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

Quarterly Status Report, Quarter ending December 31, 2011

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:

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Scheduled Removal Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mispillion</td>
<td>1/5/2012</td>
</tr>
<tr>
<td>Pigeon</td>
<td>1/9/2012</td>
</tr>
<tr>
<td>Pyro</td>
<td>1/24/2012</td>
</tr>
<tr>
<td>Adventurer</td>
<td>TBD</td>
</tr>
<tr>
<td>Agent</td>
<td>TBD</td>
</tr>
<tr>
<td>Aide</td>
<td>TBD</td>
</tr>
<tr>
<td>Ambassador</td>
<td>TBD</td>
</tr>
<tr>
<td>Glacier</td>
<td>TBD</td>
</tr>
</tbody>
</table>

2. SBRF non-retention vessels removed during the quarter ending December 31, 2011:

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tulare</td>
<td>12/13/2011</td>
</tr>
</tbody>
</table>

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 October through 31 December, exfoliated paint was removed from exterior horizontal surfaces of the ships listed in Table 1. The exfoliated paint removed included paint and associated dust and debris that were entirely separated from a vessel’s surface and, rust scale, corroded metal, bird waste and small quantities of 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:

<table>
<thead>
<tr>
<th>Vessel, Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Vessel, Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cimarron, 10/20/2011</td>
</tr>
<tr>
<td>Wyman, 11/15/2011</td>
</tr>
<tr>
<td>Northern Light, 11/15/2011</td>
</tr>
</tbody>
</table>

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 excellent condition of these coatings. Completed by SBRF crew:

<table>
<thead>
<tr>
<th>Vessel, Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Blanco, 11/4/11</td>
</tr>
</tbody>
</table>

Methodology is/was pursuant to the SBRF SWPPP.

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

<table>
<thead>
<tr>
<th>Vessel, Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comet, 11/9/11 (SBRF crew)</td>
</tr>
</tbody>
</table>

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 cease duplication of 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 sweeping, then consolidated into five gallon buckets that were 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 3.e. above) 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 *Cimarron, Wyman, and Northern Light* 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, totes being used to accumulate paint chips and debris aboard *Wyman and Northern Light* are still within their 90-day storage requirement and have not yet been transported off-site for disposal.

4. **Vessel Condition Summary Report**. The Vessel Condition Summary Report during 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>
<thead>
<tr>
<th>SHIP NAME</th>
<th>Sixth Maintenance Sweep Due</th>
<th>Sixth Maintenance Sweep Completed</th>
<th># of Drums</th>
<th>Seventh Maintenance Sweep Due</th>
<th>Seventh Maintenance Sweep Completed</th>
<th># of Drums</th>
<th>Eighth Maintenance Sweep Due</th>
<th>Eighth Maintenance Sweep Completed</th>
<th># of Drums</th>
<th>Ninth Maintenance Sweep Due</th>
<th>Comments</th>
</tr>
</thead>
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<tr>
<td>CIMARRON</td>
<td>8/17/2011</td>
<td>8/5/2011</td>
<td>0.5</td>
<td>CCC</td>
<td>11/23/2011</td>
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<td>2/21/2012</td>
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<tr>
<td>WABASH (AOR 5)</td>
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<td>8/21/2011</td>
<td>1</td>
<td>11/19/2011</td>
<td>11/17/2011</td>
<td>0.1</td>
<td>2/15/2012</td>
<td></td>
<td></td>
<td></td>
<td>CCC completed remediation on 8/21/11</td>
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<tr>
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<td>1/2/2012</td>
<td>12/19/2011</td>
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<td>3/18/2012</td>
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<td></td>
<td></td>
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<td>12/18/2011</td>
<td>10/9/2011</td>
<td>0.5</td>
<td>1/4/2012</td>
<td>12/21/2011</td>
<td>0.25</td>
<td>3/20/2012</td>
<td>CCC completed remediation on 9/18/11</td>
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<td></td>
<td>CCC completed remediation on 11/15/11, 25 drums</td>
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<td>4/3/2012</td>
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<td>1/18/2012</td>
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<td>SCORE</td>
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<td>3</td>
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<td>RED</td>
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</tr>
</tbody>
</table>

