

Quarterly Status Report, Quarter ending March 31, 2012

The following Quarterly Status Report is provided in accordance with Section VI, Paragraph 7(a).

1. Number and description of SBRF non-retention vessels in the process, or to be included in the process, of acquiring drydocking, towing and recycling (or other) disposal services for the following quarter, which may result in the removal of the vessels depending on the availability and scheduling of industrial and other resources:

<u>Vessel</u>	<u>Scheduled Removal Date</u>
<i>Adventurer</i>	<i>4/11/2012</i>
<i>Glacier</i>	<i>4/17/2012</i>
<i>Agent</i>	<i>4/25/2012</i>
<i>Nereus</i>	<i>TBD</i>

2. SBRF non-retention vessels removed during the quarter ending March 31, 2012:

<u>Vessel</u>	<u>Disposition</u>
<i>Misillion</i>	<i>1/5/2012</i>
<i>Pigeon</i>	<i>1/9/2012</i>
<i>Pyro</i>	<i>1/24/2012</i>
<i>Aide</i>	<i>3/6/2012</i>
<i>Ambassador</i>	<i>3/22/12</i>

3. Description of *exfoliating* and *exfoliated* paint removal for each Vessel that has been remediated in the preceding quarter and for each Vessel undergoing remediation at the time of this report; the status of removal of exfoliating and exfoliated paint and characterization, removal, storage, transportation and disposal of any hazardous waste associated with removal of such paint and debris.

- a. **Status of *exfoliated* paint removal:** During the quarter spanning 1 January through 31 March, exfoliated paint was removed from exterior horizontal surfaces of the ships listed in Table 1. The material removed included exfoliated paint, rust scale, corroded metal, bird waste, dust and miscellaneous debris. Methodology is/was pursuant to the SBRF SWPPP.

Vessel, Date of Completion
See Table 1

- b. The following vessels are **undergoing remediation** of *exfoliated* paint as of the date of this report:

Vessel, Start Date

None

Status of *exfoliating* paint removal: Exfoliating paint remediation activities under commercial contract were completed aboard the following ships:

Vessel, Completion Date

None

Exfoliating paint remediation has also been undertaken by SBRF crew aboard Non-Retention vessels that are exhibiting mild to moderate signs of coating failure on the topsides, and require no remediation to hull areas due to the integrity of those coatings. Completed by SBRF crew:

Vessel, Completion Date

Agent, 3/27/2012

Methodology is/was pursuant to the SBRF SWPPP.

The following ships are undergoing remediation of exfoliating paint at the time of this report:

Vessel, Start Date

None

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

- c. **Characterization** of any hazardous waste associated with removal of exfoliating and exfoliated paint: Exfoliated paint is managed as hazardous waste and subject to RCRA Subtitle C, California's HWCL, and implementing regulations. During this quarter, the Maritime Administration has performed no characterization that would support a determination that exfoliated paint is not hazardous waste. Prior to transportation and disposal, waste characterization was accomplished in two ways:

(1) For contractor remediation of *exfoliating* paint, representative sampling of the paint chips and debris was taken and submitted to a local lab for analysis.

(2) For SBRF remediation of *exfoliated* paint, generator knowledge is used based on previous sampling data. This method was adopted to avoid duplication of cost/effort. Paint chips and debris have already been analyzed during the initial sweeping phase and from the paint sampling and analysis accomplished in 2006 and 2010. All samples were characterized as hazardous waste and properly disposed.

