transfer	Into the Ground	
400	CED	USN 96-51140	600	Empty	Steel	None	Fuel Transfer	Into the Ground	
400	CED	USN 96-51502	600	Empty	Steel	Parking Lot	Fuel Transfer	Concrete Surface	
465	NCG2	Unknown	2,000	Diesel	Steel	Wash Rack OWS	Fuel Transfer	Concrete Surface	In service
465	NCG2	Unknown	600	Diesel	Steel	Wash Rack OWS	Fuel Transfer	Concrete Surface	In service
SIX-CON PORTABLE SKIDS									
218	NCG2	011171-7	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	011172-2	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	011173-8	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	011200-9	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	011201-4	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	

TABLE 2 - MOBILE & PORTABLE TANKS

Facility #	Facility Operator or Location	ID or Serial #	Capacity (gals)	Contents	Tank Material	Secondary Containment	Most Likely Cause of Discharge	Discharge Receiver	Comments
SIX-CON PORTABLE SKIDS									
218	NCG2	011203-5	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	011219-0	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	011227-2	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	011400-1	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	011402-2	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	011403-8	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	011420-7	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	013104-0	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	013283-3	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
218	NCG2	013284-9	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	011054-1	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	011060-2	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	011061-8	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	011063-9	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	011064-4	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	011066-5	900	Empty	SS	Inside Building	Overfill	Concrete Surface	

TABLE 2 - MOBILE & PORTABLE TANKS

Facility #	Facility Operator or Location	ID or Serial #	Capacity (gals)	Contents	Tank Material	Secondary Containment	Most Likely Cause of Discharge	Discharge Receiver	Comments
SIX-CON PORTABLE SKIDS									
218	NCG2	011067-0	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	011068-6	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	005490-9	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	005510-3	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	005512-4	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	005519-2	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	005520-6	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	005521-1	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	005533-5	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
218	NCG2	005536-1	900	Empty	SS	Inside Building	Overfill	Concrete Surface	
241	NCG2	011026-4	900	Empty	SS	Portable Dike	Overfill	Inside Dike	
241	NCG2	011324-2	900	Empty	SS	Portable Dike	Overfill	Inside Dike	
241	NCG2	011366-4	900	Empty	SS	Portable Dike	Overfill	Inside Dike	
241	NCG2	011397-8	900	Empty	SS	Portable Dike	Overfill	Inside Dike	
241	NCG2	011401-7	900	Empty	SS	Portable Dike	Overfill	Inside Dike	
241	NCG2	011757-2	900	Empty	SS	Portable Dike	Overfill	Inside Dike	

TABLE 2 - MOBILE & PORTABLE TANKS

Facility #	Facility Operator or Location	ID or Serial #	Capacity (gals)	Contents	Tank Material	Secondary Containment	Most Likely Cause of Discharge	Discharge Receiver	Comments
SIX-CON PORTABLE SKIDS									
400	CED	008189-0	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
400	CED	008190-4	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
400	CED	008192-5	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
400	CED	008193-0	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
400	CED	011214-3	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
400	CED	011787-0	900	Empty	SS	Parking Lot	Overfill	Concrete Surface	
PORTABLE TANKS / BOWSERS									
436	Base Security	Mobile Tower	100	Diesel	Steel	Parking Lot	Overfill	Concrete Surface	Stand-by
218	NCG2	Unknown	150	Empty	Steel	None	Overfill	Into the Ground	
400	CED	Unknown	500	Used oil	Steel	Bermed Parking Area	Oil Transfer	Concrete Surface	In service
400	CED	Unknown	400	Empty	Steel	None	Oil Transfer	Concrete Surface	
REGULATED MOBILE GENERATORS									
241	NCG2	ECU # unknown	55	Diesel	Steel	Portable Dike	Overfill	Concrete Surface	Stand-by
241	NCG2	ECU # unknown	55	Diesel	Steel	Portable Dike	Overfill	Concrete Surface	Stand-by
241	NCG2	ECU # unknown	55	Diesel	Steel	Portable Dike	Overfill	Concrete Surface	Stand-by
241	NCG2	ECU # unknown	55	Diesel	Steel	Portable Dike	Overfill	Concrete Surface	Stand-by

TABLE 2 - MOBILE & PORTABLE TANKS

Facility #	Facility Operator or Location	ID or Serial #	Capacity (gals)	Contents	Tank Material	Secondary Containment	Most Likely Cause of Discharge	Discharge Receiver	Comments
REGULATED MOBILE GENERATORS									
241	NCG2	ECU # unknown	55	Diesel	Steel	Portable Dike	Overfill	Concrete Surface	Stand-by
241	NCG2	ECU # unknown	55	Diesel	Steel	Portable Dike	Overfill	Concrete Surface	Stand-by
241	NCG2	ECU # unknown	55	Diesel	Steel	Portable Dike	Overfill	Concrete Surface	Stand-by
241	NCG2	ECU # unknown	55	Diesel	Steel	Portable Dike	Overfill	Concrete Surface	Stand-by
NON - REGULATED MOBILE GENERATORS									
218	NCG2	USN 51-26339	43	Diesel	Steel	NA	NA	NA	
218	NCG2	USN 51-26340	43	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-22474	43	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-23049	23	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-23064	43	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-23342	43	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-23402	43	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-23404	43	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-24177	14	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-24178	14	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-24179	14	Diesel	Steel	NA	NA	NA	

TABLE 2 - MOBILE & PORTABLE TANKS

Facility #	Facility Operator or Location	ID or Serial #	Capacity (gals)	Contents	Tank Material	Secondary Containment	Most Likely Cause of Discharge	Discharge Receiver	Comments
NON - REGULATED MOBILE GENERATORS									
241	NCG2	USN 51-25846	14	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-25988	23	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-25989	23	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-25996	23	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-25997	23	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-26377	43	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-26383	43	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-26795	14	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-23384	43	Diesel	Steel	NA	NA	NA	
241	NCG2	USN 51-23355	43	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-22507	14	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-23347	43	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-24832	23	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-24833	23	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-24836	23	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-24837	23	Diesel	Steel	NA	NA	NA	

TABLE 2 - MOBILE & PORTABLE TANKS

Facility #	Facility Operator or Location	ID or Serial #	Capacity (gals)	Contents	Tank Material	Secondary Containment	Most Likely Cause of Discharge	Discharge Receiver	Comments
NON - REGULATED MOBILE GENERATORS									
400	CED	USN 51-25220	14	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-25222	14	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-25434	23	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-25891	23	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-26342	43	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-26788	14	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-26867	23	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-27357	43	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-27363	43	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-28300	43	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-28309	43	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-28311	43	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-28312	43	Diesel	Steel	NA	NA	NA	
400	CED	USN 51-28348	43	Diesel	Steel	NA	NA	NA	

TABLE 3 - DRUM STORAGE AREAS

Facility #	Facility Operator or Location	ID or Serial #	Capacity (gals)	Contents	Tank Material	Secondary Containment	Most Likely Cause of Discharge	Discharge Receiver	Comments
70	CM Applied Instruction	NA	55	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
215	Army Warehouse	NA	55	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
217	MCOOC Warehouse	NA	55	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
228	Haz Mat Warehouse	NA	55 gal x 30	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
241	NCG2	NA	55	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
241	NCTC	NA	55	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
243	Marines	NA	55	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
276	Haz Waste Storage	NA	55 gal x 30	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
298	Homeland Security	NA	55	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
372	Crane Yard	NA	55	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
397	Auto Hobby Shop	NA	55	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
400	CED 'A' Shop	NA	55 gal x 10	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
400	CED 'B' Shop	NA	55 gal x 10	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
400	CED 'C' Shop	NA	55 gal x 10	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
400	CED 'D' Shop	NA	55 gal x 10	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
403	Lube Oil Shed	NA	55 gal x 10	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Covered Concrete Area	
429	NMC Reserve	NA	55	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	
465	NCG2	NA	55 gal x 6	New or Used Oil	Steel	Concrete Floor	Oil Transfer	Inside Building	

TABLE 4 - OIL WATER SEPARATORS

Facility #	Facility Operator or Location	Tank ID #	Tank Capacity (gals)	Contents	Tank Material	Comments
FOOD SERVICE GREASE TRAPS						
31	MWR Child Develop Center	31-01	1,000	Grease	Unknown	
32	NEX Commisary	32-01	600	Grease	Unknown	
335	MWR Youth Center	335-01	16.6	Grease	Unknown	
367	Colmer Galley	367-01	30,000	Grease	Concrete	
418	MWR Golf Clubhouse	418-01	50	Grease	Unknown	
446	MWR Auditorium	446-01	30 pounds	Grease	Cast Iron	JOSAM Model 60104B
INDUSTRIAL OIL WATER SEPARATORS						
241	NCG2	241-03	500	Oil & Water	Unknown	
242	NCG2 Wash Rack	242-01	5,000	Oil & Water	Concrete	
242	NCG2 Wash Rack	242-02	5,000	Oil & Water	Concrete	
243	Marines	243-01	Unknown	Oil & Water	Unknown	
253	NCTC	253-01	220	Oil & Water	Steel	
254	NCTC	254-01	220	Oil & Water	Steel	
402	CED Wash Rack	402-01	500	Oil & Water	Unknown	
435	Armory	435-01	750	Oil & Water	Concrete	
464	MWR	464-01	Unknown	Oil & Water	Unknown	
466	NCG2 Wash Rack	466-01	110	Oil & Water	Unknown	
466	NCG2 Wash Rack	466-02	110	Oil & Water	Unknown	
345	NCTC	345-01	550	NA	Steel	Abandoned in place June 2015

TABLE 5 - OIL FILLED EQUIPMENT

Facility #	Facility Location	ID #	Oil Capacity (gals)	Contents	KVA Rating
ELEVATORS & COMPACTORS					
1	CBC HQ	Elevator	150	Hydraulic Oil	NA
275	Recycling	275-01	90	Hydraulic OIl	NA
275	Recycling	275-02	97	Hydraulic OIl	NA
275	Recycling	275-03	208	Hydraulic OIl	NA
306	BEQ	Elevator	120	Hydraulic OIl	NA
309	BEQ	Elevator	70	Hydraulic OIl	NA
315	BEQ	Elevator	165	Hydraulic OIl	NA
437	OELF Supply	Elevator	75	Hydraulic OIl	NA
447A	NCG2	Elevator	219	Hydraulic OIl	NA
447B	NCG2	Elevator	219	Hydraulic OIl	NA
460	BEQ	Elevator	219	Hydraulic OIl	NA
463	Navy Lodge	Elevator	100	Hydraulic OIl	NA
471A	Medical	Elevator	100	Hydraulic OIl	NA
471B	Medical	Elevator	100	Hydraulic OIl	NA
ELECTRICAL TRANSFORMERS					
1	HQ Admin	T-1	195	Mineral Oil	300
NA	Third St.	T-3	40	Mineral Oil	25
NA	Third & Dong Xoai	T-4	40	Mineral Oil	25
NA	Fifth & Dong Xoai	T-6	40	Mineral Oil	25
NA	Third & Moreell	T-7	40	Mineral Oil	25
NA	Marvin & Moreell	T-8	40	Mineral Oil	25
NA	Second & Moreell	T-10	40	Mineral Oil	25
NA	Second & Bainbridge	T-12	40	Mineral Oil	25
NA	First & Colby	T-13	89	Mineral Oil	167
18	Warehouse	T-18	240	Mineral Oil	150

TABLE 5 - OIL FILLED EQUIPMENT

Facility #	Facility Location	ID #	Oil Capacity (gals)	Contents	KVA Rating
ELECTRICAL TRANSFORMERS					
19	Warehouse	T-19	190	Mineral Oil	150
20	Warehouse	T-20	240	Mineral Oil	150
30	Family Services	T-30	280	Mineral Oil	225
31	Child Develop Center	T-31	280	Mineral Oil	225
32	NEX Commissary	T-32	310	Mineral Oil	500
33	Child Develop Center	T-33	280	Mineral Oil	500
39	Embark MLO	T-39	195	Mineral Oil	112
40	Cold Storage	T-40	215	Mineral Oil	112
45	Addiction Treatment	T-45	129	Mineral Oil	150
60	MCB Operations	T-60	250	Mineral Oil	500
67	SW Applied Inst	T-67	479	Mineral Oil	1,500
69	BU Applied Inst	T-69	195	Mineral Oil	300
70	CM Applied Inst	T-70	170	Mineral Oil	150
114	Reserve Training	T-114	315	Mineral Oil	750
118	Personnel Support Det	T-118	185	Mineral Oil	225
120	Battalion HQ	T-120	190	Mineral Oil	225
121	Battalion HQ	T-121	125	Mineral Oil	225
122	Academic Inst	T-122	190	Mineral Oil	300
124	Showers	T-124	100	Mineral Oil	100
121	Battalion HQ	T-161	126	Mineral Oil	75
163	Ladd circle	T-163	118	Mineral Oil	75
164	Palm Ct.	T-164	118	Mineral Oil	75
182	Water Treatment	T-182	215	Mineral Oil	112
200	Warehouse	T-200	195	Mineral Oil	225
203	CBC / MWR / NMCI	T-203	523	Mineral Oil	1,000
215	Army Warehouse	T-215	182	Mineral Oil	225

TABLE 5 - OIL FILLED EQUIPMENT

Facility #	Facility Location	ID #	Oil Capacity (gals)	Contents	KVA Rating
ELECTRICAL TRANSFORMERS					
216	Army Warehouse	T-216	182	Mineral Oil	225
217	MCOOC Warehouse	T-217	276	Mineral Oil	225
218	Warehouse	T-218	175	Mineral Oil	225
219	Warehouse	T-219	310	Mineral Oil	750
222	Warehouse	T-222	310	Mineral Oil	750
223	Warehouse	T-223	123	Mineral Oil	75
225	Warehouse	T-225	240	Mineral Oil	125
227	Pump House	T-227	70	Mineral Oil	167
227	Pump House	T-227-A	70	Mineral Oil	167
227	Pump House	T-227-B	70	Mineral Oil	167
228	Haz Mat Warehouse	T-228	250	Mineral Oil	225
241	R-36	T-241	170	Mineral Oil	150
243	Marines	T-243	202	Mineral Oil	75
260	Unknown	T-260	250	Mineral Oil	1,000
272,273,421	PWD Storage	T-421	216	Mineral Oil	300
274	Public Works	T-274	324	Mineral Oil	300
275, 276	Haz Waste Storage	T-275	220	Mineral Oil	150
295	Dispensary	T-295	295	Mineral Oil	300
295	Dispensary	T-295-T1	89	Mineral Oil	167
298	Homeland Security	T-298	235	Mineral Oil	150
303	Conference Center	T-303	230	Mineral Oil	500
305	CE Applied Inst	T-305	245	Mineral Oil	225
306	BEQ	T-306	300	Mineral Oil	500
309	BEQ	T-309	380	Mineral Oil	300
313	BEQ	T-313	255	Mineral Oil	300
314	BEQ	T-314	250	Mineral Oil	500
315	BEQ	T-315	280	Mineral Oil	500

TABLE 5 - OIL FILLED EQUIPMENT

Facility #	Facility Location	ID #	Oil Capacity (gals)	Contents	KVA Rating
ELECTRICAL TRANSFORMERS					
316	Unknown	T-316	210	Mineral Oil	225
317	Unknown	T-317	226	Mineral Oil	500
318	Unknown	T-318	210	Mineral Oil	225
319	Warehouse	T-319	280	Mineral Oil	500
321	Fire Station	T-321	279	Mineral Oil	500
322	Public Works	T-322	185	Mineral Oil	300
323	Serv Mart	T-323	324	Mineral Oil	300
324	Emergency Ops Center	T-324	162	Mineral Oil	225
328	Navy Lodge	T-328	260	Mineral Oil	150
329	Data Processing	T-329	190	Mineral Oil	112
331	Navy Lodge	T-331	177	Mineral Oil	225
335	Youth Center	T-335	190	Mineral Oil	75
339	Swimming Pool	T-338	175	Mineral Oil	150
342	NMCB HQ	T-342	264	Mineral Oil	300
344 (343-347)	NCTC Admin	T-344	434	Mineral Oil	1,000
352	MWR Admin	T-352	185	Mineral Oil	300
361	Recreation	T-361	330	Mineral Oil	300
363	EO Training	T-363	210	Mineral Oil	75
365	Liberty Center	T-365	210	Mineral Oil	500
366	Chapel	T-366	216	Mineral Oil	300
367	Colmer Galley	T-367	350	Mineral Oil	750
376	NCTC Admin	T-376	133	Mineral Oil	300
385	NCTC Applied Inst	T-385	155	Mineral Oil	225
386	Academic Inst	T-386	130	Mineral Oil	300
393	Post Office	T-393	315	Mineral Oil	150
397	Auto Hobby	T-397	112	Mineral Oil	75
398	GOV Fuel Station	T-398	186	Mineral Oil	75

TABLE 5 - OIL FILLED EQUIPMENT

Facility #	Facility Location	ID #	Oil Capacity (gals)	Contents	KVA Rating
ELECTRICAL TRANSFORMERS					
400N	CED	T-400-N	350	Mineral Oil	1,000
400S	CED	T-400-S	350	Mineral Oil	1,000
401	CED	T-401	259	Mineral Oil	500
416	Water Well	T-416-A	70	Mineral Oil	167
416	Water Well	T-416-B	70	Mineral Oil	167
416	Water Well	T-416-C	70	Mineral Oil	167
428	NMC Reserve	T-428	202	Mineral Oil	300
432	Communication	T-432	360	Mineral Oil	500
433	Tactical Training	T-433	435	Mineral Oil	1,000
435	Armory	T-435	237	Mineral Oil	150
436	Base Security	T-436	250	Mineral Oil	300
437	OELF Supply	T-437	434	Mineral Oil	1,000
439	DRT Storage	T-439	262	Mineral Oil	225
441	NCTC Applied Inst	T-441-A	459	Mineral Oil	750
441	NCTC Applied Inst	T-441-B	303	Mineral Oil	500
442	NCTC Applied Inst	T-442	459	Mineral Oil	750
443	NCTC Storage	T-443	229	Mineral Oil	112
445	Gymnasium	T-445	430	Mineral Oil	750
446	Auditorium	T-446	279	Mineral Oil	500
447-A	NCG2	T-447-A	279	Mineral Oil	500
447-B	NCG2	T-447-B	236	Mineral Oil	300
448	NEX Subway	T-448	429	Mineral Oil	1,000
450, 452	Pass / ID	T-450	153	Mineral Oil	150
451	28 th Street Gate	T-451	195	Mineral Oil	112
453	RV Park Office	T-453	89	Mineral Oil	167
454	RV Park	T-454	89	Mineral Oil	167
456	Golf Course	T-456	55	Mineral Oil	100