This report is for MARAD use only. Please forward requests for condition information to MAR-612.
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<th>RANK</th>
<th>SCORE</th>
<th>OVERALL RATING</th>
<th>SHIP NAME</th>
<th>PROGRAM</th>
<th>LOCATION</th>
<th>HULL COND</th>
<th>HULL LEAKS</th>
<th>HULL PATCH</th>
<th>TOTAL OIL LT</th>
<th>TOPSIDE COND</th>
<th>PAINT</th>
<th>COVERAG E</th>
<th>INT COND</th>
<th>DISC RISK</th>
<th>COATINGS</th>
<th>TOTAL OIL LT</th>
<th>HULL BLANKS</th>
<th>YEARS BUILT</th>
<th>ENTERED FLEET</th>
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<td>4</td>
<td>X</td>
<td>TBD</td>
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<td>1/1/1985</td>
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<td>7/26/1980</td>
<td>Topsides remediation begun by SBRF crew on 11/8/11</td>
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<td>2010</td>
<td>2/23-3/4/10</td>
<td>14 ACE CUSTOM DECK BARGES - NEW CONSTRUCTION</td>
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This report is for MARAD use only. Please forward requests for condition information to MAR-612.
Key for Vessel Condition Report

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<tr>
<th>Key</th>
<th>Description</th>
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<tr>
<td>BOLD RED</td>
<td>Indicates changes from previous report</td>
</tr>
<tr>
<td>HIGHLIGHTED YELLOW</td>
<td>Indicates missing data</td>
</tr>
<tr>
<td>TOTAL OIL</td>
<td>is the total of heavy oil + diesel fuel + lube oil</td>
</tr>
</tbody>
</table>

Non-Retention = MARAD vessels that no longer have a useful application and are pending disposition
Retention = MARAD vessels that are being preserved for federal agency programs
Custody = Vessels owned/sponsored by other government programs or agencies that are being maintained by MARAD in the NDRF on a reimbursable basis
Hull Leaks and Patches = when a leak is patched it is only shown as a patch. A ship with one leak that was patched will show "0" leaks and "1" patch. These do not affect the Condition Scores.

SORTING: Numerically descending based upon composite condition score.

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

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

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

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

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

CALCULATING THE CONDITION SCORE: The Condition Score is the 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.

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

UNIFORM HAZARDOUS WASTE MANIFEST

1. Generator ID Number
   CAC 002 681291

2. Page 1 of 1

3. Emergency Response Phone
   206-426-4532

4. Manifest Tracking Number
   002351094

5. Generator's Name and Mailing Address
   YSS BUT MARITIME ADMIN
   2015 LAKE HERMAN RD
   BENICIA CA 94510

6. Transporter 1 Company Name
   WORLD ENVIRONMENTAL & ENERGY

7. Transporter 2 Company Name
   U.S. EPA ID Number
   CAR900037883

8. Designated Facility Name and Site Address
   9410 E 6TH ST
   WACO TX 76706

   Facility's Phone: 757-451-3278

9a. U.S. DOT Description (Including Proper Shipping Name, Hazard Class, ID Number,
     and Packing Group (if any))
   X 1. M.Q. ASBESTOS, 9 NA 5212, PG III

10. Containers
    No. 5
    Type BA
    Quantity 1
    Weight 1

11. Total Weight/Mile

12. Waste Codes

13. Special Handling Instructions and Additional Information
   14. GENERATOR/OWNER'S CERTIFICATION: I hereby declare that the contents of this
       container are fully and accurately described above by the proper shipping name, and are
       classified, packaged, marked and labeled/packaged in accordance with the applicable
       international national environmental regulations. If export shipment is made and I am the
       Primary Exporter, I certify that the content of this container conforms to the terms of the
       attached EPA Acknowledgment of Consent.

       I certify that the waste minimization statement identified in 40 CFR 262.31[d] (if I am a large quantity generator) or (b) if I am a small quantity generator) is true.

       Generator/Owner's Printed/Typed Name
       SCOTT EISEN (AGENT OF OWNER)
       Signature

       Export to U.S.
       Import from U.S.