- d. **Removal** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
- i. Exfoliated paint: All such hazardous waste was initially collected by shoveling, HEPA vacuuming and/or sweeping, then consolidated into five gallon buckets, hand-carried and emptied into 55-gallon reconditioned steel drums staged on one end of each vessel being cleaned.
 - ii. Exfoliating paint: All such hazardous waste was either removed in dry-dock in accordance with the dry-dock contract requirements or in the SBRF in accordance with the SBRF SWPPP and established BMPs.
- e. **Storage** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
- i. Exfoliated paint: Filled drums (as described in section 3.d.i) were transported and stored in the SBRF parking lot under cover, pending disposal, in accordance with established BMPs.
 - ii. Exfoliating paint: Such waste was accumulated into 250 gallon stainless steel frame boxes, called totes, aboard the vessel being remediated. Filled totes were transported and stored in the parking lot under cover, pending disposition of the contents. Totes have an internal liner to facilitate waste handling and disposal.
- f. **Transportation** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
- i. Exfoliated paint: Filled 55-gallon drums containing such waste were transported from vessels by crane barge to the pier, then fork-lifted to the parking lot where they are stored under cover on pallets. Transportation to the disposal site was accomplished via contract, with pick-up being in one to two week intervals.
 - ii. Exfoliating paint: Filled totes were transported from the vessel by crane barge to the pier, then fork lifted to the parking lot where they are stored under cover. The remediation contract scope includes transportation to the disposal site.
- g. **Disposal** of any hazardous waste associated with removal of exfoliating and exfoliated paint:
- i. Exfoliated paint: Drums containing such waste were disposed by contractor, Industrial Waste Utilization, Inc., with the waste being hauled to US Ecology, Beatty, NV (TSDF).

- ii. Exfoliating paint: Totes containing such waste from *Northern Light* (completed near the end of the previous quarter) were disposed of by the remediation contractor via Environmental Recovery Services, Inc. with the waste being hauled to US Ecology, Beatty, NV (TSDF). As of the date of this report, there are no totes on site being used to accumulate paint chips and debris.

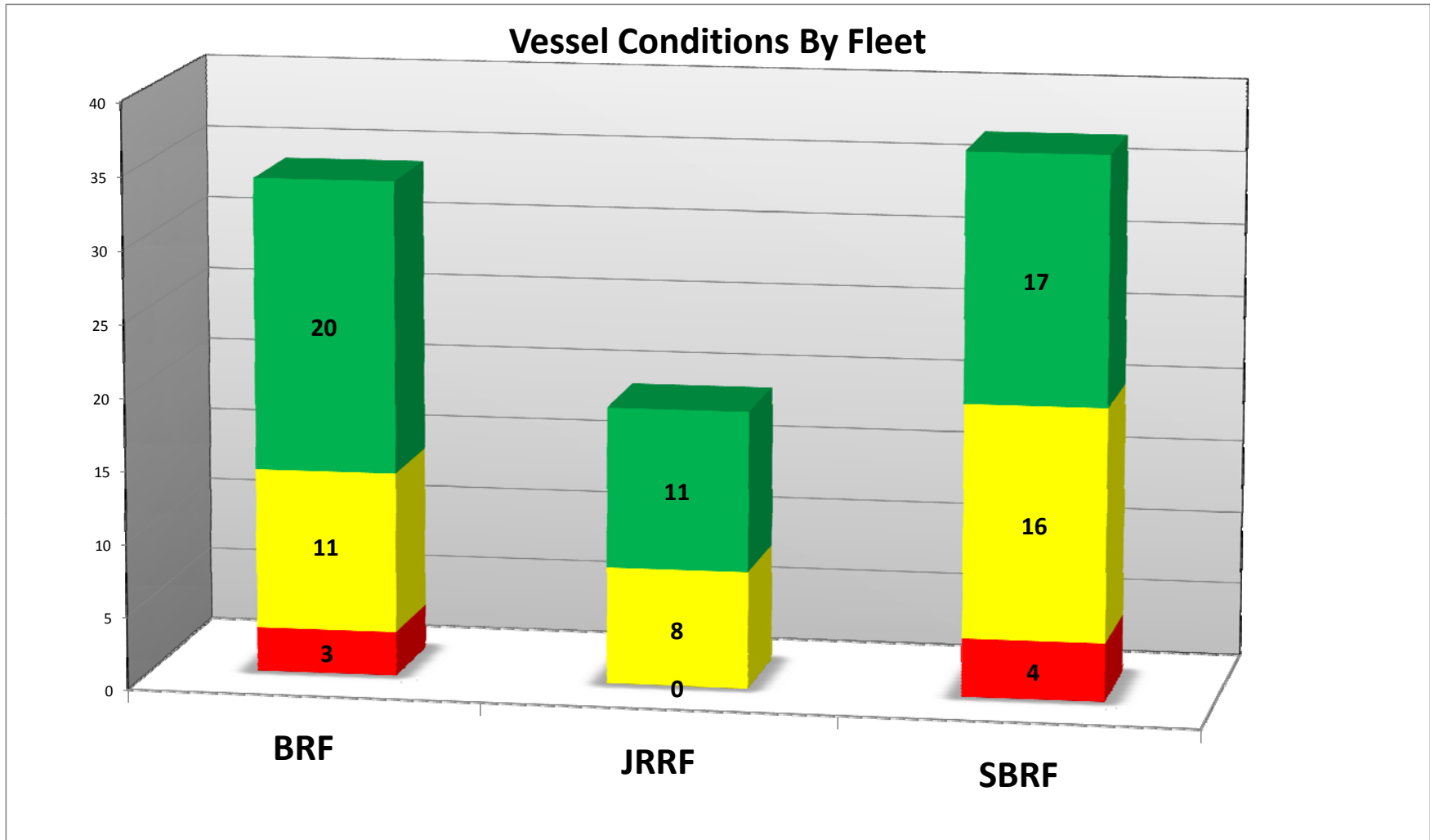
4. Vessel Condition Summary Report. The Vessel Condition Summary Report for the preceding quarter is included as an attachment to this report.