TABLE 5 - OIL FILLED EQUIPMENT

Facility #	Facility Location	ID #	Oil Capacity (gals)	Contents	KVA Rating
ELECTRICAL TRANSFORMERS					
460	BEQ	T-460	389	Mineral Oil	750
461	Professional Dev Center	T-461	267	Mineral Oil	300
463	Navy Lodge	T-463	240	Mineral Oil	500
464	Rodgers Ave.	T-464	218	Mineral Oil	75
465	NCG2	T-465	193	Mineral Oil	500
470	NEX Fuel Station	T-470	220	Mineral Oil	300
471	Medical Clinic	T-471	258	Mineral Oil	1,000
Pass Rd. Housing	Oriole St.	A-1	89	Mineral Oil	167
Pass Rd. Housing	Oriole St.	A-2	89	Mineral Oil	167
Pass Rd. Housing	Canary clrcle	A-3	89	Mineral Oil	167
Pass Rd. Housing	Canary clrcle	A-4	89	Mineral Oil	167
Pass Rd. Housing	Canary clrcle	A-5	89	Mineral Oil	167
Pass Rd. Housing	Canary clrcle	A-6	89	Mineral Oil	167
Pass Rd. Housing	Canary clrcle	A-7	89	Mineral Oil	167
Pass Rd. Housing	Sylvester Dr.	A-8	89	Mineral Oil	167
Pass Rd. Housing	Sylvester Dr.	A-9	89	Mineral Oil	167
Pass Rd. Housing	Sylvester Dr.	A-10	89	Mineral Oil	167
Pass Rd. Housing	Sylvester Dr.	A-11	89	Mineral Oil	167
Pass Rd. Housing	Sylvester Dr.	A-12	89	Mineral Oil	167
Pass Rd. Housing	Sylvester Dr.	A-13	89	Mineral Oil	167
Pass Rd. Housing	Sylvester Dr.	A-14	89	Mineral Oil	167
Pass Rd. Housing	John paul jones	B-1	89	Mineral Oil	167
Pass Rd. Housing	John paul jones	B-2	89	Mineral Oil	167
Pass Rd. Housing	East Eighth St.	B-3	89	Mineral Oil	167
Pass Rd. Housing	Olson Ave.	B-4	89	Mineral Oil	167
Pass Rd. Housing	Olson Ave.	B-5	89	Mineral Oil	167

TABLE 5 - OIL FILLED EQUIPMENT

Facility #	Facility Location	ID #	Oil Capacity (gals)	Contents	KVA Rating
ELECTRICAL TRANSFORMERS					
Pass Rd. Housing	Olson Ave.	B-6	89	Mineral Oil	167
Pass Rd. Housing	Holloway Dr.	B-7	89	Mineral Oil	167
Pass Rd. Housing	Shorelark St.	C-1	89	Mineral Oil	167
Pass Rd. Housing	Shorelark St.	C-2	89	Mineral Oil	167
Pass Rd. Housing	Shorelark St.	C-3	89	Mineral Oil	167
Pass Rd. Housing	Holloway Dr.	C-4	89	Mineral Oil	167
Pass Rd. Housing	Holloway Dr.	C-5	89	Mineral Oil	167
Pass Rd. Housing	Holloway Dr.	C-6	89	Mineral Oil	167
Pass Rd. Housing	Shorelark St.	C-7	89	Mineral Oil	167
Pass Rd. Housing	John paul jones	C-8	89	Mineral Oil	167
Pass Rd. Housing	John paul jones	C-9	89	Mineral Oil	167
Pass Rd. Housing	Cardinal Dr.	D-1	89	Mineral Oil	167
Pass Rd. Housing	Cardinal Dr.	D-2	89	Mineral Oil	167
Pass Rd. Housing	Cardinal Dr.	D-3	89	Mineral Oil	167
Pass Rd. Housing	Cardinal Dr.	D-4	89	Mineral Oil	167
Pass Rd. Housing	Cardinal Dr.	D-5	89	Mineral Oil	167
Pass Rd. Housing	Cardinal Dr.	D-6	89	Mineral Oil	167
Pass Rd. Housing	Cardinal Dr.	D-7	89	Mineral Oil	167
Pass Rd. Housing	Cardinal Dr.	D-8	89	Mineral Oil	167
Pass Rd. Housing	Cardinal Dr.	D-9	89	Mineral Oil	167
Pass Rd. Housing	Holloway Dr.	D-10	89	Mineral Oil	167
Pass Rd. Housing	Holloway Dr.	D-11	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-0L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-1L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-2L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-3L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-4L	89	Mineral Oil	167

TABLE 5 - OIL FILLED EQUIPMENT

Facility #	Facility Location	ID #	Oil Capacity (gals)	Contents	KVA Rating
ELECTRICAL TRANSFORMERS					
SW Family Housing	Ladd Circle	T-5L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-6L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-7L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-8L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-9L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-10L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-11L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-12L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-13L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-14L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-15L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-16L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-17L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-18L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-19L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-20L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-21L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-22L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-23L	89	Mineral Oil	167
SW Family Housing	Ladd Circle	T-24L	89	Mineral Oil	167
SW Family Housing	Pine Wood Dr.	T-1PW	89	Mineral Oil	167
SW Family Housing	Pine Wood Dr.	T-2PW	89	Mineral Oil	167
SW Family Housing	Pine Wood Dr.	T-3PW	89	Mineral Oil	167
SW Family Housing	Tall Pine Ct.	T-4PW	89	Mineral Oil	167
SW Family Housing	Tall Pine Ct.	T-5PW	89	Mineral Oil	167
SW Family Housing	Live Oak Ct.	T-6PW	89	Mineral Oil	167
SW Family Housing	Evergreen Ct.	T-7PW	89	Mineral Oil	167

TABLE 5 - OIL FILLED EQUIPMENT

Facility #	Facility Location	ID #	Oil Capacity (gals)	Contents	KVA Rating
ELECTRICAL TRANSFORMERS					
SW Family Housing	Pine Wood Dr.	T-8PW	89	Mineral Oil	167
SW Family Housing	Crepe Myrtle Ct.	T-9PW	89	Mineral Oil	167
SW Family Housing	Palm Ct.	T-10PW	89	Mineral Oil	167
SW Family Housing	Evergreen Ct.	T-11PW	89	Mineral Oil	167
SW Family Housing	White Pine Circle	T-1WPC	89	Mineral Oil	167
SW Family Housing	White Pine Circle	T-2WPC	89	Mineral Oil	167
SW Family Housing	Apple Way Ct.	T-1AW	89	Mineral Oil	167
SW Family Housing	Apple Way Ct.	T-2AW	89	Mineral Oil	167
SW Family Housing	Apple Way Ct.	T-3AW	89	Mineral Oil	167
SW Family Housing	Birchwood Ct.	T-1BW	89	Mineral Oil	167
SW Family Housing	Holly Berry Ct.	T-1HB	89	Mineral Oil	167
NW Family Housing	Blue Heron way	T-1PT	89	Mineral Oil	167
NW Family Housing	Blue Heron way	T-2PT	89	Mineral Oil	167
NW Family Housing	Blue Heron way	T-3PT	89	Mineral Oil	167
NW Family Housing	Mallard Cove	T-4MC	89	Mineral Oil	167
NW Family Housing	Mallard Cove	T-5MC	89	Mineral Oil	167
NW Family Housing	Blue Heron way	T-6PT	89	Mineral Oil	167
NW Family Housing	Blue Heron way	T-7PT	89	Mineral Oil	167
NW Family Housing	Blue Heron way	T-8PT	89	Mineral Oil	167
NW Family Housing	Blue Heron way	T-9PT	89	Mineral Oil	167
NW Family Housing	Eagle Dr.	T-12E	89	Mineral Oil	167
NW Family Housing	Eagle Dr.	T-13E	89	Mineral Oil	167
NW Family Housing	Pelican Cove	T-14PC	89	Mineral Oil	167
NW Family Housing	Pelican Cove	T-15PC	89	Mineral Oil	167
NW Family Housing	Pelican Cove	T-16PC	89	Mineral Oil	167
NW Family Housing	Eagle Dr.	T-17E	89	Mineral Oil	167
NW Family Housing	Eagle Dr.	T-18E	89	Mineral Oil	167

APPENDIX A

TANK PHOTOS

DISCHARGE DIAGRAMS

As required by 40 CFR 112.7(b)

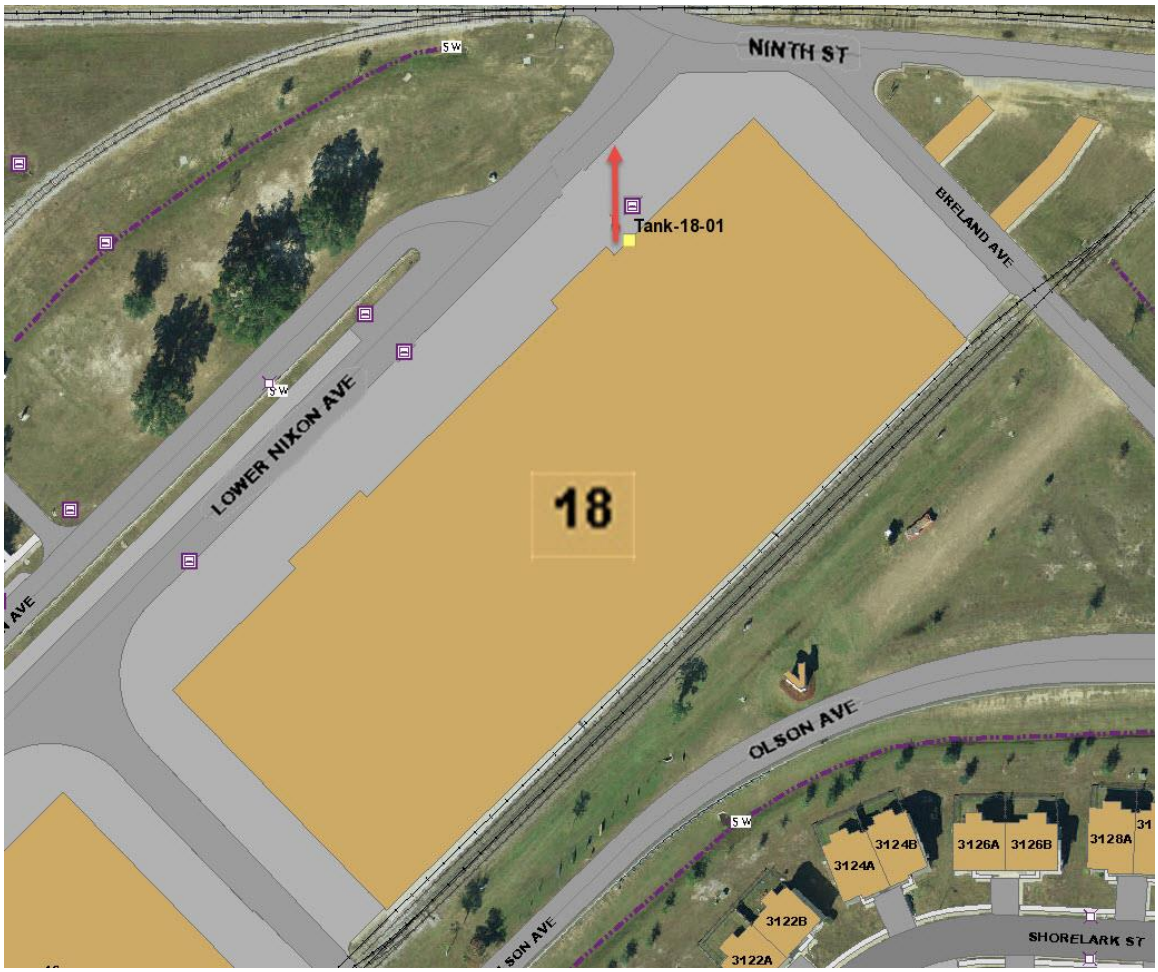
May 2016

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **18-01**
Facility: **Warehouse**
Capacity (gals): **336**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.



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TANK PHOTOS & DISCHARGE DIAGRAMS

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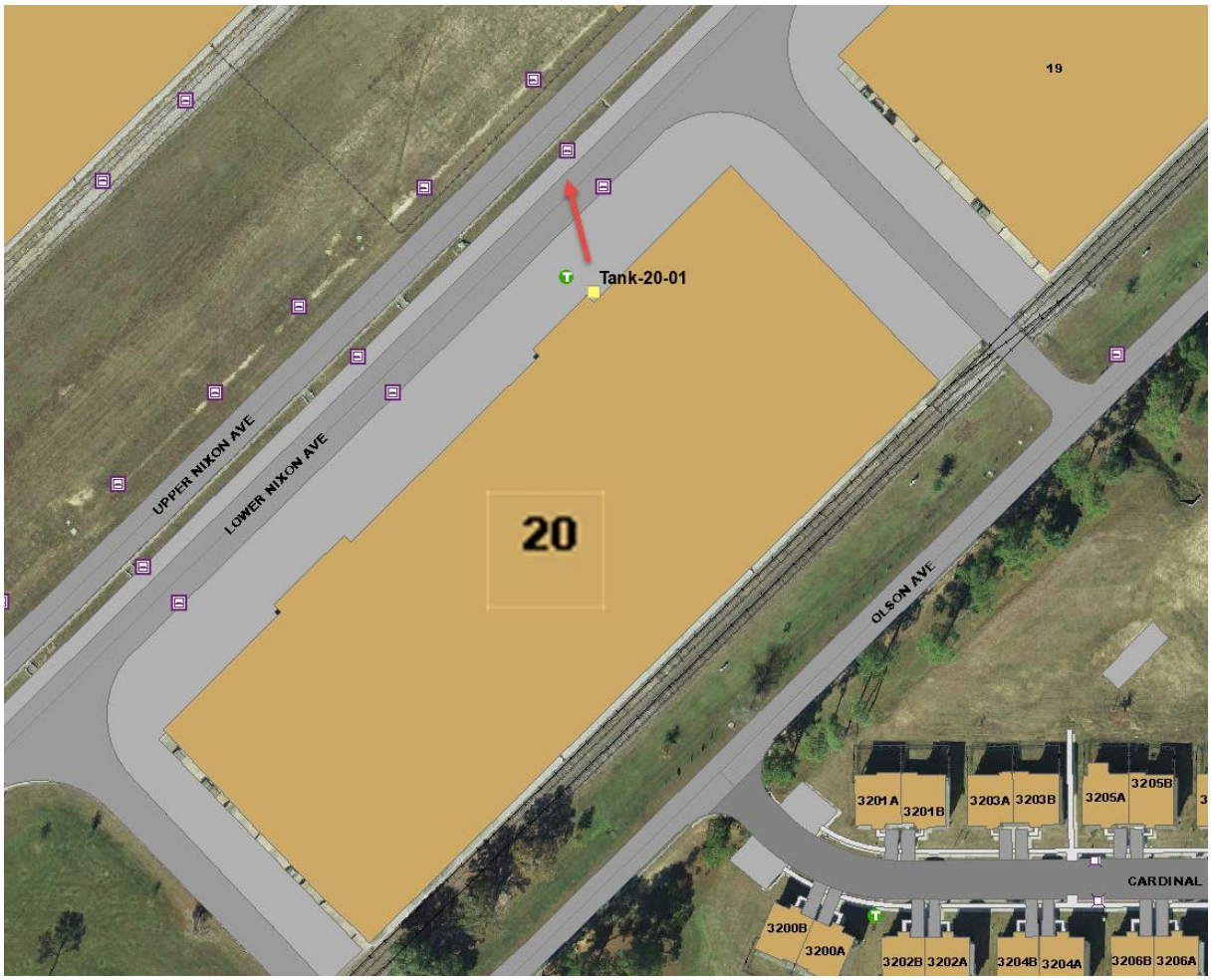
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **20-01**
Facility: **Warehouse**
Capacity (gals): **336**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **32-02** Facility: **NEX Commissary** Capacity (gals): **145** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **3, 4, 16**	
Tank ID: **32-03** Facility: **NEX Commissary** Capacity (gals): **500** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **3, 4, 16**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Red arrow is predicted discharge flow. Purple box is storm drain inlet.
North is up.

April 2016

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **40-01**
Facility: **Cold Storage**
Capacity (gals): **100**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **70-02**
Facility: **CM Applied Instruction**
Capacity (gals): **1,000**
Contents: **Used Oil**