       Port of entry:
       Date leaving U.S.

       Transporter Signature for export only:

       Transporter 1 Printed/Typed Name
       Signature
       Date

       Transporter 2 Printed/Typed Name
       Signature
       Date

       Manifest Reference Number

       U.S. EPA ID Number

       Facility's Phone:

       Alternate Facility (or Generator)

       Facility's Phone:

       Alternate Facility (or Generator)

       Hazardous Waste Report Management Method Code (i.e., codes for hazardous waste treatment, disposal, and recycling systems)

       Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 19b

       Printed/Typed Name
       Signature
       Date

EPA Form 8700-22 (Rev. 3-05) Previous editions are obsolete.
**UNIFORM HAZARDOUS WASTE MANIFEST**

1. **Generator ID Number**: CA5689909571
2. **Page 1 of 2**
3. **Emergency Response Phone**: 903-532-2182
4. **Manifest Tracking Number**: 004738834 FLE

5. **Generator's Name and Mailing Address**: US DOT MARITIME SUISUN BAY RESERVE FLEET 2595 LAKE HERNAN ROAD BENICIA, CA 94510 707-746-0497
   
7. **Transporter 2 Company Name**: INDUSTRIAL WASTE UTILIZATION INC.
   **U.S. EPA ID Number**: CAD88058263

8. **Designated Facility Name and Site Address**: AA SYDCOL LLC 1925 S. FACTOR AVE. HUMA, AZ 85346
   **U.S. EPA ID Number**: AZR00050151C

9a. **Containers**: 10. Containers
   9b. **U.S. DOT Description (Including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))**

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13. **Waste Codes**

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14. **Special Handling Instructions and Additional Information**

   (1a) Water/Slurry/Approval #518165-5L1
   (1b) Oily Rags/Sorbents/Approval #518165-5L1

15. **Generator/Owner's Certification**

   I, (Name), of (Company or Organization), 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/packaged, 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 statements identified in 40 CFR 262.47(c) (if I am a large quantity generator) or (e) (if I am a small quantity generator) is true.

   Signature: [Signature]
   Month: [Month]
   Day: [Day]
   Year: [Year]

16. **International Shipment**: Import to U.S.
   Export from U.S.
   Port of entry/exit:
   Date leaving U.S.:

17. **Transporter Acknowledgment of Receipt of Materials**

   Transporter 1 Printed/Typed Name: [Name]
   Signature: [Signature]
   Month: [Month]
   Day: [Day]
   Year: [Year]

   Transporter 2 Printed/Typed Name: [Name]
   Signature: [Signature]
   Month: [Month]
   Day: [Day]
   Year: [Year]

18. **Discrepancy**

   [Check applicable options]
   [Type]
   [Quantities]
   [Residue]
   [Partial Rejection]
   [Full Rejection]

19. **Alternate Facility (or Generator)**

   Facility's Phone:
   Signature: [Signature]
   Month: [Month]
   Day: [Day]
   Year: [Year]

20. **Regulatory and Compliance Information**

   [Manifest Reference Number]: [Number]
   U.S. EPA ID Number: 18a

   [Certification of compliance with the by the manifest except as noted in Item 18a]
   Printed/Typed Name: [Name]
   Signature: [Signature]
   Month: [Month]
   Day: [Day]
   Year: [Year]

EPA Form 8700-22 (Rev. 3-05) Previous editions are obsolete.
**UNIFORM HAZARDOUS WASTE MANIFEST**

**1. Generator ID Number:** CA569036571

**2. Page of 3. Emergency Response Phone:** 707-746-6487

**4. Manifest Tracking Number:** 004743895 FLE

**3. Generator's Name and Mailing Address:**

**US DOT MARITIME SUISUN BAY RESERVE FLEET**  
2585 LAKE HERMAN ROAD  
KENICIA, CA 94510

**Generator's Phone:** 707-746-6487

**5. Transporter 1 Company Name:**

**6. Transporter 1 Company Name:**

**INDUSTRIAL WASTE UTILIZATION INC.**

**U.S. EPA ID Number:** CAD080685283

**U.S. EPA ID Number:**

**7. Transporter 2 Company Name:**

**8. Designated Facility Name and Site Address:**

**US ECOLOGY**  
HWY 95 AT 11 MILES SOUTH OF BEAUFORT, NC 28514

**Facility’s Phone:** 800-238-3843

**9. U.S. DOT Description (Including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any)):**

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<td></td>
<td></td>
</tr>
</tbody>
</table>