5. Copies of Hazardous Waste Manifests. Copies of all hazardous waste manifests for any material disposed of during the preceding quarter from the SBRF are included as an attachment to this report.

Table 1, Status of Exfoliated Paint Removal, March 31, 2012

SHIP NAME	Seventh Maintenance Sweep Due	Seventh Maintenance Sweep Completed	# of Drums	Eighth Maintenance Sweep Due	Eighth Maintenance Sweep Completed	# of Drums	Ninth Maintenance Sweep Due	Ninth Maintenance Sweep Completed	# of Drums	Tenth Maintenance Sweep Due	Comments
HASSAYAMPA	11/15/2011	11/8/2011	0.25	2/6/2012	1/24/2012	0.25	4/23/2012				Remediated by CCC
KAWISHIWI	11/16/2011	11/9/2011	0.25	2/7/2012	1/25/2012	0.25	4/24/2012				Remediated by CCC
PONCHATOULA	11/21/2011	11/10/2011	0.25	2/8/2012	1/26/2012	0.25	4/25/2012				Remediated by CCC
CIMARRON	CCC	11/23/2011	3	2/21/2012	2/8/2012	0.5	5/8/2012				Remediated by CCC
WABASH (AOR 5)	11/19/2011	11/17/2011	0.25	2/15/2012	2/7/2012	0.5	5/7/2012				Remediated by CCC
ROANOKE	11/23/2011	11/16/2011	0.25	2/14/2012	2/1/2012	0.5	5/1/2012				Remediated by CCC
WICHITA	11/17/2011	11/15/2011	0.25	2/13/2012	1/31/2012	0.5	4/30/2012				Remediated by CCC
AIDE	12/19/2011	12/6/2011	0.25	3/5/2012							Departed 3/8/12
AGENT	12/21/2011	12/8/2011	0.33	3/7/2012	3/5/2012	3	6/3/2012				Remediated by SBRF Crew 3/27/12
ADVENTURER	12/20/2011	12/7/2011	0.33	3/6/2012	2/28/2012	0.25	5/28/2012				Scheduled to depart 4/11/12
AMBASSADOR	12/26/2011	12/9/2011	0.25	3/8/2012							Departed 3/22/13
COMET	1/2/2012	12/19/2011	0.2	3/18/2012	3/8/2012	0.5	6/6/2012				Remediated by SBRF Crew
METEOR	1/3/2012	12/20/2011	0.2	3/19/2012	3/13/2012	0.5	6/11/2012				Remediated by SBRF Crew
MOUNT WASHINGTON	12/18/2011	10/6/2011	0.25	1/4/2012	12/21/2011	0.2	3/20/2012	3/14/2012	0.5	6/12/2012	Remediated by CCC
SHOSHONE	12/11/2011	10/11/2011	0.25	1/10/2012	12/23/2011	0.2	3/22/2012	3/16/2012	1.5	6/14/2012	Remediated by CCC
WILLAMETTE	12/15/2011	10/12/2011	0.2	1/11/2012	12/28/2011	0.2	3/27/2012	3/22/2012	2	6/20/2012	Remediated by CCC
MOUNT HOOD	10/25/2011	10/13/2011	0.2	1/12/2012	12/29/2011	0.25	3/28/2012	3/23/2012	0.5	6/21/2012	Remediated by CCC
WYMAN	2/20/2012	2/15/2012	0.25	5/15/2012							Remediated by CCC
GLACIER	2/21/2012	2/14/2012	0.25	5/14/2012							Scheduled to depart 4/17/12
NEREUS	2/12/2012	1/27/2012	0.25	1/12/2012	1/27/2012	0.25	4/26/2012				Remediated by CCC
CAPE BLANCO	3/4/2012	2/24/2012	0.25	5/24/2012							Remediated by SBRF Crew
NORTHERN LIGHT	2/29/2012	2/23/2012	0.5	5/23/2012							Remediated by CCC
CAPE BRETON	2/28/2012	2/22/2012	0.25	5/22/2012							Remediated by SBRF Crew
CAPE BORDA	2/27/2012	2/17/2012	0.25	5/17/2012							Remediated by SBRF Crew
KANSAS CITY	1/16/2012	12/30/2011	0.25	3/29/2012	3/28/2012	1.25	6/26/2012				Remediated by CCC
HOLLAND	1/17/2012	1/4/2012	0.25	4/3/2012	3/29/2012	0.59	6/27/2012				Remediated by CCC
VANCOUVER	1/18/2012	1/5/2012	0.25	4/4/2012							Remediated by CCC
MISPILLION	2/5/2012										Departed 1/5/12
PIGEON	2/7/2012										Departed 1/9/12
PYRO	2/6/2012										Departed 1/24/12