Applicable Discharge Scenarios per Table C-1: **13, 14, 15**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. Tank is inside dike. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **163-01**
Facility: **Ladd Circle Lift Station**
Capacity (gals): **116**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **164-01**
Facility: **Pinewood Lift Station**
Capacity (gals): **116**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **165-01**
Facility: **Lift Station**
Capacity (gals): **116**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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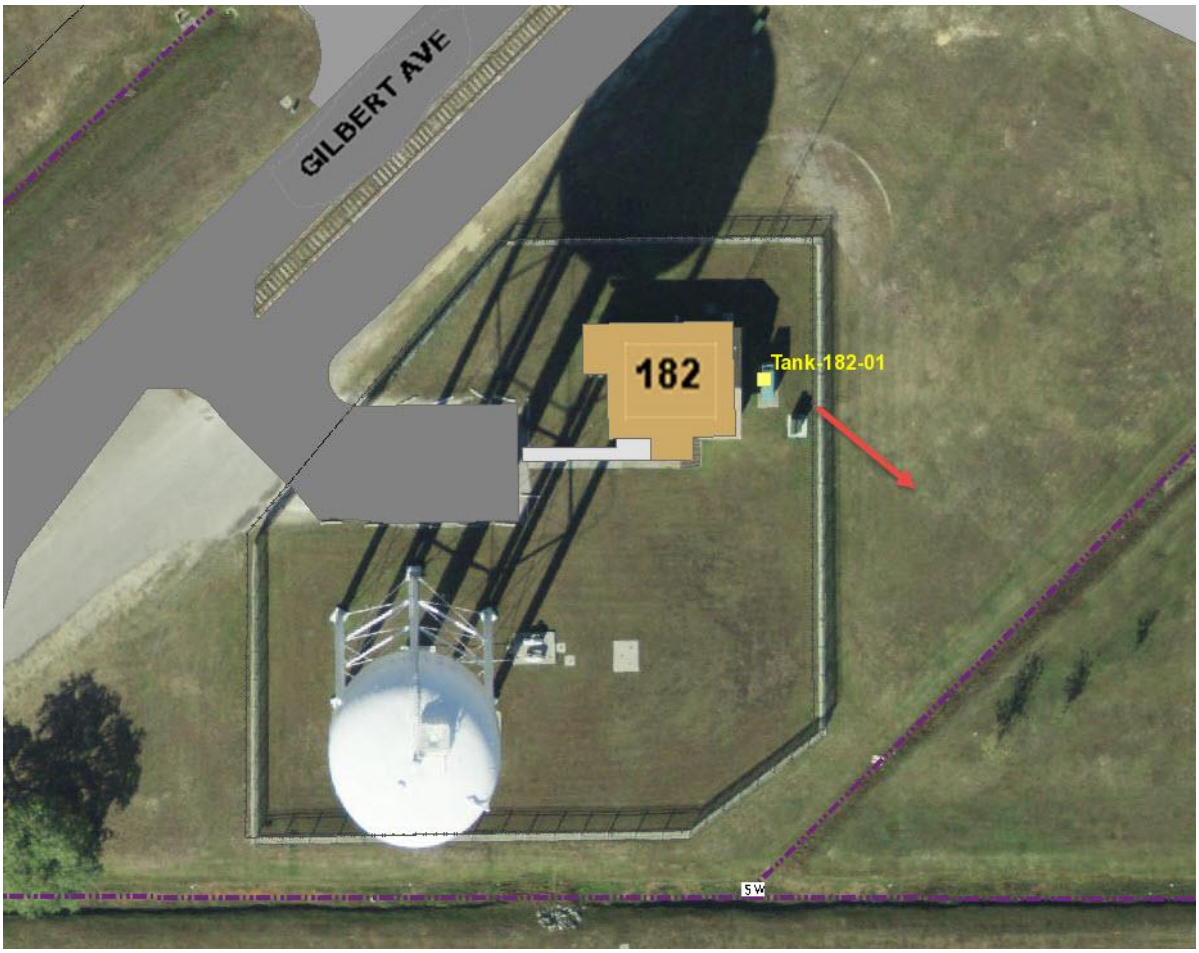
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **182-01**
Facility: **Water Well**
Capacity (gals): **100**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **184-01**
Facility: **Lift Station**
Capacity (gals): **116**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **185-01**
Facility: **Lift Station**
Capacity (gals): **100**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **186-01**
Facility: **Lift Station**
Capacity (gals): **60**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **1, 2, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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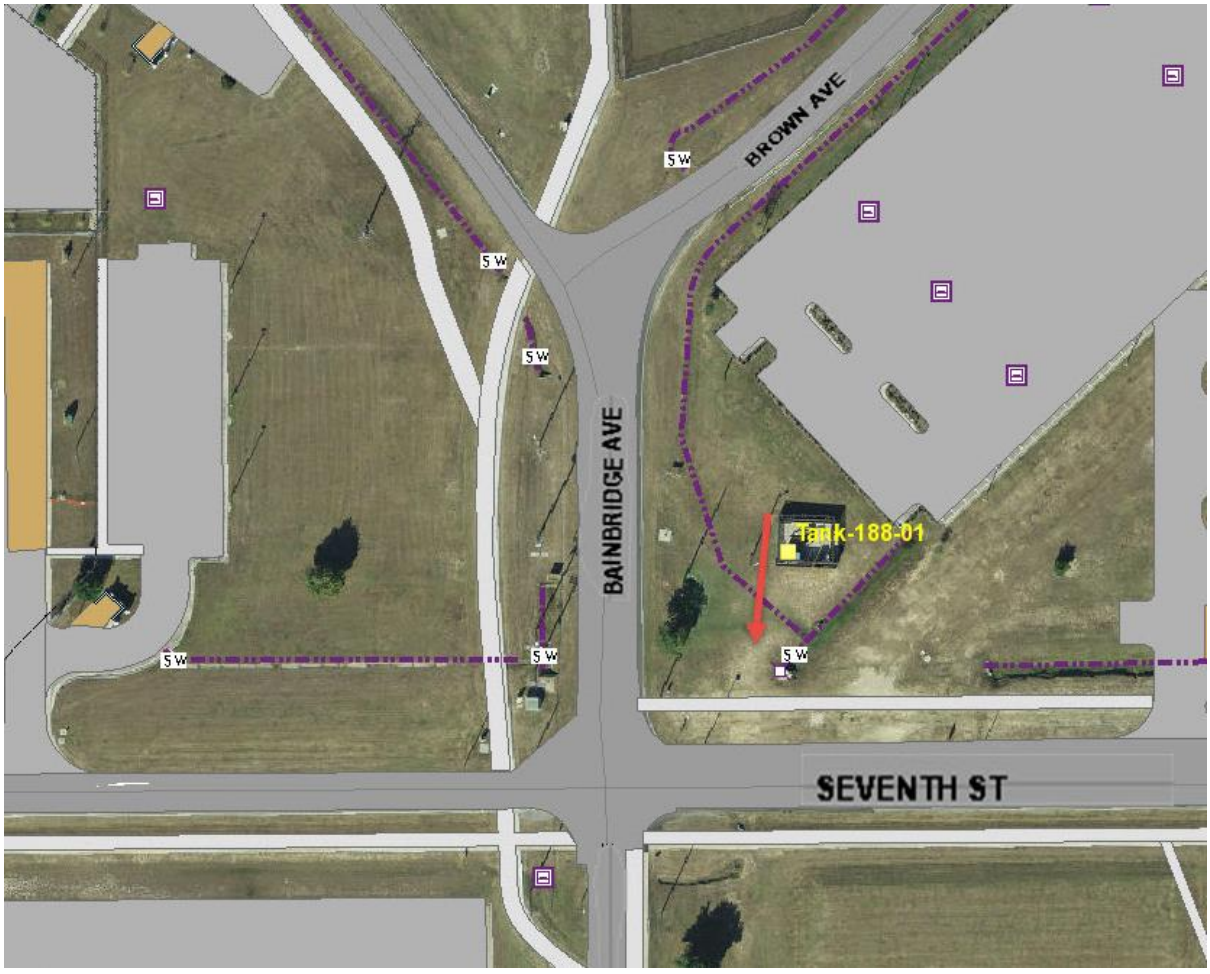
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **188-01**
Facility: **Lift Station**
Capacity (gals): **85**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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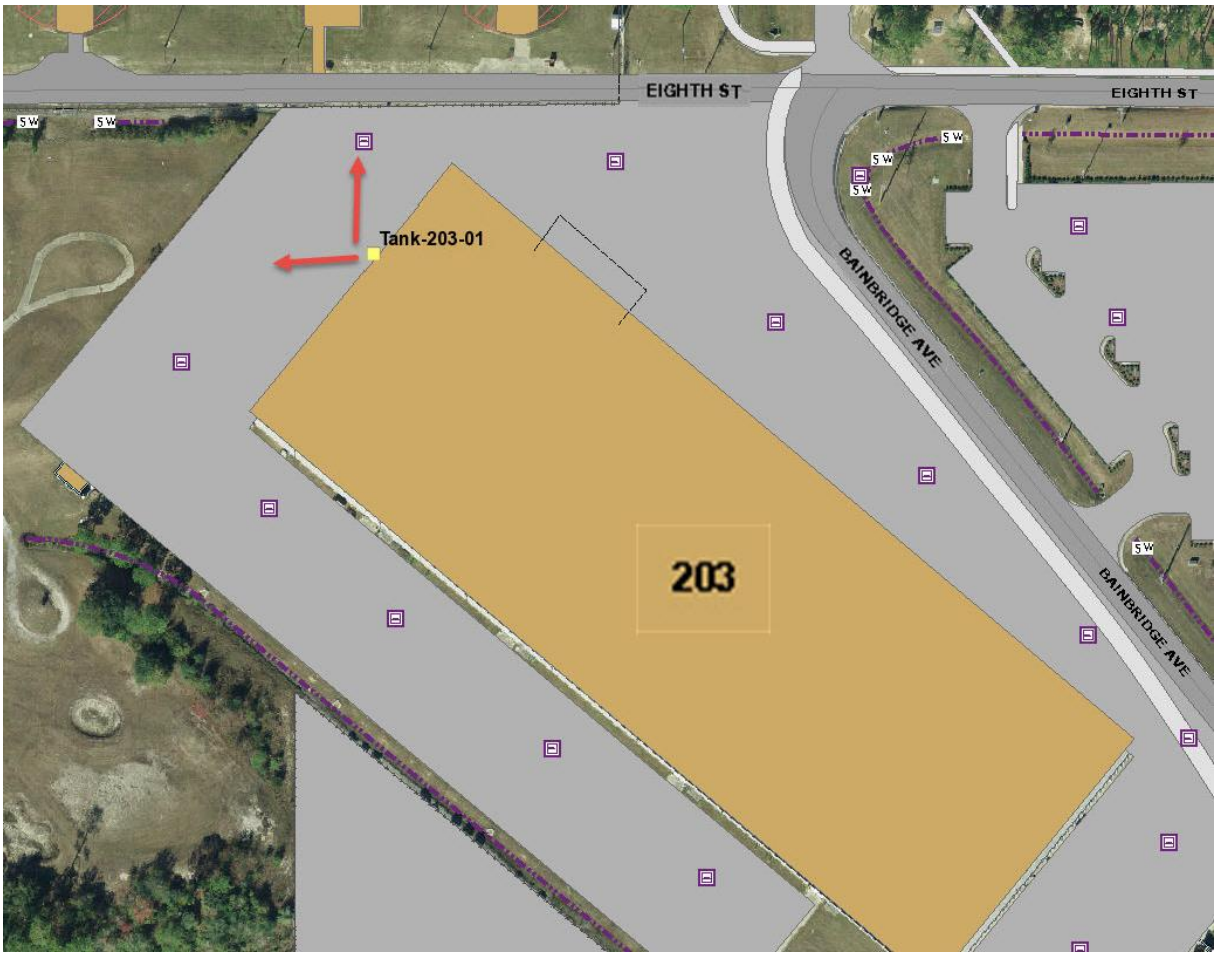
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **203-01**
Facility: **MWR / NMCI Warehouse**
Capacity (gals): **336**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **215-02**
Facility: **Army Warehouse**
Capacity (gals): **528**
Contents: **Used Oil**

Applicable Discharge Scenarios per Table C-1: **13, 14, 15**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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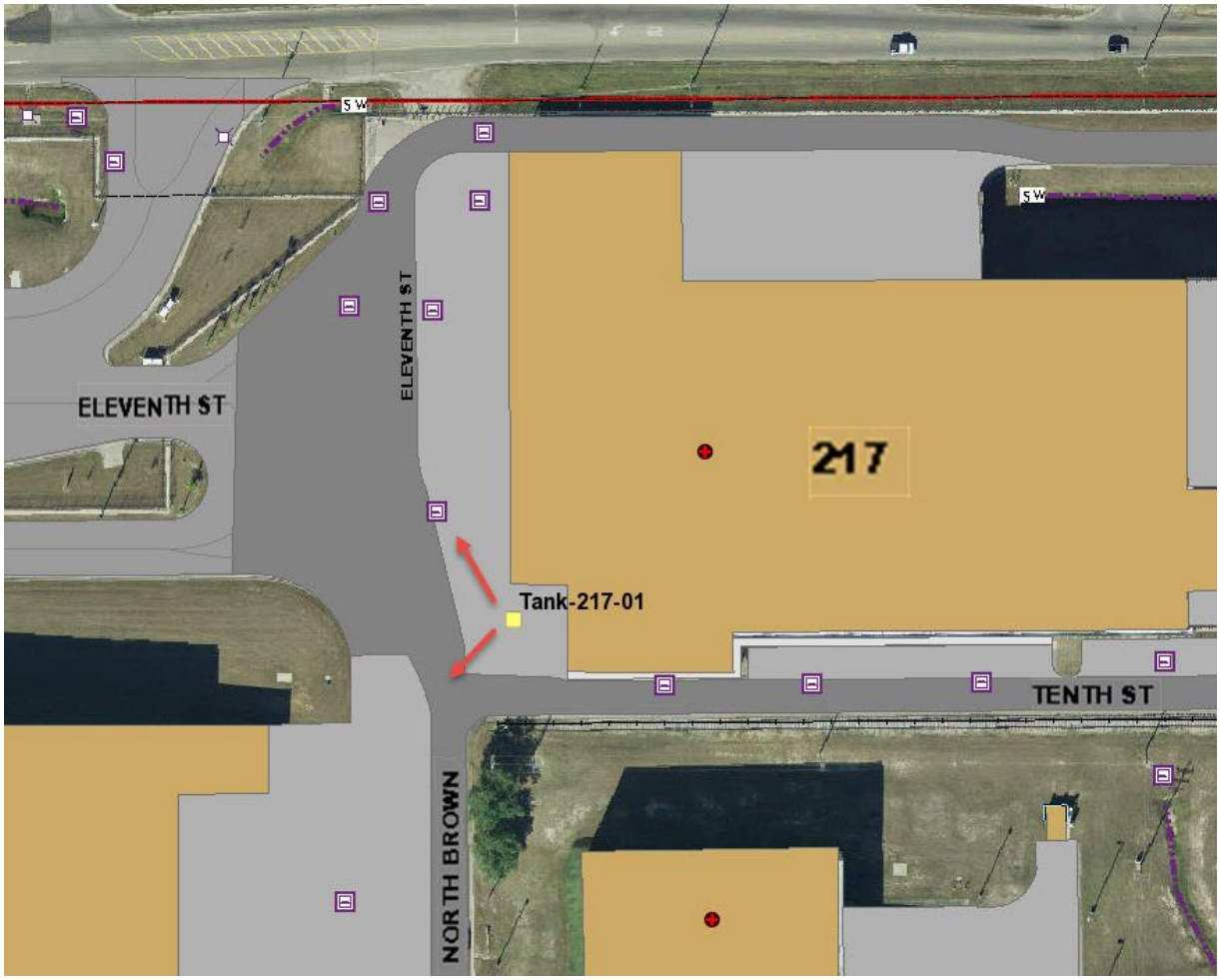
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **217-01**
Facility: **MCOOC Warehouse**
Capacity (gals): **248**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **241-01** Facility: **NCG2** Capacity (gals): **1,000** Contents: **Used Oil** Applicable Discharge Scenarios per Table C-1: **13, 14, 15, 17**	
Tank ID: **241-02** Facility: **NCG2** Capacity (gals): **1,000** Contents: **Used Anti-Freeze** Applicable Discharge Scenarios per Table C-1: **13, 14, 15, 17**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **241-04** Facility: **NCTC** Capacity (gals): **180** Contents: **Used Oil** Applicable Discharge Scenarios per Table C-1: **13, 14, 15**	
Tank ID: **241 Rack 4, Tanks 1 to 6** Facility: **NCTC** Capacity (gals): **60 per tank** Contents: **Lube Oil, Coolant** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12**	

TANK PHOTOS & DISCHARGE DIAGRAMS

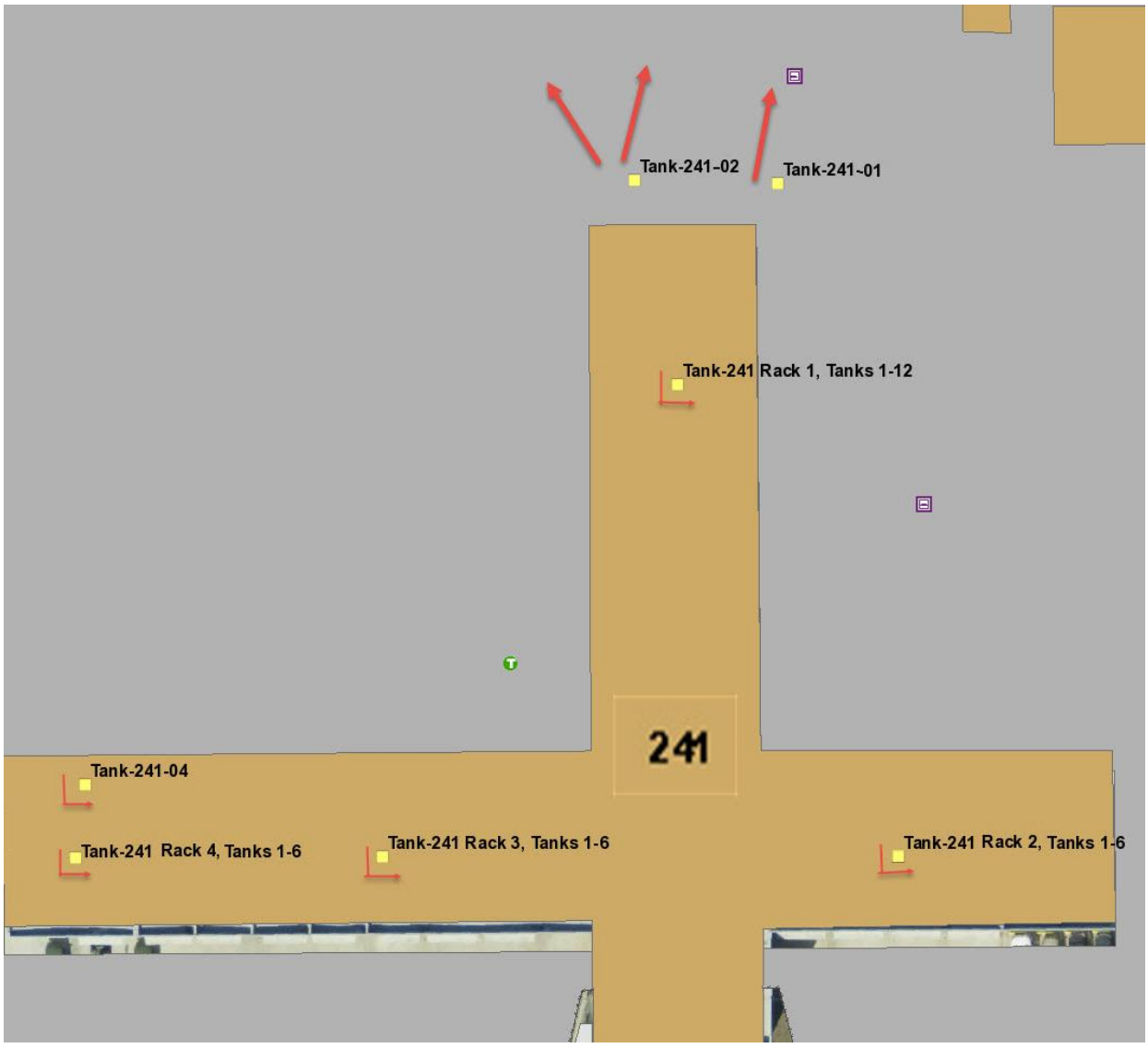
Tank ID: **241 Rack 1, Tanks 1 to 12** Facility: **NCG2** Capacity (gals): **60 per tank** Contents: **Lube Oil, Coolant, ATF** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12**	
Tank ID: **241 Rack 2, Tanks 1 to 6** Facility: **NCG2** Capacity (gals): **60 per tank** Contents: **Lube Oil, Coolant, ATF** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12**	
Tank ID: **241 Rack 3, Tanks 1 to 6** Facility: **NCG2** Capacity (gals): **60 per tank** Contents: **Empty** Applicable Discharge Scenarios per Table C-1: **Out of service**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **241 Fuel Truck** Facility: **NCG2** Capacity (gals): **2,000** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **9, 10, 17**	
Tank ID: **241 Service Trucks (2)** Facility: **NCG2** Capacity (gals): **600** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **9, 10, 17**	
Tank ID: **241 Mobile Generators** Facility: **NCG2** Capacity (gals): **55** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **1, 2, 17**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Red arrow is predicted discharge flow. Purple box is storm drain inlet.
Tank 241-04 and all Rack tanks are contained within dikes.
North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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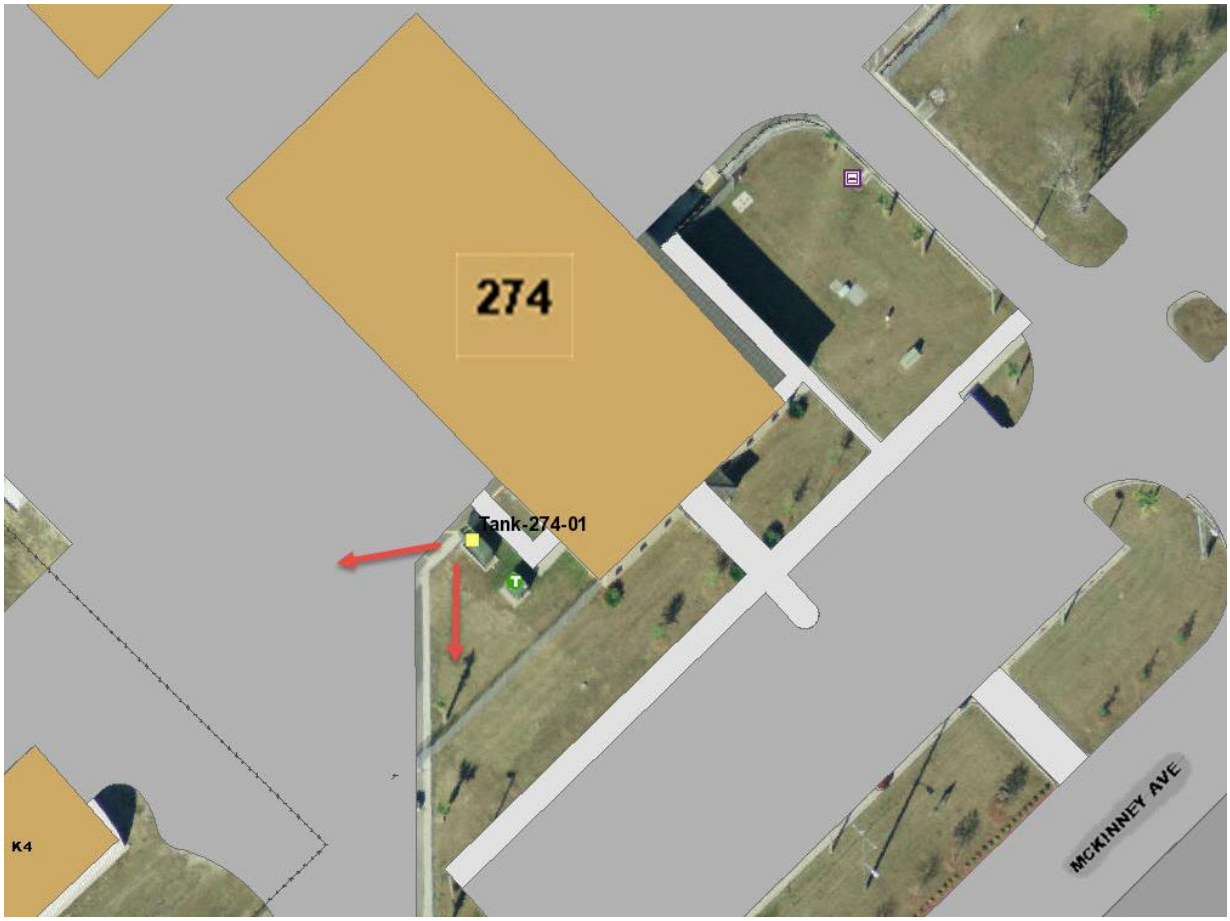
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **274-01**
Facility: **Public Works**
Capacity (gals): **200**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **275-01** Facility: **Recycling** Capacity (gals): **90** Contents: **Hydraulic Oil** Applicable Discharge Scenarios per Table C-1: **17**	
Tank ID: **275-02** Facility: **Recycling** Capacity (gals): **97** Contents: **Hydraulic Oil** Applicable Discharge Scenarios per Table C-1: **17**	
Tank ID: **275-03** Facility: **Recycling** Capacity (gals): **208** Contents: **Hydraulic Oil** Applicable Discharge Scenarios per Table C-1: **17**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **276-01**
Facility: **Hazardous Waste**
Capacity (gals): **250**
Contents: **Used Oil**