	BRF	JRRF	SBRF
RED	3	0	4
YELLOW	11	8	16
GREEN	20	11	17



VESSEL CONDITION SUMMARY

Table with 18 columns: RANK, SCORE, OVERALL RATING, SHIP NAME, PROGRAM, LOCATION, HULL COND, HULL LEAKS, HULL PATCH, TOTAL OIL LT, TOPSIDE COND, PAINT, COVERAGE, INT COND, DISC RISK, HULL BLANKS, TCLP, YEAR BUILT, CONDITION REMARKS. Contains detailed vessel status and inspection notes for various ships like GLACIER, HOGA, NEREUS, etc.

RANK	SCORE	OVERALL RATING	SHIP NAME	PROGRAM	LOCATION	HULL COND	HULL LEAKS	HULL PATCH	TOTAL OIL LT	TOPSIDE COND	PAINT	COVERAGE	INT COND	DISC RISK	HULL BLANKS	TCLP	YEAR BUILT	CONDITION REMARKS
75	4.57	GREEN	CAPE BLANCO	Non-Retention	SBRF	5	0	0	26.6	5	4	4	5	4	X	TBD	1965	Topside coating remediation completed by SBRF crew on 11/4/11 Topside coating remediation began by SBRF crew on 11/8/11 Topside coating remediation completed by SBRF crew on 6/24/11 Topside coating remediation & maintenance completed by SBRF crew on 6/27/11 CARGO TANKS PLACED UNDER DH CARGO TANKS PLACED UNDER DH CARGO TANKS PLACED UNDER DH
76	4.57	GREEN	COMET	Non-Retention	SBRF	5	0	0	19.0	5	4	4	5	4	X	TBD	1958	
77	4.57	GREEN	CAPE BORDA	Non-Retention	SBRF	5	0	0	14.8	5	4	4	5	4	X	TBD	1967	
78	4.57	GREEN	CAPE BOVER	Retention	SBRF	5	0	0	14.3	5	4	4	5	4	X	TBD	1966	
79	4.57	GREEN	CAPE BRETON	Non-Retention	SBRF	5	0	0	3.3	5	4	4	5	4	X	TBD	1967	
80	4.71	GREEN	MHC-51 OSPREY	Custody	BRF	5	0	0	0.8	5	5	4	5	5	I	TBD	1991	
81	4.71	GREEN	MHC-58 BLACKHAWK	Custody	BRF	5	0	0	0.0	5	5	4	5	5	I	TBD	1994	
82	4.71	GREEN	MHC-62 SHRIKE	Custody	BRF	5	0	0	0.0	5	5	4	5	5	I	TBD	1997	
83	4.71	GREEN	MHC-57 CORMORANT	Custody	BRF	5	0	0	0.0	5	5	4	5	5	I	TBD	1995	
84	4.71	GREEN	MHC-56 KINGFISHER	Custody	BRF	5	0	0	0.0	5	5	4	5	5	I	TBD	1994	
85	4.71	GREEN	SAMUEL COBB	Retention	BRF	5	0	0	262.5	5	5	4	5	5	X	TBD	1985	
86	4.71	GREEN	RICHARD G. MATTHIESEN	Retention	BRF	5	0	0	172.6	5	5	4	5	4	X	TBD	1985	
87	4.86	GREEN	PAUL BUCK	Retention	BRF	5	0	0	50.6	5	5	4	5	5	X	TBD	1985	
88	4.86	GREEN	STURGIS	Custody	JRRF	5	0	0	0.0	5	5	5	4	5	X	Unk	1945	
89	5.00	GREEN	ACE SEABEE BARGES (24)	Custody	BRF	5	0	0	0.0	5	5	5	5	5	NA	TBD	1971	
90	5.00	GREEN	ACE CUSTOM DECK BARGES (14)	Custody	BRF	5	0	0	0.0	5	5	5	5	5	NA	TBD	2010	

Key for Vessel Condition Report

BOLD RED: Indicates changes from previous report

HIGHLIGHTED YELLOW: Indicates missing data

TOTAL OIL= is the total of heavy oil + diesel fuel + lube oil

Non-Retention = MARAD vessels that no longer have a useful application and are pending disposition

Retention = MARAD vessels that are being preserved for federal agency programs

Custody = Vessels owned/sponsored by other government programs or agencies that are being maintained by MARAD in the NDRF on a reimbursable basis

Hull Leaks and Patches = when a leak is patched it is only shown as a patch. A ship with one leak that was patched will show "0" leaks and "1" patch. These do not affect the Condition Scores.

SORTING: Numerically descending based upon composite condition score.

Hull Condition Rating -

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

Topside Condition Rating

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

Paint Condition

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

Coating Coverage

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

Interior Condition Rating

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

Discharge Risk Condition Rating

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

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

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

The TCLP Factor is used when there are heavy metals of notable quantities present. If such materials are present the score is reduced by 20%. The Condition Score is on a scale of 1 to 5, where a score of 5 is best and 1 is worst.

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

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

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

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

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

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

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

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

ADDITIONAL COLUMNS:

TCLP - Indicates any exceedences of the Toxicity Characteristic Leaching Procedure tests. The presence of any heavy metals in notable quantities is shown in this column. **It reduces the overall Vessel Condition Score by 20%.**

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

UNIFORM HAZARDOUS WASTE MANIFEST		1. Generator ID Number 90000571	2. Page 1 of 1	3. Emergency Response Phone (800) 368-4778	4. Manifest Tracking Number 009326981 JJK					
5. Generator's Name and Mailing Address US DOT MARITIME ADMIN SUISUN BAY RESERVE 2695 LAKE HERMAN RD BENICIA, CA 94510 Generator's Phone: 707 745-9211				Generator's Site Address (if different than mailing address) LAKE HERMAN RD / FOOT SUISUN B BENICIA, CA 94510						
6. Transporter 1 Company Name ENVIRONMENTAL RECOVERY SERVICES, INC.				U.S. EPA ID Number CAR000188201						
7. Transporter 2 Company Name AKA: NV TRANSPO				U.S. EPA ID Number CAR 000189928						
8. Designated Facility Name and Site Address US ECOLOGY HWY 95, 12 MILES SOUTH BRATTY, NV 89009 Facility's Phone: 775 883-2309				U.S. EPA ID Number NVT390010000						
GENERATOR	9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))		10. Containers		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes		
	1.	NA3077, HAZARDOUS WASTE SOLID, N.O.S., 9, PGIII (LEAD)		No.	Type	4000	P	0008	181	
	2.									
	3.									
	4.									
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> RECEIVED FEB 6 2012 SUISUN BAY RESERVE FLEET </div>										
14. Special Handling Instructions and Additional Information 981 07-013-8388-229 - PAINT CHIPS 2 x BAL CAGES ERG# 981. 171 **ERS W.O.#78892 - ECB * POW 19756 * CONTRACTOR; CERTIFIED COATINGS * BILL TO ENVIROSERV **WEAR PROPER PPE										
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.										
Generator's/Offeror's Printed/Typed Name Christian Parra				Signature Chris Parra		Month Day Year 1 1 12				
TRANSPORTER INTL	16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____									
	17. Transporter Acknowledgment of Receipt of Materials									
TRANSPORTER	Transporter 1 Printed/Typed Name LINDA ALVAREZ				Signature Linda Alvarez		Month Day Year 1 1 12			
	Transporter 2 Printed/Typed Name JOSE GIRON				Signature Jose Giron		Month Day Year 1 2 12			
DESIGNATED FACILITY	18. Discrepancy									
	18a. Discrepancy Indication Space: <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection									
	18b. Alternate Facility (or Generator)						Manifest Reference Number:			U.S. EPA ID Number
	Facility's Phone:						18c. Signature of Alternate Facility (or Generator)			Month Day Year
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)										
1. H132		2.		3.		4.				
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a										
Printed/Typed Name C. Wiltz				Signature C. Wiltz		Month Day Year 1 1 2012				

COPY

UNIFORM HAZARDOUS WASTE MANIFEST		1. Generator ID Number CA5690090571		2. Page 1 of 1		3. Emergency Response Phone 909-984-9984		4. Manifest Tracking Number 004855055 FLE		
5. Generator's Name and Mailing Address US DOT MARITIME SUISUN BAY RESERVE FLEET 2595 LAKE HERMAN ROAD BENICIA, CA 94510										
Generator's Phone: 707-745-0487										
6. Transporter 1 Company Name INDUSTRIAL WASTE UTILIZATION INC.								U.S. EPA ID Number CAD9805R5203		
7. Transporter 2 Company Name								U.S. EPA ID Number		
8. Designated Facility Name and Site Address AA SYDCOL LLC 1925 S. FACTOR AVE. TUMA, AZ, 85365								U.S. EPA ID Number AZR000501510		
Facility's Phone: 928-783-3076										
9a. HM		9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))				10. Containers No. Type		11. Total Quantity	12. Unit WL/Vol.	13. Waste Codes
1.		Non RCRA Hazardous waste solid (oily rags/absorbents)				12 DM		1234	P	223 none
2.										
3.		RECEIVED FEB 21 2012 SUISUN BAY RESERVE FLEET								
4.										
14. Special Handling Instructions and Additional Information 98-1 12X55g1 901 (11a)-oily rags/absorbents/-Approval #S10153-SL1 (11b)-/-Approval #										
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.										
Generator's/Offoror's Printed/Typed Name DAVID R. CRISMAN								Signature <i>David R. Crisman</i>		Month Day Year 01 18 12
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____										
17. Transporter Acknowledgment of Receipt of Materials										
Transporter 1 Printed/Typed Name MCMANAMA, LARRY L.								Signature <i>Larry L. McManama</i>		Month Day Year 1 18 12
Transporter 2 Printed/Typed Name								Signature		Month Day Year
18. Discrepancy										
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection										
18b. Alternate Facility (or Generator) Manifest Reference Number: _____ U.S. EPA ID Number _____										
18c. Signature of Alternate Facility (or Generator) _____ Month Day Year _____										
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)										
1. H1A1		2.		3.		4.				
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest, except as noted in Item 18a.										
Printed/Typed Name LEWIS W. ROSENBERG								Signature <i>Lewis W. Rosenberg</i>		Month Day Year 1 26 12