Applicable Discharge Scenarios per Table C-1: **13, 14, 15**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **295-01**
Facility: **Dispensary Clinic**
Capacity (gals): **336**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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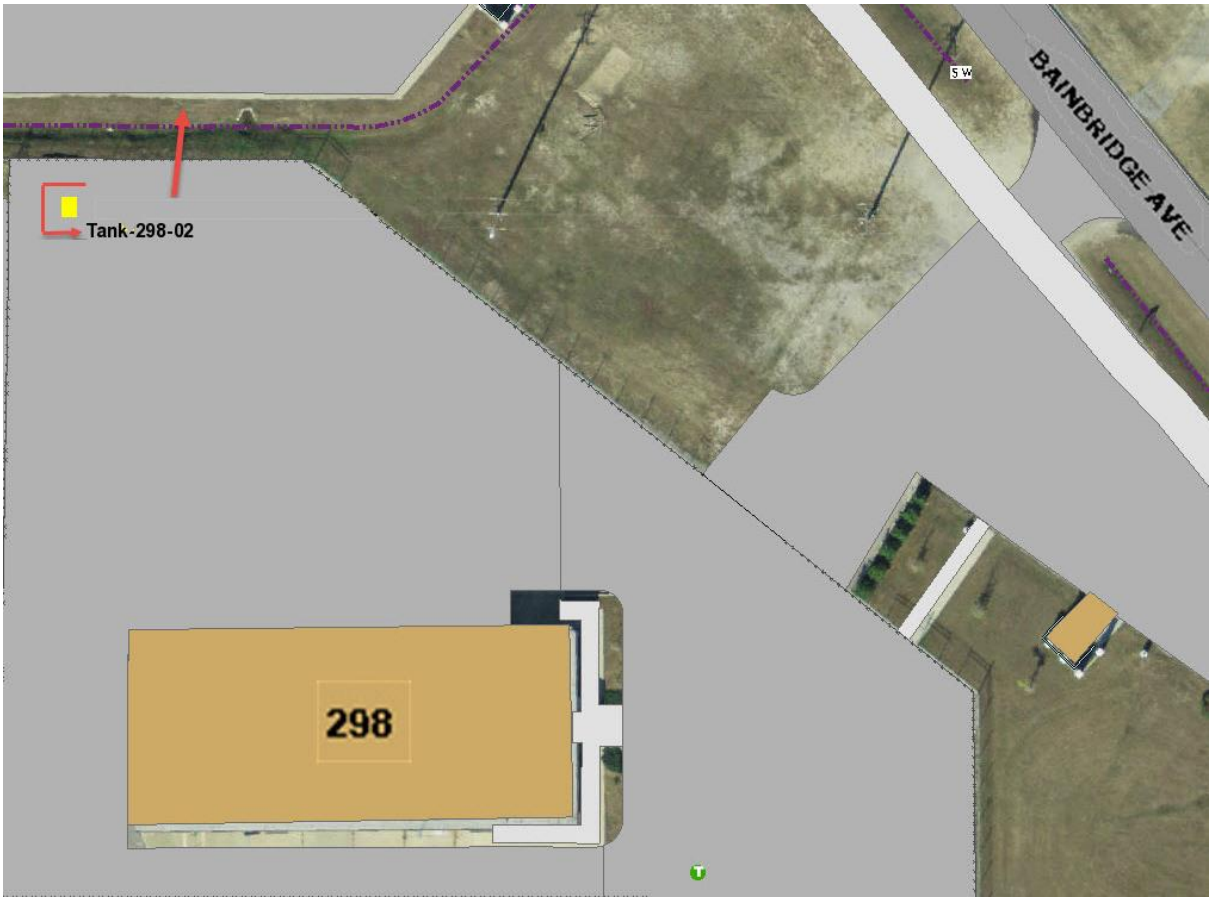
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **298-02**
Facility: **Homeland Security**
Capacity (gals): **3,000**
Contents: **Gasoline**

Applicable Discharge Scenarios per Table C-1: **7, 8, 11, 12**

Red arrow is predicted discharge flow. Purple line is storm water ditch.
Tank 298-02 is inside dike. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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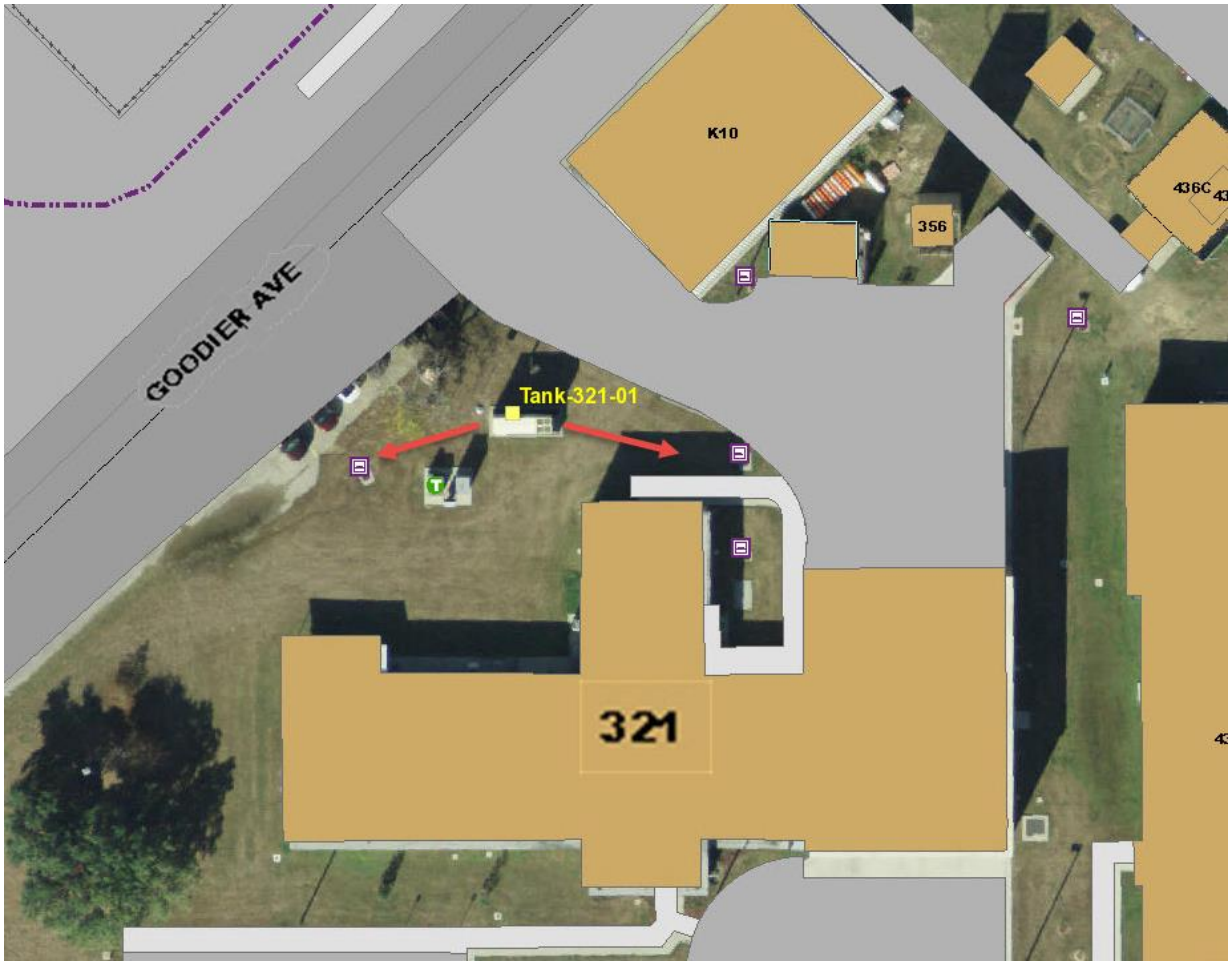
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **321-01**
Facility: **Fire Station**
Capacity (gals): **2,000**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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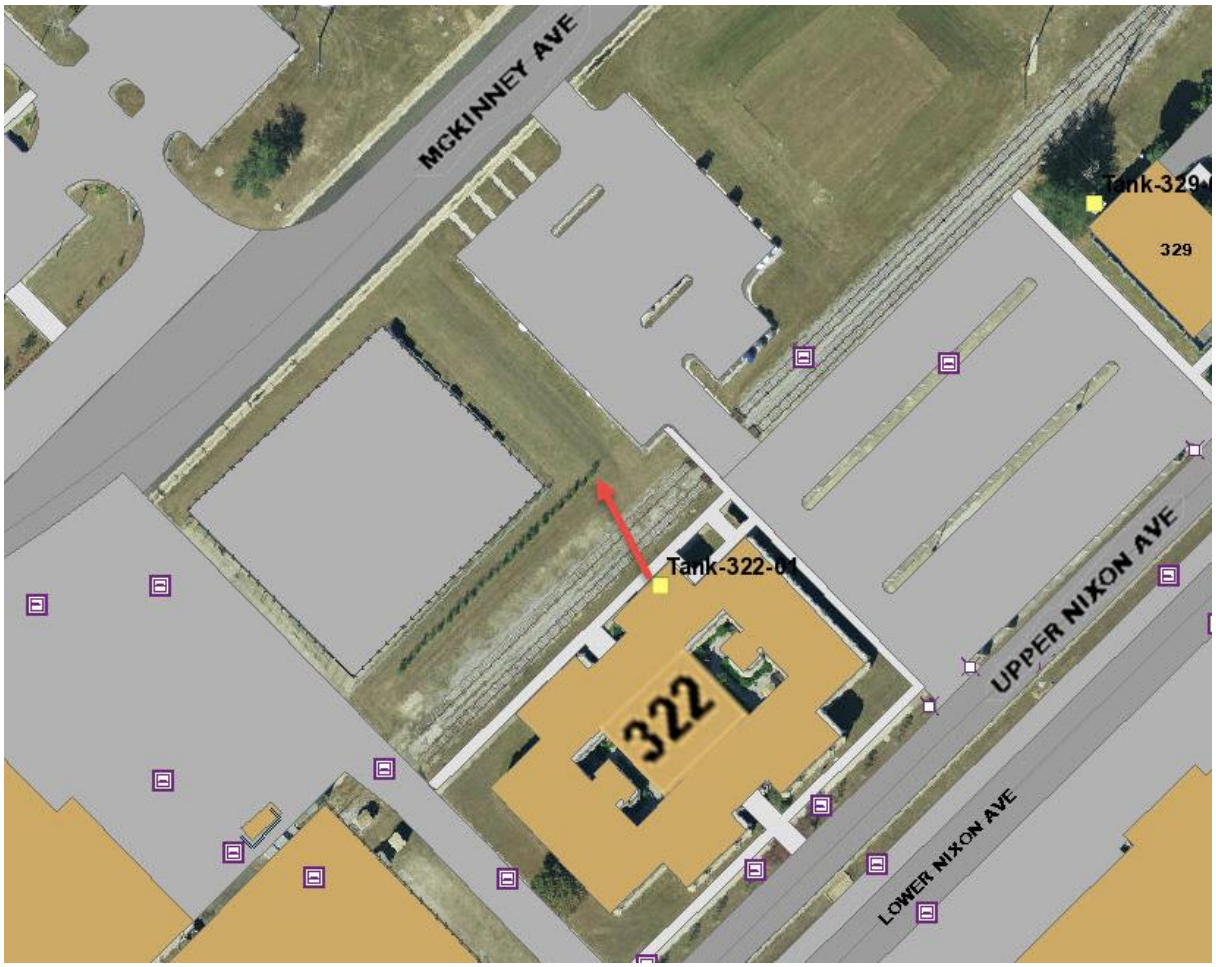
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **322-01**
Facility: **Public Works**
Capacity (gals): **194**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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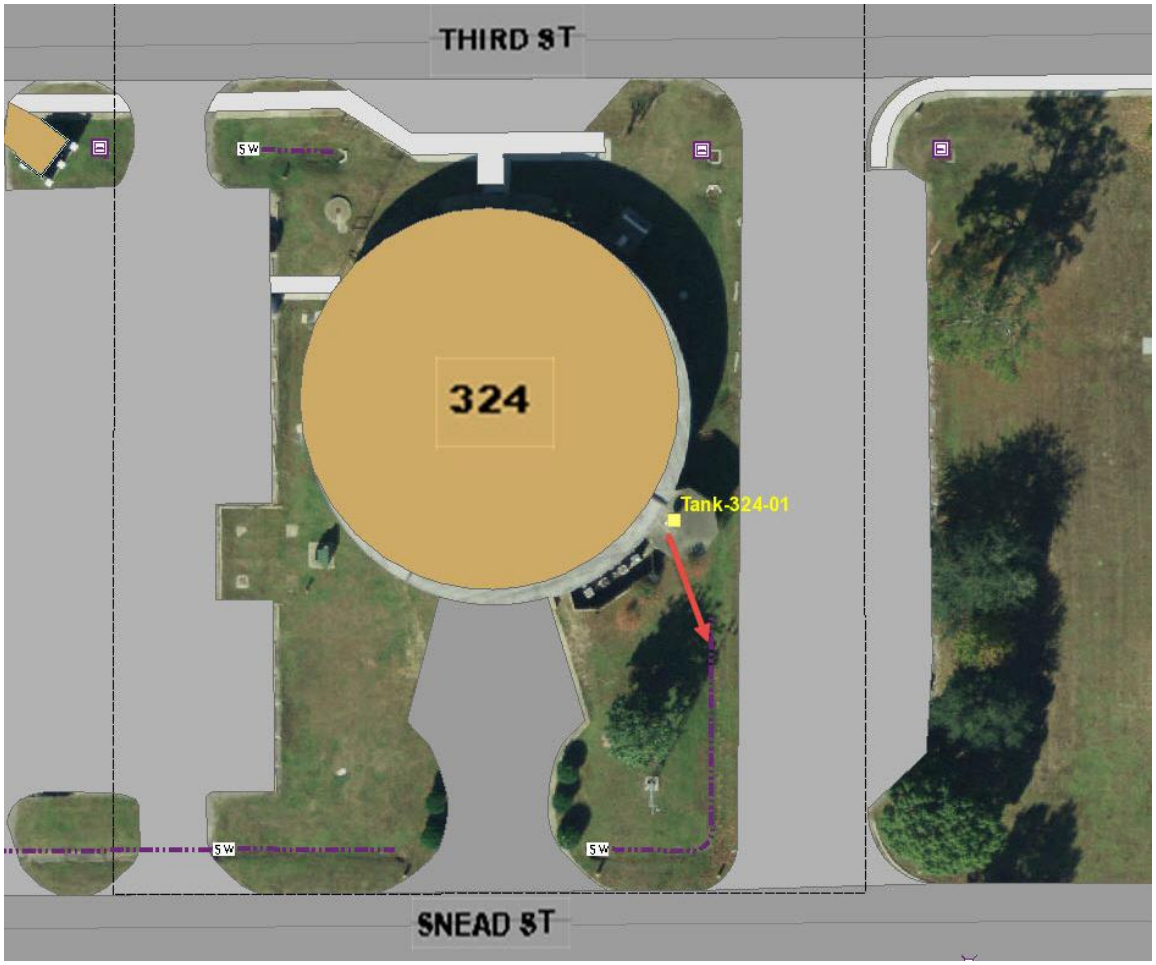
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **324-01**
Facility: **Emergency Operations**
Capacity (gals): **316**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **329-01**
Facility: **Data Processing**
Capacity (gals): **196**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **343-01**
Facility: **NCTC Admin**
Capacity (gals): **196**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **367-02** Facility: **Colmer Galley** Capacity (gals): **275** Contents: **Used Cooking Oil** Applicable Discharge Scenarios per Table C-1: **13, 14, 15**	
Tank ID: **367-03** Facility: **Colmer Galley** Capacity (gals): **850** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **3, 4, 16**	