GENERATOR

TRANSPORTER

DESIGNATED FACILITY

UNIFORM HAZARDOUS WASTE MANIFEST		1. Generator ID Number <i>04350000000071</i>	2. Page 1 of <i>1</i>	3. Emergency Response Phone <i>1-800-468-1760</i>	4. Manifest Tracking Number U02961794 SKS			
5. Generator's Name and Mailing Address <i>SUISUN BAY RESERVE FLEET 6655 Lake Herman Rd Benicia</i>				Generator's Site Address (if different than mailing address) <i>04350000000071</i>				
6. Transporter 1 Company Name <i>SAFETY-KLEEN SYSTEMS, INC.</i>		RECEIVED FEB 17 2012 SUISUN BAY RESERVE FLEET		U.S. EPA ID Number <i>TX0600000000</i>		U.S. EPA ID Number <i>TX0600000000</i>		
7. Transporter 2 Company Name				U.S. EPA ID Number <i>TX0600000000</i>		U.S. EPA ID Number <i>TX0600000000</i>		
8. Designated Facility Name and Site Address <i>SAFETY-KLEEN SYSTEMS, INC. 6000 84TH STREET SACRAMENTO</i>				U.S. EPA ID Number <i>TX0600000000</i>		U.S. EPA ID Number <i>TX0600000000</i>		
Facility's Phone: <i>916-306-4512</i>						<i>04350000000071</i>		
9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))	10. Containers		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes		
		No.	Type					
1.	<i>NON-FLAMMABLE HAZARDOUS WASTE, LIQUID (COLOURLESS PARTS WASHING SOLUTION)</i>	<i>2</i>	<i>IM</i>	<i>50</i>	<i>G</i>	<i>129</i>		
2.								
3.								
4.								
14. Special Handling Instructions and Additional Information <i>OR SHIPMENT 293076 5709144 293076</i>								
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.								
Generator's/Offeror's Printed/Typed Name <i>KEVAN VOGEL</i>				Signature <i>[Signature]</i>		Month Day Year <i>12 6 12</i>		
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S.				Port of entry/exit: Date leaving U.S.:				
17. Transporter Acknowledgment of Receipt of Materials								
Transporter 1 Printed/Typed Name <i>BRYAN MARTIN</i>				Signature <i>[Signature]</i>		Month Day Year <i>12 6 12</i>		
Transporter 2 Printed/Typed Name				Signature		Month Day Year		
18. Discrepancy								
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection								
18b. Alternate Facility (or Generator) U.S. EPA ID Number								
Facility's Phone:								
18c. Signature of Alternate Facility (or Generator)						Month Day Year		
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)								
1.	2.	3.	4.					
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a								
Printed/Typed Name <i>BLUFE BARTZETT</i>				Signature <i>[Signature]</i>		Month Day Year <i>12 28 12</i>		

→ DTSC 3/29/12 DR

Please print or type. (Form designed for use on elite (12-pitch) typewriter.)

Form Approved. OMB No. 2050-0039

UNIFORM HAZARDOUS WASTE MANIFEST		1. Generator ID Number CA5690090571	2. Page 1 of 1	3. Emergency Response Phone 909 424 9984	4. Manifest Tracking Number 005290882		FLE	
5. Generator's Name and Mailing Address US DOT MARITIME SUISUN BAY RESERVE FLEET 2585 LAKE HERMAN ROAD BENICIA, CA 94510				Generator's Site Address (if different than mailing address) 707-745-0487				
6. Transporter 1 Company Name INDUSTRIAL WASTE UTILIZATION INC.				U.S. EPA ID Number CAD980585293				
7. Transporter 2 Company Name				U.S. EPA ID Number				
8. Designated Facility Name and Site Address US ECOLOGY HWY 95 AT 11 Miles South of Beatty BEATTY, NV 89005				U.S. EPA ID Number NVT330010000				
Facility's Phone: 800-230-9943								
9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))	10. Containers		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes		
		No.	Type					
1.	RG Hazardous waste, solid, n.o.s. (lead based paint chips) NA3077 III	39	DM	9294	P	481 0502	2008 181	
2.								
3.								
4.								
14. Special Handling Instructions and Additional Information 181 (14a) lead based paint chips/ -Approval #970126303-1091 913-1 39 x 55g/								
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.								
Generator's/Offoror's Printed/Typed Name DAVID R. CRISMAN				Signature <i>David R. Crisman</i>		Month Day Year 03 29 12		
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Transporter signature (for exports only): _____ Date leaving U.S.: _____								
17. Transporter Acknowledgment of Receipt of Materials								
Transporter 1 Printed/Typed Name MILANAMA				Signature <i>Milana</i>		Month Day Year 3 29 12		
Transporter 2 Printed/Typed Name				Signature		Month Day Year		
18. Discrepancy								
18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection								
Manifest Reference Number: _____								
18b. Alternate Facility (or Generator)				U.S. EPA ID Number				
Facility's Phone: _____								
18c. Signature of Alternate Facility (or Generator)				Month Day Year				
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)								
1.	2.	3.	4.					
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a								
Printed/Typed Name				Signature		Month Day Year		

DTSC 3/29/12 DRC

Please print or type. (Form designed for use on elite (12-pitch) typewriter.)

Form Approved. OMB No. 2050-0039

UNIFORM HAZARDOUS WASTE MANIFEST		1. Generator ID Number CA5690090371	2. Page 1 of 1	3. Emergency Response Phone 909-484-9934	4. Manifest Tracking Number 005290281		FLE		
5. Generator's Name and Mailing Address US DOT MARITIME BUISUN BAY RESERVE FLEET 2585 LAKE HERMAN ROAD BENICIA, CA 94510 707-745-0487				Generator's Site Address (if different than mailing address)					
6. Transporter 1 Company Name INDUSTRIAL WASTE UTILIZATION INC.				U.S. EPA ID Number CAD980585263					
7. Transporter 2 Company Name				U.S. EPA ID Number					
8. Designated Facility Name and Site Address AA SYDCOL LLC 1925 S. FACTOR AVE. YUMA, AZ 85365 928-783-3678				U.S. EPA ID Number AZR000601810					
GENERATOR	9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))		10. Containers		11. Total Quantity	12. Unit Wt./Vol.	13. Waste Codes	
		1. Non RCRA Hazardous Waste solid (oily rags/absorbents)		No.	Type			223 none	
				3	DM	277	P		
		2.							
		3.							
	4.								
14. Special Handling Instructions and Additional Information (11a) oily rags/absorbents - Approval #318153-SL1 915-1 3 x 55 gal									
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement required in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.									
Generator's/Offoror's Printed/Typed Name David C. ...				Signature <i>[Signature]</i>			Month Day Year 03 29 12		
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____									
17. Transporter Acknowledgment of Receipt of Materials									
Transporter 1 Printed/Typed Name M MANANA ...				Signature <i>[Signature]</i>			Month Day Year 3 29 12		
Transporter 2 Printed/Typed Name				Signature			Month Day Year		
TRANSPORTER INT'L	18. Discrepancy								
	18a. Discrepancy Indication Space <input checked="" type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection								
	Manifest Reference Number: _____								
DESIGNATED FACILITY	18b. Alternate Facility (or Generator)				U.S. EPA ID Number				
	Facility's Phone: _____								
	18c. Signature of Alternate Facility (or Generator)						Month Day Year		
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)									
1.		2.		3.		4.			
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a									
Printed/Typed Name				Signature			Month Day Year		