TANK PHOTOS & DISCHARGE DIAGRAMS

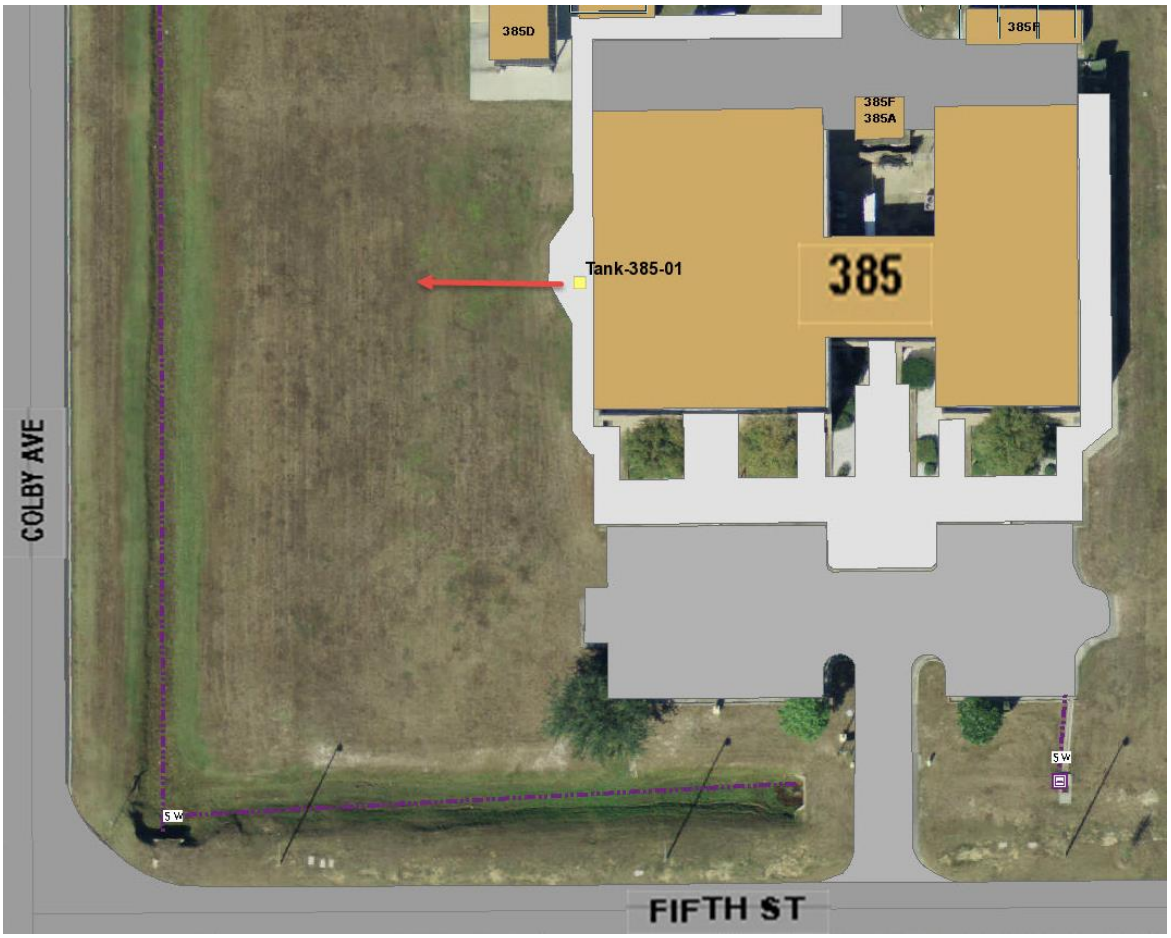
Red arrow is predicted discharge flow. Purple box is storm drain inlet.
North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **385-01**
Facility: **NCTC**
Capacity (gals): **120**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16, 17**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **397-01**
Facility: **Auto Hobby Shop**
Capacity (gals): **500**
Contents: **Used Oil**

Applicable Discharge Scenarios per Table C-1: **13, 14, 15**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

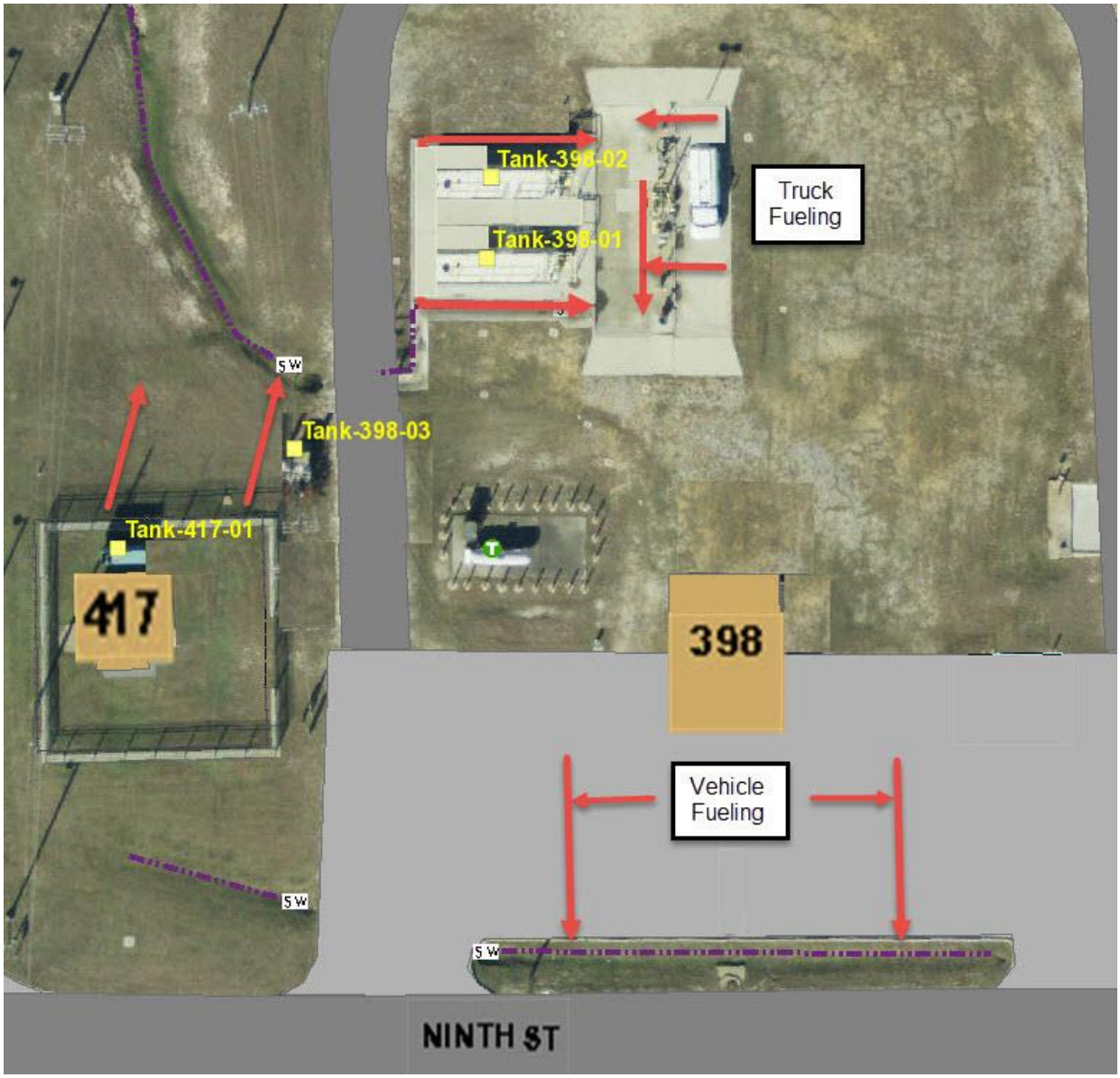
Tank ID: **398-01** Facility: **Govt Gas Station** Capacity (gals): **12,000** Contents: **Jet Fuel F-24** Applicable Discharge Scenarios per Table C-1: **7, 8, 9, 10, 17**	
Tank ID: **398-02** Facility: **Govt Gas Station** Capacity (gals): **12,000** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **7, 8, 9, 10, 17**	
Tank ID: **398 Fuel Truck and Loading Rack** Facility: **Govt Gas Station** Capacity (gals): **2,700** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **7, 8, 9, 10**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **398 Fuel Truck and Loading Rack** Facility: **Govt Gas Station** Capacity (gals): **2,700** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **7, 8, 9, 10**	
Tank ID: **398 Fuel Dispensers** Facility: **Govt Gas Station** Applicable Discharge Scenarios per Table C-1: **11, 12**	
Tank ID: **398-03** Facility: **Govt Gas Station** Capacity (gals): **372** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **1, 2, 16**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **Bldg 403** Facility: **CED Lube Oil Shed** Contents: **various Oils**	
Tank ID: **400 Rack Tanks 1 to 8** Facility: **CED** Capacity (gals): **60 per tank** Contents: **Lube Oil, Soap** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12**	
Tank ID: **400-09** Facility: **CED** Capacity (gals): **500** Contents: **Hydraulic Oil** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12, 17**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **400-10** Facility: **CED** Capacity (gals): **500** Contents: **Hydraulic Oil** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12, 17**	
Tank ID: **400-11** Facility: **CED** Capacity (gals): **500** Contents: **Gear Oil** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12, 17**	
Tank ID: **400-12** Facility: **CED** Capacity (gals): **500** Contents: **Lube Oil** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12, 17**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **400-13** Facility: **CED** Capacity (gals): **500** Contents: **Hydraulic Oil** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12, 17**	
Tank ID: **400-14** Facility: **CED** Capacity (gals): **1,000** Contents: **Waste Diesel** Applicable Discharge Scenarios per Table C-1: **13, 14, 15**	
Tank ID: **400-15** Facility: **CED** Capacity (gals): **280** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **3, 4, 16, 17**	

TANK PHOTOS & DISCHARGE DIAGRAMS

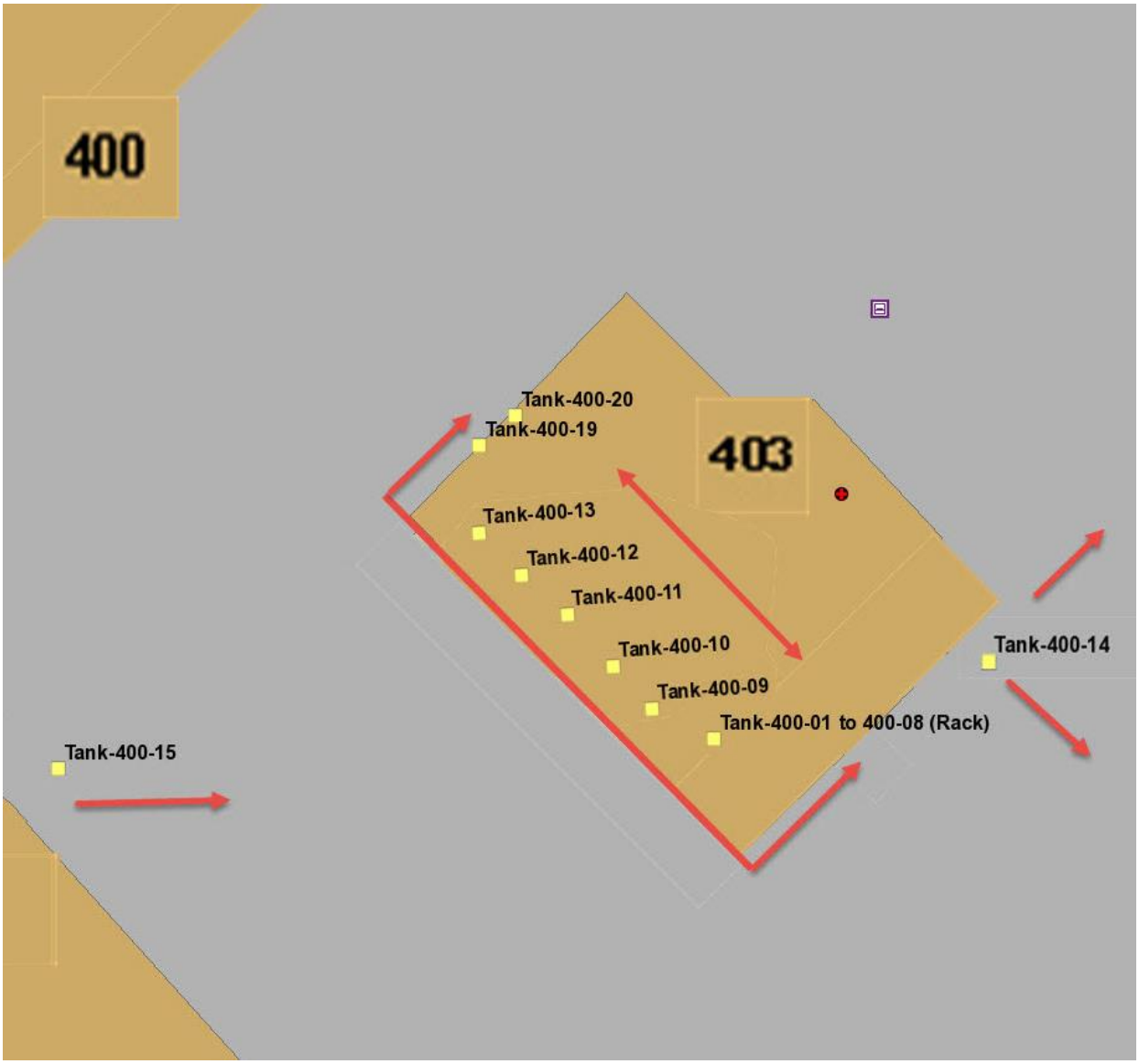
Tank ID: **400-16** Facility: **CED** Capacity (gals): **500** Contents: **Used Oil** Applicable Discharge Scenarios per Table C-1: **13, 14, 15**	
Tank ID: **400-17** Facility: **CED** Capacity (gals): **1,000** Contents: **Used Oil** Applicable Discharge Scenarios per Table C-1: **13, 14, 15**	
Tank ID: **400-18** Facility: **CED** Capacity (gals): **500** Contents: **Used Oil** Applicable Discharge Scenarios per Table C-1: **13, 14, 15**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **400-19** Facility: **CED** Capacity (gals): **60** Contents: **Auto Trans Fluid** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12, 17**	
Tank ID: **400-20** Facility: **CED** Capacity (gals): **60** Contents: **Anti-Freeze** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12, 17**	

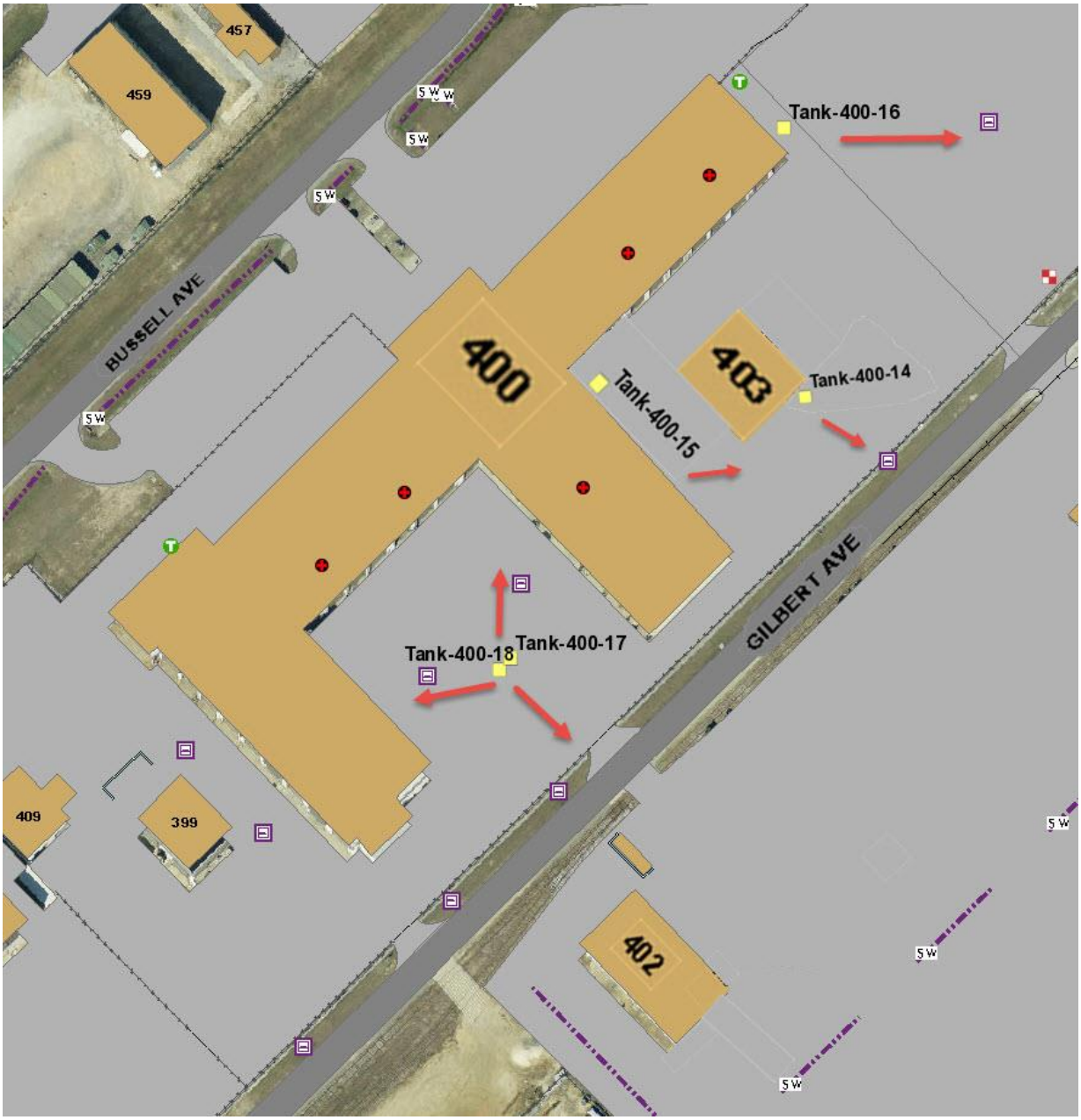
TANK PHOTOS & DISCHARGE DIAGRAMS

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.
All tanks inside Bldg 403 are contained within one berm.



TANK PHOTOS & DISCHARGE DIAGRAMS

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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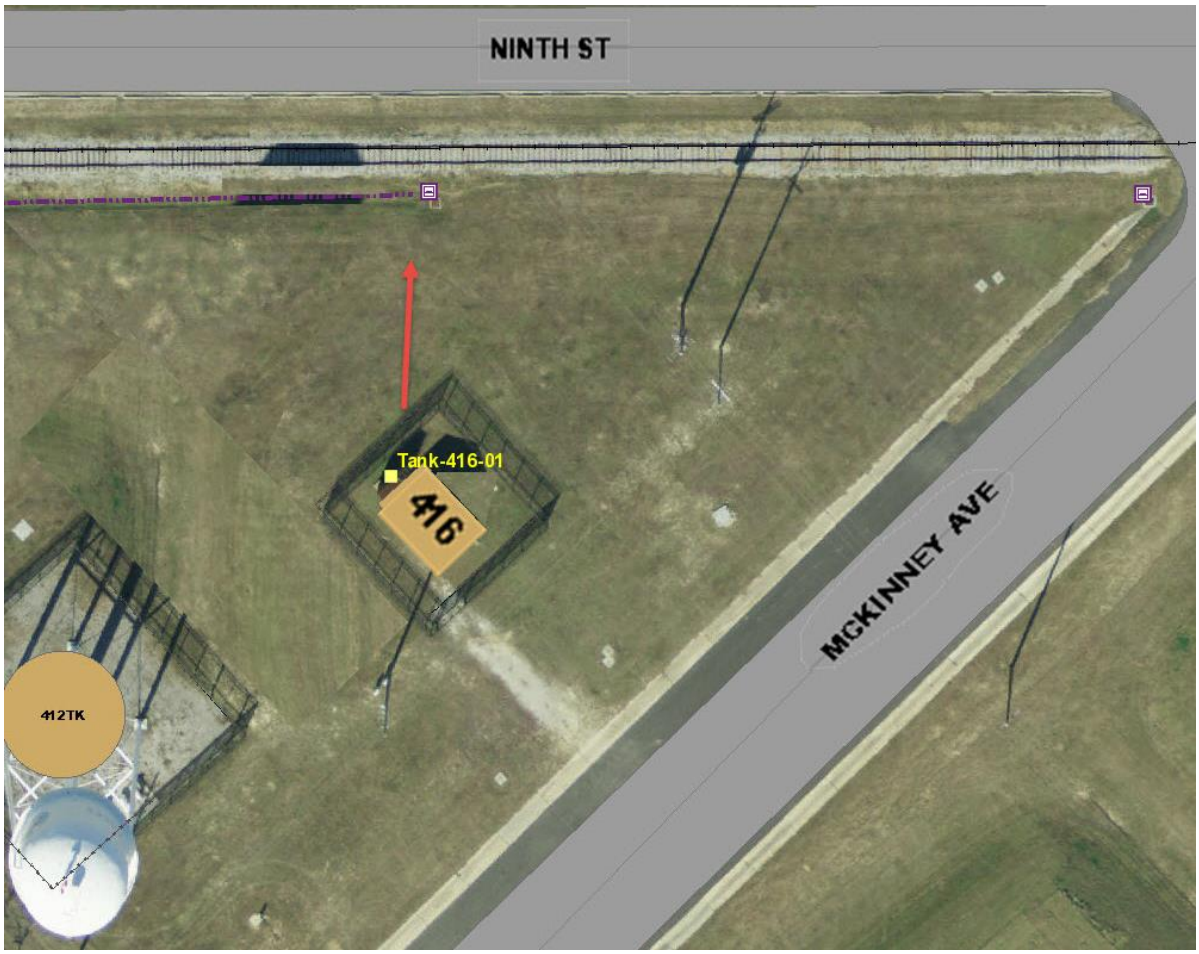
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **416-01**
Facility: **Water Well**
Capacity (gals): **200**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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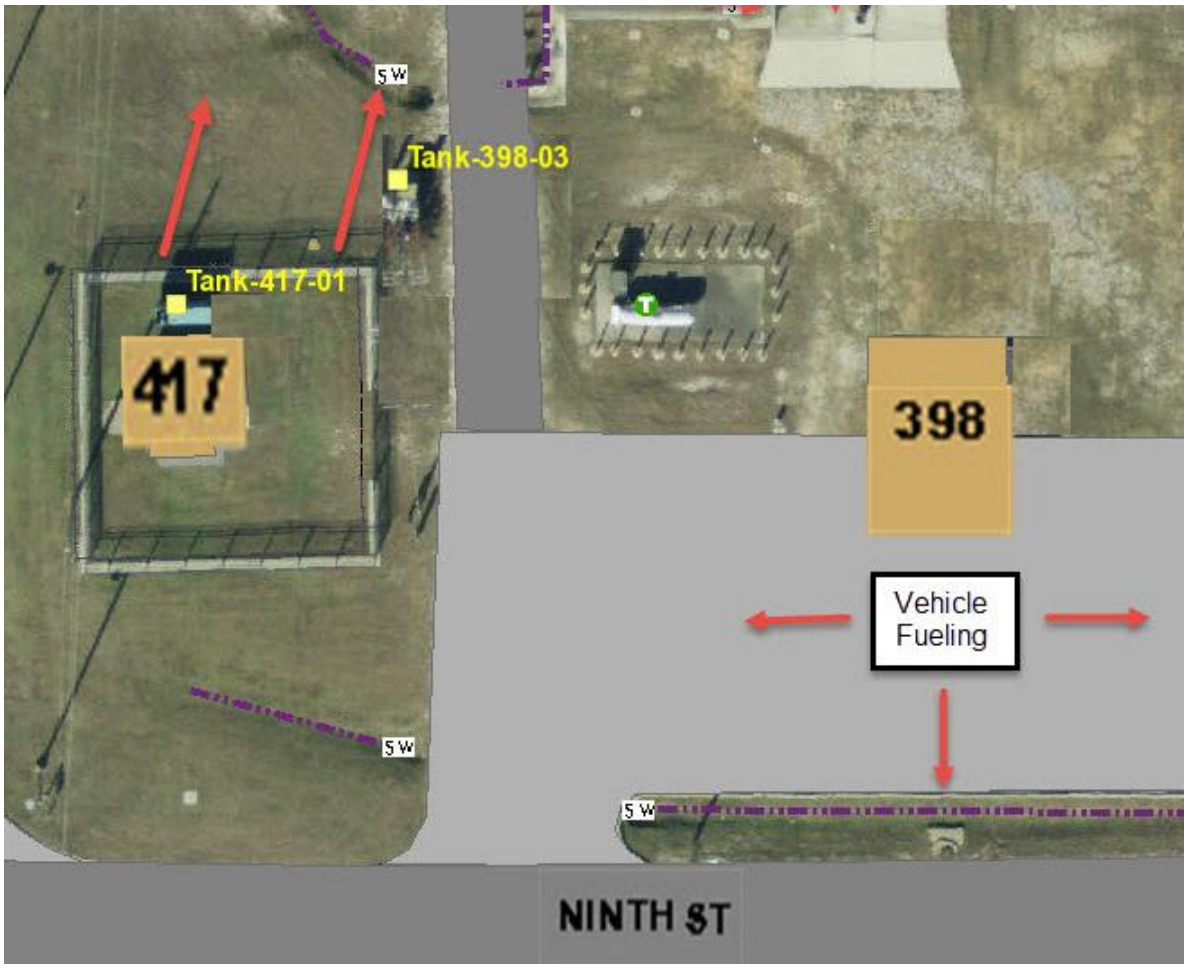
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **417-01**
Facility: **Water Well**
Capacity (gals): **200**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **418-02** Facility: **Golf Course Clubhouse** Capacity (gals): **150** Contents: **Used Cooking Oil** Applicable Discharge Scenarios per Table C-1: **13, 14, 15**	
Tank ID: **418-03** Facility: **Golf Course Clubhouse** Capacity (gals): **150** Contents: **Used Cooking Oil** Applicable Discharge Scenarios per Table C-1: **13, 14, 15**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Red arrow is predicted discharge flow. Purple line is storm water ditch.
North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **435-02**
Facility: **Armory**
Capacity (gals): **1,150**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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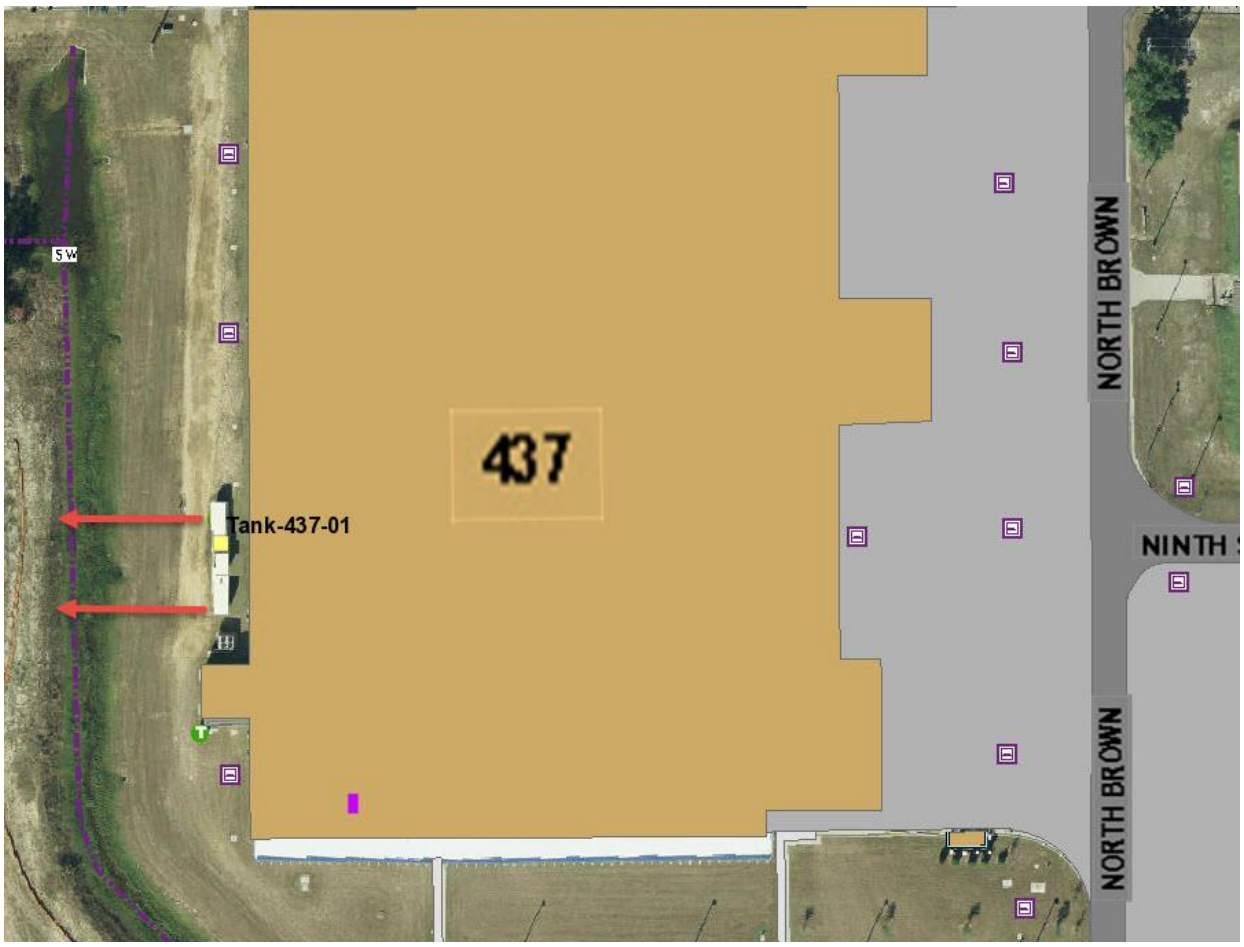
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **437-01**
Facility: **OELF Supply**
Capacity (gals): **10,000**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16, 17**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **447-01** Facility: **NCG2** Capacity (gals): **500** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **3, 4, 16**	
Tank ID: **447-03** Facility: **NCG2** Capacity (gals): **2,054** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **3, 4, 16**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **449-01**
Facility: **Broad Ave Gate**
Capacity (gals): **247**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple line is storm water ditch. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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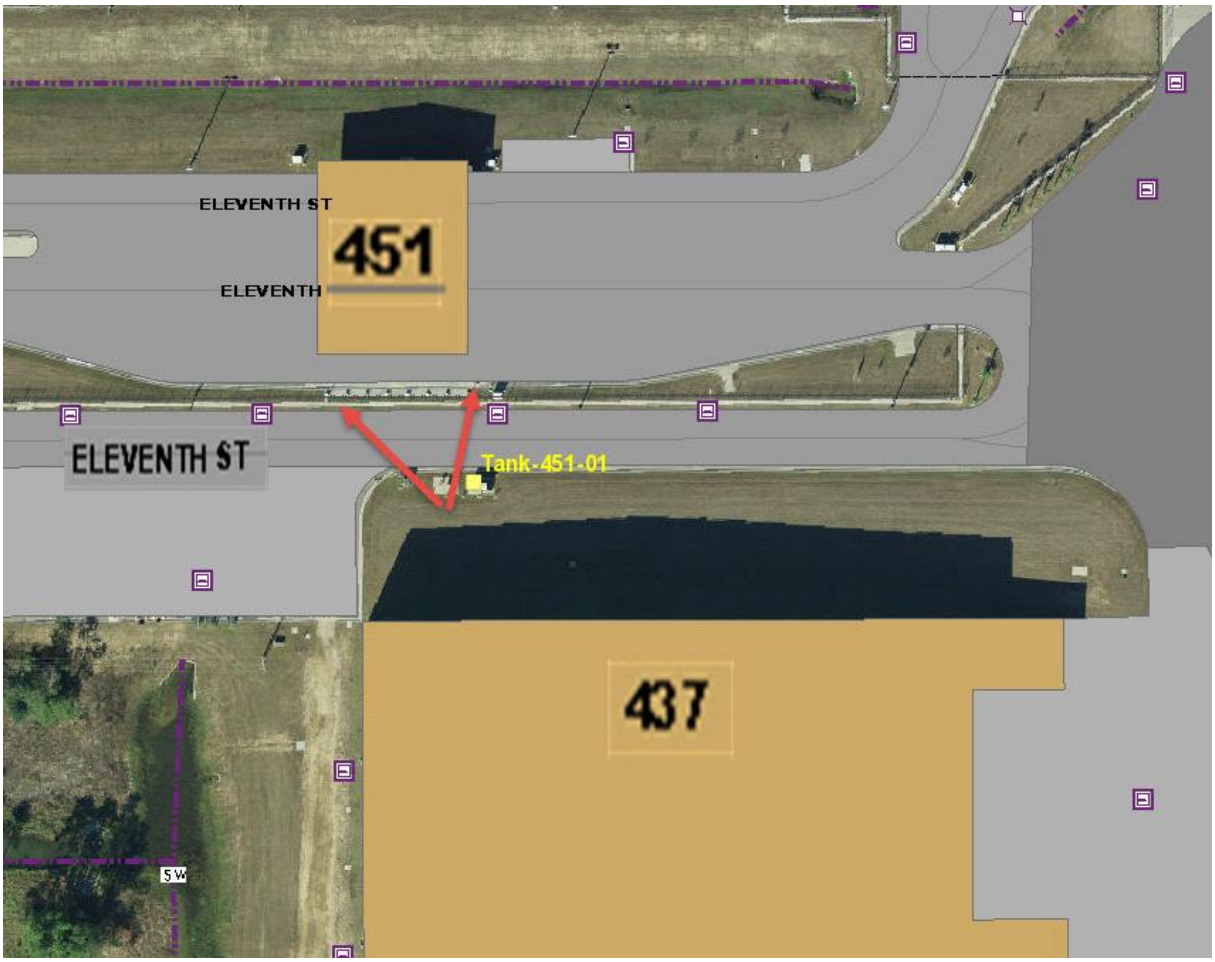
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **451-01**
Facility: **28th Street Gate**
Capacity (gals): **995**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **452-01**
Facility: **Pass / ID**
Capacity (gals): **336**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **3, 4, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Facility: **Golf Course**
Tank ID: **456-01**
Capacity (gals): **750**
Contents: **Gasoline**

Tank ID: **456-02**
Capacity (gals): **750**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **7, 8, 11, 12**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **463-01**
Facility: **Navy Lodge**
Capacity (gals): **183**
Contents: **Diesel**

Applicable Discharge Scenarios per Table C-1: **1, 2, 16**

Red arrow is predicted discharge flow. Purple box is storm drain inlet. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **465-01** Facility: **NCG2** Capacity (gals): **521** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **1, 2, 16**	
Tank ID: **465-02** Facility: **NCG2** Capacity (gals): **500** Contents: **Used Oil** Applicable Discharge Scenarios per Table C-1: **13, 14, 15**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **465-03** Facility: **NCG2** Capacity (gals): **500** Contents: **Used Oil** Applicable Discharge Scenarios per Table C-1: **13, 14, 15**	
Tank ID: **465 Rack 1, Tanks 1 to 8** Facility: **NCG2** Capacity (gals): **60 per tank** Contents: **Lube Oil, Coolant** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12**	
Tank ID: **465 Rack 2, Tanks 1 to 8** Facility: **NCG2** Capacity (gals): **60 per tank** Contents: **Lube Oil, Coolant** Applicable Discharge Scenarios per Table C-1: **1, 2, 11, 12**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Red arrow is predicted discharge flow. Purple line is storm water ditch.
Rack tanks are contained within berms. North is up.

TANK PHOTOS & DISCHARGE DIAGRAMS

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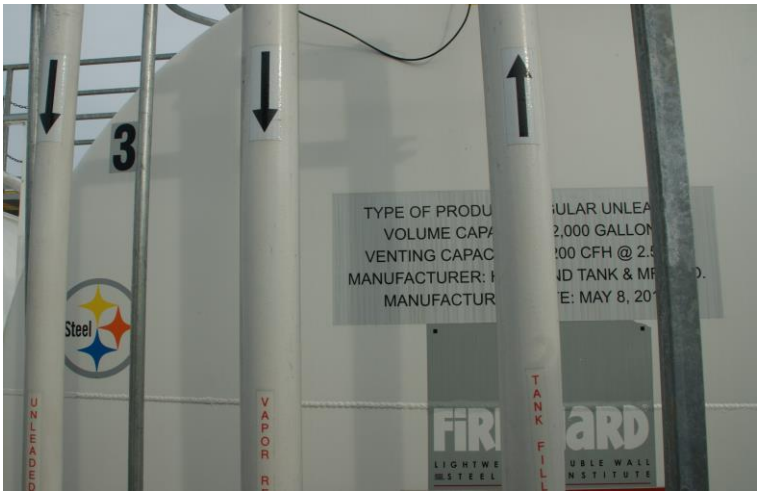
TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **470 Fuel Truck Unloading Area** Facility: **NEX Gas Station**	
Tank ID: **470-01 & 470-02 Bottom view** Facility: **NEX Gas Station**	
Tank ID: **470-01, Top view** Facility: **NEX Gas Station**	

TANK PHOTOS & DISCHARGE DIAGRAMS

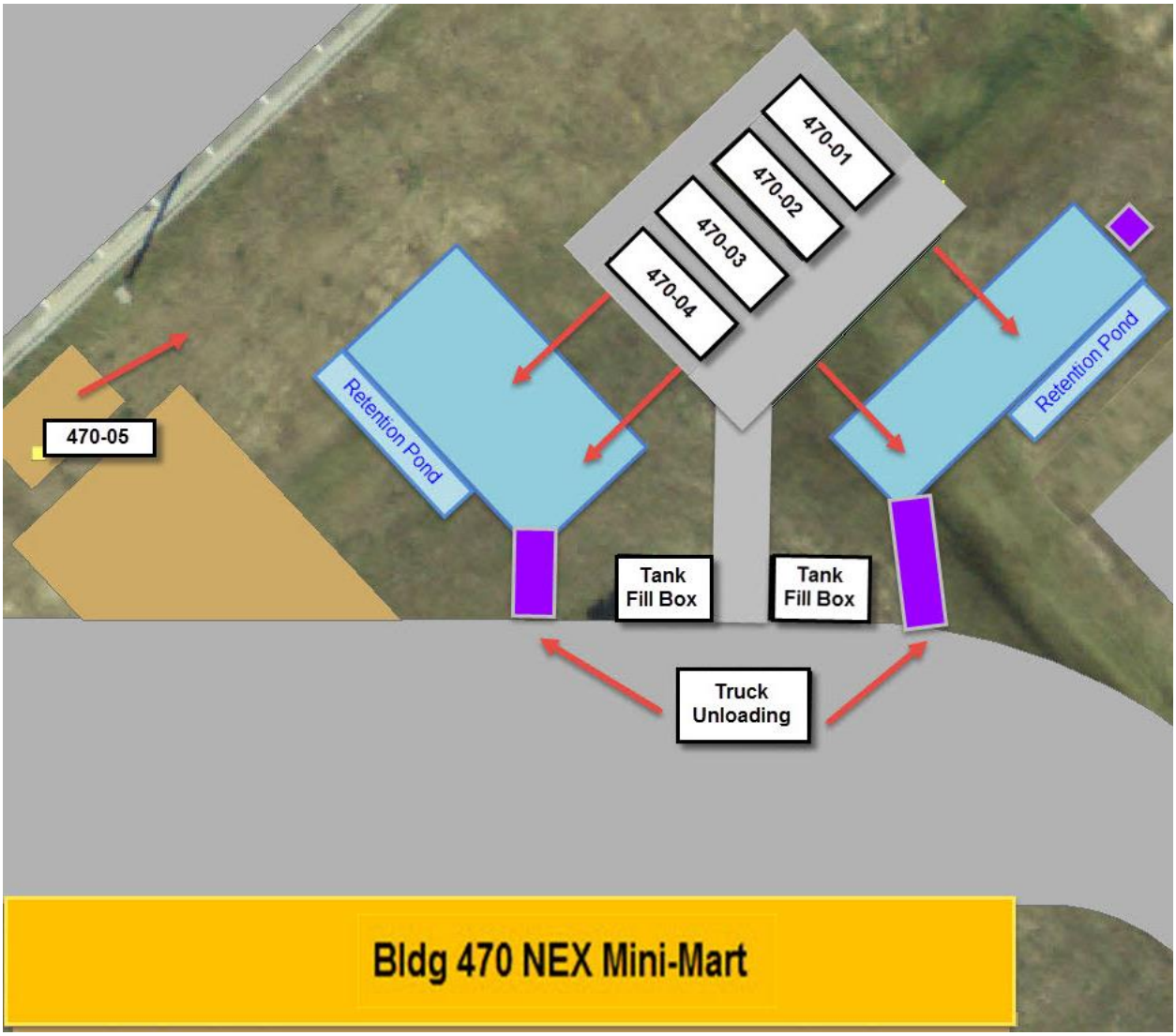
Tank ID: **470-01** Facility: **NEX Gas Station** Capacity (gals): **12,000** Contents: **Premium Gasoline** Applicable Discharge Scenarios per Table C-1: **7, 8, 11, 12, 17**	
Tank ID: **470-02** Facility: **NEX Gas Station** Capacity (gals): **12,000** Contents: **Regular Gasoline** Applicable Discharge Scenarios per Table C-1: **7, 8, 11, 12, 17**	
Tank ID: **470-03** Facility: **NEX Gas Station** Capacity (gals): **12,000** Contents: **Regular Gasoline** Applicable Discharge Scenarios per Table C-1: **7, 8, 11, 12, 17**	

TANK PHOTOS & DISCHARGE DIAGRAMS

Tank ID: **470-04** Facility: **NEX Gas Station** Capacity (gals): **12,000** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **7, 8, 11, 12, 17**	
Tank ID: **470-03 & 470-04 Top View, and 470-05 (background)** Facility: **NEX Gas Station**	
Tank ID: **470-05** Facility: **NEX Gas Station** Capacity (gals): **336** Contents: **Diesel** Applicable Discharge Scenarios per Table C-1: **3, 4, 16**	

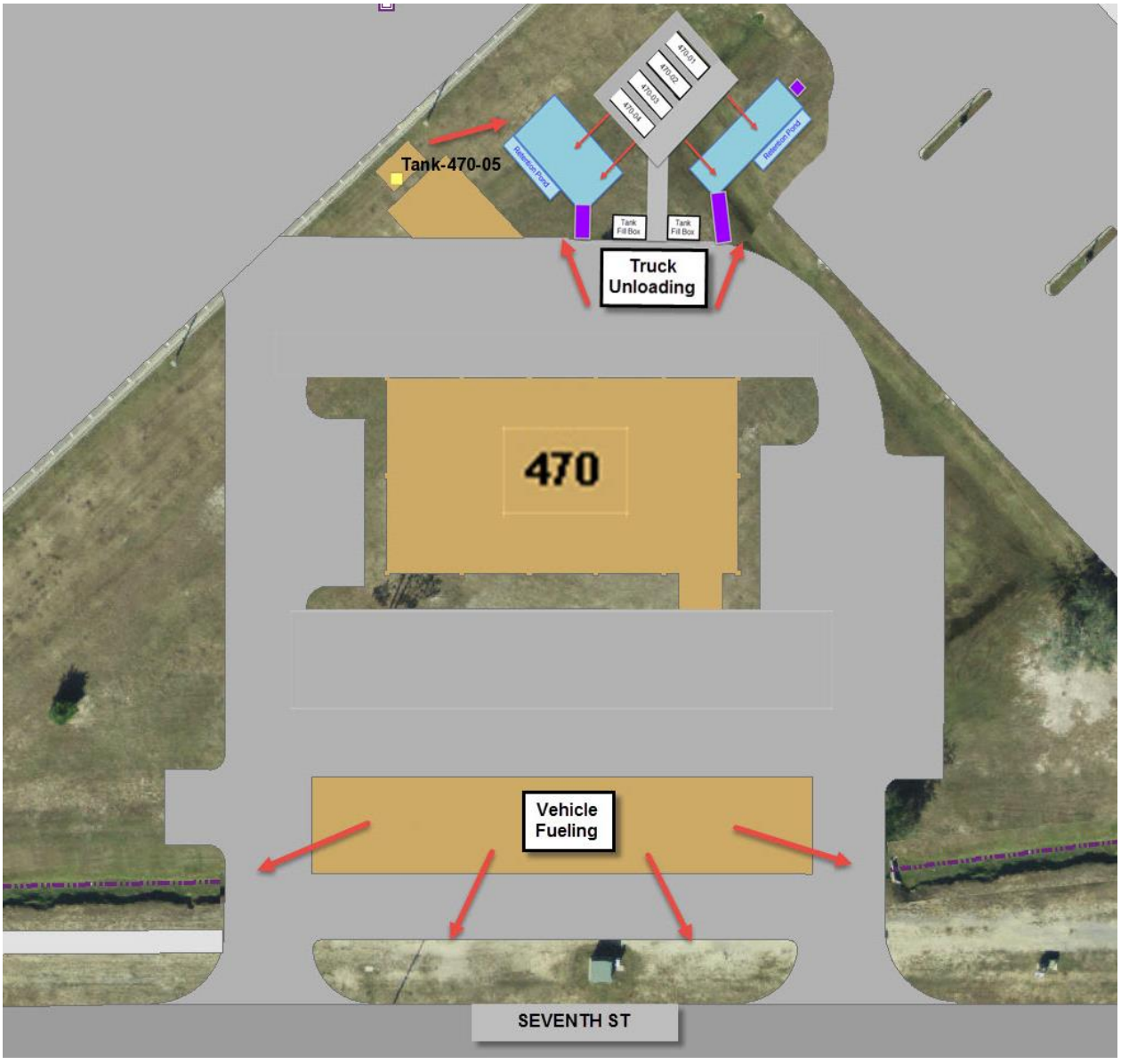
TANK PHOTOS & DISCHARGE DIAGRAMS

Red arrow is predicted discharge flow. Purple box is storm water ditch or drain.
North is up.



TANK PHOTOS & DISCHARGE DIAGRAMS

Red arrow is predicted discharge flow. Purple line is storm water ditch.
North is up.



APPENDIX B

INSPECTION CHECKLISTS

1. STI-SP001 Monthly Tank Inspection
2. STI-SP001 Annual Tank Inspection
3. STI-SP001 Portable Container Monthly Inspection
4. Fuel Loading / Unloading Station Inspection
5. Secondary Containment Drainage Log
6. Convault Tank Maintenance Checklist

STI SP001 Monthly Inspection Checklist

General Inspection Information:

Inspection Date: _____ Retain Until Date: _____ (36 months from inspection date)

Prior Inspection Date: _____ Inspector Name: _____

Tanks Inspected (ID #'s): _____

Inspection Guidance:

- For equipment not included in this Standard, follow the manufacturer recommended inspection/testing schedules and procedures.
- The periodic AST Inspection is intended for monitoring the external AST condition and its containment structure. This visual inspection does not require a Certified Inspector. It shall be performed by an owner's inspector who is familiar with the site and can identify changes and developing problems.
- Upon discovery of water in the primary tank, secondary containment area, interstice, or spill container, remove promptly or take other corrective action. Before discharge to the environment, inspect the liquid for regulated products or other contaminants and disposed of it properly.
- (*) designates an item in a non-conformance status. This indicates that action is required to address a problem.
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for 36 months.
- **In the event of severe weather (snow, ice, wind storms) or maintenance (such as painting) that could affect the operation of critical components (normal and emergency vents, valves), an inspection of these components is required as soon as the equipment is safely accessible after the event.**

Item	Task	Status	Comments
1.0 Tank Containment			
1.1 Containment structure	Check for water, debris, cracks or fire hazard	☐Yes* ☐No ☐N/A	
1.2 Primary tank	Check for water	☐Yes* ☐No	
1.3 Containment drain valves	Operable and in a closed position	☐Yes ☐No* ☐N/A	
1.4 Pathways and entry	Clear and gates/doors operable	☐Yes ☐No* ☐N/A	
2.0 Leak Detection			
2.1 Tank	Visible signs of leakage	☐Yes* ☐No	
2.2 Secondary Containment	Visible signs of leakage from tank into secondary containment	☐Yes* ☐No	
2.3 Surrounding soil	Visible signs of leakage	☐Yes* ☐No ☐N/A	
2.4 Interstice	Visible signs of leakage	☐Yes* ☐No ☐N/A	

Item	Task	Status	Comments
3.0 Tank Equipment			
3.1 Valves	a. Check for leaks.	☐Yes* ☐No ☐N/A	
	b. Tank drain valves must be kept locked.	☐Yes* ☐No ☐N/A	
3.2 Spill containment boxes on fill pipe	a. Inspect for debris, residue, and water in the box and remove.	☐Yes* ☐No ☐N/A	
	b. Drain valves must be operable and closed.	☐Yes* ☐No ☐N/A	
3.3 Liquid level equipment	a. Both visual and mechanical devices must be inspected for physical damage.	☐Yes ☐No* ☐N/A	
	b. Check that the device is easily readable	☐Yes ☐No* ☐N/A	
3.4 Overfill equipment	a. If equipped with a "test" button, activate the audible horn or light to confirm operation. This could be battery powered. Replace the battery if needed	☐Yes ☐No*☐N/A	
	b. If overfill valve is equipped with a mechanical test mechanism, actuate the mechanism to confirm operation.	☐Yes ☐No* ☐N/A	
3.5 Piping connections	Check for leaks, corrosion and damage	☐Yes* ☐No	
4.0 Tank Attachments and Appurtenances			
4.1 Ladder and platform structure	Secure with no sign of severe corrosion or damage?	☐Yes ☐No* ☐N/A	
5.0 Other Conditions			
5.1 Are there other conditions that should be addressed for continued safe operation or that may affect the site spill prevention plan?		☐Yes* ☐No	

Additional Comments:

STI SP001 Annual Inspection Checklist

General Inspection Information:

Inspection Date: _____ Retain Until Date: _____ (36 months from inspection date)

Prior Inspection Date: _____ Inspector Name: _____

Tanks Inspected (ID #'s): _____

Inspection Guidance:

- For equipment not included in this Standard, follow the manufacturer recommended inspection/testing schedules and procedures.
- The periodic AST Inspection is intended for monitoring the external AST condition and its containment structure. This visual inspection does not require a Certified Inspector. It shall be performed by an owner's inspector who is familiar with the site and can identify changes and developing problems.
- Remove promptly upon discovery standing water or liquid in the primary tank, secondary containment area, interstice, or spill container. Before discharge to the environment, inspect the liquid for regulated products or other contaminants and disposed of it properly.
- In order to comply with EPA SPCC (Spill Prevention, Control and Countermeasure) rules, a facility must regularly test liquid level sensing devices to ensure proper operation (40 CFR 112.8(c)(8)(v)).
- (*) designates an item in a non-conformance status. This indicates that action is required to address a problem.
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for 36 months.
- Complete this checklist on an annual basis supplemental to the owner monthly-performed inspection checklists.
- **Note: If a change has occurred to the tank system or containment that may affect the SPCC plan, the condition should be evaluated against the current plan requirement by a Professional Engineer knowledgeable in SPCC development and implementation.**

Item	Task	Status	Comments
1.0 Tank Containment			
1.1 Containment structure	Check for: • Holes or cracks in containment wall or floor • Washout • Liner degradation • Corrosion • Leakage • Paint failure • Tank settling	☐Yes* ☐No ☐N/A	
2.0 Tank Foundation and Supports			
2.1 Foundation	Settlement or foundation washout?	☐Yes*☐No	
2.2 Concrete pad or ring wall	Cracking or spalling?	☐Yes*☐No☐N/A	

Item	Task	Status	Comments
2.3 Supports	Check for corrosion, paint failure, etc.	☐Yes*☐No☐N/A	
2.4 Water drainage	Water drains away from tank?	☐Yes ☐No*☐N/A	
2.5 Tank grounding	Strap secured and in good condition?	☐Yes ☐No*☐N/A	
3.0 Cathodic Protection			
3.1 Gavlvanic cathodic protection system	Confirm system is functional, includes the wire connections for galvanic systems	☐Yes ☐No*☐N/A	
3.2 Impressed current system	a. Inspect the operational components (power switch, meters, and alarms).	☐Yes ☐No*☐N/A	
	b. Record hour meter, ammeter and voltmeter readings.	☐Yes ☐No* ☐N/A	
4.0 Tank Shell, Heads, Roof			
4.1 Coating	Check for coating failure	☐Yes*☐No	
4.2 Steel condition	Check for: • Dents • Buckling • Bulging • Corrosion • Cracking	☐Yes*☐No	
4.3 Roof slope	Check for low points and standing water	☐Yes*☐No☐N/A	
5.0 Tank Equipment			
5.1 Vents	Verify that components are moving freely and vent passageways are not obstructed for: • Emergency vent covers • Pressure/vacuum vent poppets • Other moving vent components	☐Yes*☐No	

Item	Task	Status	Comments
5.2 Valves	Check the condition of all valves for leaks, corrosion and damage.	☐Yes* ☐No	
5.2.1 Anti-siphon, check and gate valves	Cycle the valve open and closed and check for proper operation.	☐Yes ☐No*☐N/A	
5.2.2 Pressure regulator valve	Check for proper operation. (Note that there may be small, 1/4 inch drain plugs in the bottom of the valve that are not visible by looking from above only)	☐Yes ☐No*☐N/A	
5.2.3 Expansion relief valve	Check that the valve is in the proper orientation. (Note that fuel must be discharged back to the tank via a separate pipe or tubing.)	☐Yes ☐No*☐N/A	
5.2.4 Solenoid valves	Cycle power to valve to check operation. (Electrical solenoids can be verified by listening to the plunger opening and closing. If no audible confirmation, the valve should be inspected for the presence and operation of the plunger.)	☐Yes ☐No*☐N/A	
5.2.5 Fire and shear valves	a. Manually cycle the valve to ensure components are moving freely and that the valve handle or lever has clearance to allow valve to close completely.	☐Yes ☐No* ☐N/A	
	b. Valves must not be wired in open position.	☐Yes ☐No* ☐N/A	

Item	Task	Status	Comments
	c. Make sure fusible element is in place and correctly positioned.	☐Yes ☐No* ☐N/A	
	d. Be sure test ports are sealed with plug after testing is complete and no temporary test fixture or component remains connected to valve.	☐Yes ☐No* ☐N/A	
5.3 Interstitial leak detection equipment	Check condition of equipment, including: • The window is clean and clear in sight leak gauges. • The wire connections of electronic gauges for tightness and corrosion • Activate the test button, if applicable.	☐Yes ☐No*☐N/A	
5.4 Spill containment boxes on fill pipe	a. If corrosion, damage, or wear has compromised the ability of the unit to perform spill containment functions, replace the unit.	☐Yes* ☐No ☐N/A	
	b. Inspect the connections to the AST for tightness, as well as the bolts, nuts, washers for condition and replace if necessary.	☐Yes* ☐No ☐N/A	
	c. Drain valves must be operable and closed	☐Yes* ☐No ☐N/A	
5.5 Strainer	a. Check that the strainer is clean and in good condition.	☐Yes ☐No* ☐N/A	

Item	Task	Status	Comments
5.5 Strainer	b. Access strainer basket and check cap and gasket seal as well as bolts.	☐Yes ☐No* ☐N/A	
5.6 Filter	a. Check that the filter is in good condition and is within the manufacturer's expected service life. Replace, if necessary.	☐Yes ☐No* ☐N/A	
	b. Check for leaks and decreased fuel flow	☐Yes ☐No* ☐N/A	
5.7 Flame arrestors	Follow manufacturer's instructions. Check for corrosion and blockage of air passages.	☐Yes* ☐No ☐N/A	
5.8 Leak detector for submersible pump systems	Test according to manufacturer's instructions and authority having jurisdiction (AHJ). Verify leak detectors are suited and properly installed for aboveground use.	☐Yes ☐No* ☐N/A	
5.9 Liquid level equipment	a. Has equipment been tested to ensure proper operation?	☐Yes ☐No* ☐N/A	
	b. Does equipment operate as required?	☐Yes ☐No* ☐N/A	
	c. Follow manufacturer's instructions	☐Yes ☐No* ☐N/A	
5.10 Overfill equipment	a. Follow manufacturer's instructions and regulatory requirements for inspection and functionality verification.	☐Yes ☐No* ☐N/A	
	b. Confirm device is suited for above ground use by the manufacturer	☐Yes ☐No* ☐N/A	

Item	Task	Status	Comments
6.0 Insulated Tanks			
6.1 Insulation	Check condition of insulation for: • Missing sections • Areas of moisture • Mold • Damage	☐Yes* ☐No ☐N/A	
6.2 Insulation cover or jacket	Check for damage that will allow water intrusion	☐Yes* No ☐N/A	
7.0 Miscellaneous			
7.1 Electrical wiring and boxes	Are they in good condition?	☐Yes ☐No* ☐N/A	
7.2 Labels and tags	Ensure that all labels and tags are intact and readable.	☐Yes ☐No* ☐N/A	

Additional Comments:

STI SP001 Portable Container Monthly Inspection Checklist

General Inspection Information:

Inspection Date: _____ Retain Until Date: _____ (36 months from inspection date)

Prior Inspection Date: _____ Inspector Name: _____

Containers Inspected (ID #'s): _____

Inspection Guidance:

- For equipment not included in this Standard, follow the manufacturer recommended inspection/testing schedules and procedures.
- The periodic AST Inspection is intended for monitoring the external AST condition and its containment structure. This visual inspection does not require a Certified Inspector. It shall be performed by an owner's inspector who is familiar with the site and can identify changes and developing problems.
- (*) designates an item in a non-conformance status. This indicates that action is required to address a problem.
- Non-conforming items important to tank or containment integrity require evaluation by an engineer experienced in AST design, a Certified Inspector, or a tank manufacturer who will determine the corrective action. Note the non-conformance and corresponding corrective action in the comment section.
- Retain the completed checklists for 36 months.

Item	Area: _____	Area: _____	Area: _____	Area: _____
1.0 AST Containment/Storage Area				
1.1 ASTs within designated storage area?	☐Yes ☐No*	☐Yes ☐No*	☐Yes ☐No*	☐Yes ☐No*
1.2 Debris, spills, or other fire hazards in containment or storage area?	☐Yes* ☐No	☐Yes* ☐No	☐Yes* ☐No	☐Yes* ☐No
1.3 Water in outdoor secondary containment?	☐Yes* ☐No	☐Yes* ☐No	☐Yes* ☐No	☐Yes* ☐No
1.4 Drain valves operable and in a closed position?	☐Yes ☐No*	☐Yes* ☐No	☐Yes* ☐No	☐Yes* ☐No
1.5 Egress pathways clear and gates/doors operable?	☐Yes ☐No*	☐Yes* ☐No	☐Yes* ☐No	☐Yes* ☐No

Item	Area: _____	Area: _____	Area: _____	Area: _____
2.0 Leak Detection				
2.1 Visible signs of leakage around the container or storage area?	☐Yes* ☐No	☐Yes* ☐No	☐Yes* ☐No	☐Yes* ☐No
3.0 Container				
3.0 Noticeable container distortions, buckling, denting or bulging?	☐Yes* ☐No	☐Yes* ☐No	☐Yes* ☐No	☐Yes* ☐No

Comments:

FUEL LOADING/UNLOADING STATION INSPECTION CHECKLIST (Form 3)

Instructions: Complete routine external visual inspection of fuel truck loading/unloading stations. Notify Environmental Programs Manager immediately if any significant deficiencies are identified.

Regulatory Driver: 40 CFR 112

Frequency: Monthly

Site/Date: _____ Inspector: _____

	SAT	UNSAT	NA	CAR	Comments
HOSES, PIPES AND VALVES					
Leaks	☐	☐	☐	☐	_____
Operation	☐	☐	☐	☐	_____
Deterioration	☐	☐	☐	☐	_____
Clamps and Supports	☐	☐	☐	☐	_____
STRUCTURE					
Bolts, Clamps and Supports	☐	☐	☐	☐	_____
Roofing and Ladders	☐	☐	☐	☐	_____
GENERAL					
Electrical Ground	☐	☐	☐	☐	_____
Portable Equipment Stowed	☐	☐	☐	☐	_____
Secondary Containment Structure	☐	☐	☐	☐	_____
Instruction/Warning Signage	☐	☐	☐	☐	_____
Traffic Control Devices	☐	☐	☐	☐	_____
Dispenser Labeling	☐	☐	☐	☐	_____
Security Lighting	☐	☐	☐	☐	_____
CONTROL DEVICES					
Early Departure Warning Device	☐	☐	☐	☐	_____
Starter Control	☐	☐	☐	☐	_____
Scully System	☐	☐	☐	☐	_____
Dead-man Controls	☐	☐	☐	☐	_____
Pumps	☐	☐	☐	☐	_____
SECONDARY CONTAINMENT					
Standing Water	☐	☐	☐	☐	_____
Valves Closed and Locked	☐	☐	☐	☐	_____
Oil Stains/Sheen	☐	☐	☐	☐	_____

Note:
SAT – satisfactory
UNSAT – unsatisfactory
NA – not applicable
CAR – corrective action required

SECONDARY CONTAINMENT DRAINAGE LOG

Instructions: 40 CFR 112 requires observation, recording, and prompt drainage of impounded rainwater from secondary containment structures. The rainwater shall not be discharged without treatment if it has product or a visible sheen. Notify Environmental Programs Manager immediately if any releases are identified.

Frequency: As soon as possible after significant rainfall event, monthly at a minimum.

Site/Date	Oil Present[1] (Y/N)	Treatment Employed (Y/N)	Drain Valve Opened (time)	Drain Valve Closed (time)	Name	Comments

Note:
1 – product or sheen

The Industry Leader In Aboveground Fuel Storage Systems

Maintenance Checklist

Inspection Date_____ Inspector_____

Note: This checklist is designed for general use. Some items may not apply. All equipment inspections and maintenance should be documented. You are **encouraged** to make copies of this checklist. See the corresponding maintenance procedures and your owner's manual for corrective actions and more details.

Weekly Maintenance:

- ☐ 1. Check leak detector for indication of fluid in interstice. (This is required by warranty.) If checked with a stick gauge, ensure the stick is clean and dry before insertion.
- ☐ 2. Check for leaks on the pumps, filters, hoses, nozzles, joints and fittings.
- ☐ 3. Check nipples, spill containment and manholes for paint or powder coating decay (required by warranty). Check piping and fitting for rust.
- ☐ 4. Check pump meter and reset button.
- ☐ 5. Check fuel gauge for proper operation. If you have a Kruger At-A-Glance Gauge, check the clear cap for weathering or cracks.
- ☐ 6. Check spill containment for debris.
- ☐ 7. Check for small cracks in concrete.
- ☐ 8. Check readability of signs and decals.

Monthly Maintenance:

- ☐ 9. Check for water in the primary tank bottom under the fuel (required by warranty).
- ☐ 10. Visually check the tank, including under the tank for any signs of leakage as required by the Environmental Protection Agency 40 CFR 112.
- ☐ 11. Check leak detector tube cap for corrosion and proper operation. If a Kruger manual leak indicator is installed, remove the red ring and clear cap and check to see that the red indicator moves up and down about 1 inch freely. Also, check for weathering or cracks in the clear cap. If electronic leak detection is installed, check it by using the test button.
- ☐ 12. Check all nozzles, hoses and fittings for wear and tear.
- ☐ 13. Check trigger mechanism on nozzle for metal fatigue or mechanical failure.
- ☐ 14. Check pump motor for signs of over-heating or excessive wear.
- ☐ 15. Check body of tank for cleanliness, need of paint, or rusting where applicable. Check signs and decals for need of replacement. Check slab and supports of unit for structural soundness.
- ☐ 16. Check grounding wires to see that they are properly attached to the tank terminals and grounding rod.

Other Periodic Maintenance:

- ☐ 17. Replace the dispenser filter at least every six (6) months or as needed (mark the date replaced on the filter).
- ☐ 18. Check fuel for bacterial infestation or microbial growth.
- ☐ 19. Have a qualified person periodically check all electrical wiring.
- ☐ 20. Check the emergency relief vent at least once a year by lifting the top cap and releasing it to ensure freedom of movement.
- ☐ 21. At least once a year, remove the leak detection device and check for proper operation.
- ☐ 22. At least once a year, check the calibration of the fuel gauge.
- ☐ 23. Follow the pump manufacturer's recommendation for frequency and procedures of maintenance.
- ☐ 24. Document significant storage events per 40 CFR 112 and your state regulations.

APPENDIX C

DISCHARGE SCENARIO CALCULATIONS

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APPENDIX C
Discharge Scenario Calculations

As required by 40 CFR 112.7(b), the predicted discharge flow rate, and total quantity of oil which could be discharged from the facility, as result of each type of equipment failure, are discussed below and listed in Table C-1. These events are referred to in this plan as "Discharge scenarios". Assumptions for discharge flow rates, and estimated response times, that were used to develop the discharge scenarios, are based on industry standards, best engineering practices, and typical fuel transfer procedures in use at all NAVFAC-SE region bases.

Filling Operations into Storage Tanks

1. Tank overfill by Navy fuel truck, using loose fit nozzles:

   a) Delivery truck flow rate, using a loose fit hand nozzle is 10 gpm.
   b) 12 second (sec) response time to stop flow when overfill occurs (maximum).
   c) 3 sec response time to stop flow when overfill occurs (most likely).

2. Fuel transfer hose disconnect & retrieval, using loose fit nozzles:

   a) Delivery truck flow rate, using a loose fit hand nozzle is 10 gpm.
   b) 60 sec response time to stop flow when hose fails (maximum).
   c) 6 sec response time to stop flow when hose drips (most likely).

3. Tank overfill by Navy fuel truck, using tight fit couplings:

   a) Delivery truck flow rate, using tight fit quick connect coupling is 240 gpm.
   b) 10 sec response time to stop flow when overfill occurs (maximum).
   c) 5 sec response time to stop flow when overfill occurs (most likely).

4. Fuel transfer hose disconnect & retrieval, using tight fit couplings:

   a) Delivery truck flow rate, using tight fit quick connect coupling is 240 gpm.
   b) 60 sec response time to stop flow when hose fails (maximum).
   c) 6 sec response time to stop flow when hose drips (most likely).

5. Ships fuel tank overfill by pier utility box system:
   This scenario does not apply to NCBC Gulfport.

6. Fuel transfer hose disconnect & retrieval, pier utility box system:
   This scenario does not apply to NCBC Gulfport.

7. Tank overfill by commercial fuel truck:

   a) Commercial fuel truck unloading into a tank is 500 gpm.

b) 10 sec response time for dispensing discharges (maximum).
c) 5 sec response time for dispensing discharges (most likely).

8. Fuel transfer hose disconnect & retrieval, commercial fuel truck:

a) Commercial fuel truck unloading into a tank is 500 gpm.
b) 60 sec response time for securing suction (maximum).
c) 6 sec response time for securing suction (most likely).

9. Navy fuel truck overfill by loading rack system:

a) Navy fuel truck loading at a rack system is 500 gpm.
b) 60 sec response time for dispensing discharges (maximum).
c) 15 sec response time for dispensing discharges (most likely).

10. Fuel transfer hose disconnect & retrieval, loading rack system:

a) Navy fuel truck loading at a rack system is 500 gpm.
b) 30 sec response time for securing suction (maximum).
c) 3 sec response time for securing suction (most likely).

Dispensing Operations out of Storage Tanks

11. Transfer fuel or oil into a vehicle or another container:

a) Standard fuel dispenser flow rate is 10 gpm.
b) 12 sec response time for dispensing discharges (maximum).
c) 3 sec response time for dispensing discharges (most likely).

12. Fuel transfer hose disconnect & retrieval, tank dispenser system:

a) Standard fuel dispenser flow rate is 10 gpm.
b) 60 sec response time to stop flow when hose leaks (maximum).
c) 6 sec response time to stop flow when hose leaks (most likely).

Used Engine Oil, Used Cooking Oil, Waste Fuel Tanks

13. Hand pouring liquid into open tank or container:

a) Estimated portable container hand filling is 5 gpm.
b) 12 sec response time for filling drum by hand discharge (maximum).
c) 3 sec response time for filling drum by hand discharge (most likely).

14. Adding or removing liquid, using air or diaphragm pump:

a) Estimated air pumping flow rate is 10 gpm.
b) 12 sec response time for emptying used oil by pump (maximum).
c) 3 sec response time for emptying used oil by pump (most likely).

15. Removing liquid by vacuum truck suction:

a) Vacuum truck collection/ suction / pumping rate is 240 gpm.
b) 6 sec response time for emptying used oil by vacuum truck (maximum).
c) 3 sec response time for emptying used oil by vacuum truck (most likely).

Slow Leaks on Piping & Oil Filled Equipment

16. Generator piping or flexible hose leak during operation:

a) Emergency generator diesel engine fuel flow rate is 1 gpm.
b) Engine operation causes vibration of piping and hoses, that can cause a loose connection leak (this is not a complete break).
c) Assume small leak occurs at piping joint or flexible hose connection at 1/10 of the normal flow rate while the engine is running = 0.1 gpm.
d) In the event of an electrical power loss, it is assumed the generator could run for 24 hours, before somebody checks on it, which is the maximum response time. 24 hr x 60 min / hr x 0.1 gal / min = 144 gallons.
e) Assume when generator is stopped, there is residual fuel left in horizontal piping, between stand alone tank and separate generator. Piping is 1 inch diameter x 25 feet long = 1 gal residual + 144 gal during operation = 145 gal total released**.**
f) Technician is normally required to operate generator engines once per month, for 60 minutes, which is the most likely response time to identify a discharge. 1 hr x 60 min / hr x 0.1 gal / min = 6 gallons.
g) Assume in the most likely scenario, there is no residual fuel left in vertical hoses, between integral base tank and generator mounted on top.

17. Corrosion pinhole leak of single walled steel tanks, piping, or other equipment:

a) Assume that excessive corrosion caused a pinhole leak in single walled steel material, that leaks at 1 drop / second. This equals 60 drops / minute ÷ 592 drops / ounce ÷ 128 ounces / gallon = 0.0008 gal / min.
b) Technician is normally required to inspect tanks and piping once per month, and oil filled equipment is inspected once or twice a year.
c) Assume in the most likely scenario, that a small leak begins 2 weeks prior to the next monthly inspection, and then the leak is found. 15 days x 24 hr / day x 60 min / hr x 0.0008 gal / min = 17 gallons.
d) Assume in the maximum scenario, that a small drip is not identified until 6 months after the leak started. 180 days x 24 hr / day x 60 min / hr x 0.0008 gal / min = 207 gallons.

Table C-1: Discharge Scenario Calculations

Potential Discharge Scenario	Maximum Flow Rate (GPM)	Response Time (Sec)		Maximum Volume (Gal)	Most Likely Volume (Gal)
		Maximum	Most Likely		
Filling Operations into Storage Tanks					
1. Tank overfill by Navy fuel truck, using loose fit nozzles.	10	12	3	2	0.5
2. Fuel transfer hose retrieval, using loose fit nozzles.	10	60	6	10	1
3. Tank overfill by Navy fuel truck, using tight fit couplings.	240	10	5	40	20
4. Fuel transfer hose retrieval, using tight fit couplings.	240	60	6	240	24
5. Ships fuel tank overfill by pier utility box system.	**This scenario does not apply to NCBC Gulfport.**				
6. Fuel transfer hose retrieval, pier utility box system.	**This scenario does not apply to NCBC Gulfport.**				
7. Tank overfill by commercial fuel truck.	500	10	5	84	42
8. Fuel transfer hose retrieval, commercial fuel truck.	500	60	6	500	50
9. Navy fuel truck overfill by loading rack system.	500	60	15	500	125
10. Fuel transfer hose retrieval, loading rack system.	500	30	3	250	25
Dispensing Operations out of Storage Tanks					
11. Transfer fuel or oil into a vehicle or another container.	10	12	3	2	0.5
12. Fuel transfer hose retrieval, tank dispenser system.	10	60	6	10	1

Table C-1: Discharge Scenario Calculations (continued)

Potential Discharge Scenario	Maximum Discharge Rate (GPM)	Response Time (Sec)		Maximum Volume (Gal)	Most Likely Volume (Gal)
		Maximum	Most Likely		
Used Engine Oil, Used Cooking Oil, Waste Fuel Tanks					
13. Hand pouring liquid into open tank or container.	5	12	3	1	0.25
14. Adding or removing liquid, using air or diaphragm pump.	10	12	3	2	0.5
15. Removing liquid by vacuum truck suction.	240	6	3	24	12
Slow Leaks on Piping & Oil Filled Equipment					
16. Generator piping or flexible hose leak during operation.	0.1	24 hours	1 hour	145	6
17. Corrosion pinhole leak of single walled steel tanks, piping or other equipment.	0.0008	180 days	15 days	207	17

APPENDIX D

Compliance Deficiencies

40 CFR 112

May 2016

APPENDIX D
COMPLIANCE DEFICIENCIES - 40 CFR 112

Updated
6/20/2016

Tank ID	Facility	Deficiencies	Recommendations	Status of Actions
400-01 to 400-08	Const Equip Depot	40 CFR 112.8(c)(2): Single wall oil dispenser rack tanks, do not have adequate secondary containment. The concrete berm which surrounds these tanks, has at least 8 full penetration cracks, which may have been caused by collisions with heavy vehicles. This condition is unacceptable, because the berm is required to be an impervious containment.	Coat the concrete berm with an industry standard epoxy sealant, so oil cannot leak through the cracks.	

FIGURES

Figure 1 - Gulfport Tank Location Map

Figure 2 - Gulfport Transformer Location Map

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CBC GULPORT

SPCC PLAN

Legend

Compliance

- Pretreatment Device - Grease Trap (6)
- Pretreatment Device - Oil Water Separator (11)
- Aboveground Storage Tanks (79)
- Drum Storage Areas (18)
- Elevator Hydraulic Tanks (55 gallons+) (14)
- Fuel Truck Loading/Unloading/Parking (14)

Other Improvements

- Installation Boundary
- Fence

Facilities

- Building
- Structure
- Tower

Transportation Land

- RailTrack
- Sidewalk
- Bridge
- Curb
- Shoulder
- Parking
- Driveway
- Roadway

Hydrography

- Water
- Wetland

N

Coordinate System:
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Projection: Transverse Mercator
Datum: WGS 1984
Sheet Size: 44" W x 34" H
Scale: 1:4,800

0 400 800 Feet

0 100 200 300 Meters

NAVFAC GeoReadiness

UNITED STATES NAVY · NAVAL FACILITIES ENGINEERING COMMAND

PREPARED BY:

NAVFAC Naval Facilities Engineering Command Region SOUTHEAST

Date: 6/10/2016
Naval Facilities Engineering
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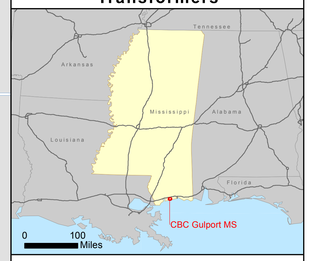
CBC GULPORT

SPCC PLAN

Oil-Filled Operational Equipment (OFOE) Transformers



Legend

- OFOE Transformers (224)

Other Improvements
- Installation Boundary
- Fence

Facilities
- Building/Structure
- Tower

Transportation Land
- RailTrack
- SidewalkArea
- Parking
- Driveway
- Roadway/Bridge

Military Operations
- AmmunitionStorage

Hydrography
- Water
- Wetland

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Coordinate System:
WGS 1984 UTM Zone 16N
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0 400 800 Feet
0 100 200 300 Meters

NAVFAC GeoReadiness

UNITED STATES NAVY NAVAL FACILITIES ENGINEERING COMMAND

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NAVFAC Naval Facilities Engineering Command Southeast

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