**14. Special Handling Instructions and Additional Information:**

- (64a) Lead based paint chips  
- (11b) Lead based paint chips  
- (Approval No. 070128380-3081)  
- (Approval 8)

**15. GENERATOR’S OR EXPORTER’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/packaged, 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 265.27(e) is true.

**Generator/Exporter’s Printed/Typed Name:**

**Signature:**

**Month** **Day** **Year**

**16. International Shipment:**

- Import to U.S.  
- Export from U.S.

**Port of entry/exit:**

**Date leaving U.S.:**

**Transporter 1 Printed/Typed Name:**

**Signature:**

**Month** **Day** **Year**

**Transporter 2 Printed/Typed Name:**

**Signature:**

**Month** **Day** **Year**

**16. Discrepancy:**

- Discrepancy indication on space
- Quantity
- Type
- Residue
- Partial Rejection
- Full Rejection

**Manifest Reference Number:**

**16b. Alternate Facility (or Generator)**

**Facility’s Phone:**

**16c. Signature of Alternate Facility (or Generator):**

**Month** **Day** **Year**

**17. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems):**

<table>
<thead>
<tr>
<th>1.</th>
<th>2.</th>
</tr>
</thead>
</table>

**20. Designated Facility Owner or Operator:**

**Certification of receipt of hazardous materials covered by the manifest except as noted in Item 19a:**

**Printed/Typed Name:**

**Signature:**

**Month** **Day** **Year**
**UNIFORM HAZARDOUS WASTE MANIFEST**

**1. Generator ID Number**
CA5690050571

**2. Page 1 of**

**3. Emergency Response Phone**
767-745-0487

**4. Manifest Tracking Number**
004855434 FLE

**5. Generator's Name and Mailing Address**
US DOT MARITIME SUISUN BAY RESERVE FLEET
2565 LAKE HERMAN ROAD
BENICIA, CA 94510

**6. Transporter 1 Company Name**
INDUSTRIAL WASTE UTILIZATION INC.

**7. U.S. EPA ID Number**
CA0086885293

**8. Designated Facility Name and Site Address**
AA SYDCOL LLC
1925 S. FACTOR AVE.
928-783-3878
AZR000501510

**9a. HM**
U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Quantity</th>
<th>Unit Wt./Vol.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DM</td>
<td>144</td>
<td>P</td>
</tr>
<tr>
<td>2</td>
<td>DM</td>
<td>55</td>
<td>C</td>
</tr>
</tbody>
</table>

**10. Containers**

**11. Total Waste**

| 223 |

**12. Waste Codes**

**13. Handling Instructions and Additional Information**

9/20 (P6)-metal filters/trace diesel oil - Approval 96/18132-SL1
9/20 (P6)-water/oil - Approval 96/18474-SL1

**14. Special Handling Instructions and Additional Information**

**15. GENERATOR'S OFFICER'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 I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent.

**16. GENERATOR’S OFFICER’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 I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent.

**17. Discrepancy**

**18. Alternate Facility (or Generator)**
Facility’s Name:

**19. Signature of Alternate Facility (or Generator)**

**20. Designated Facility Owner or Operator:** Certification of receipt of hazardous materials covered by the manifest except as noted in Item 14.

**21. EPA Form 9090-22 (Rev. 3-05) Previous editions are obsolete.**

**DESIGNATED FACILITY TO GENERATOR**

**Signature**

**Date**

**Month**

**Day**

**Year**

**Transporter (Int.)**

**Signature**

**Date**

**Month**

**Day**

**Year**

**Transporter 1 Printed/Typed Name**

**Transporter 2 Printed/Typed Name**

**U.S. EPA ID Number**
**Uniform Hazardous Waste Manifest**

**US DOT Maritime Suisun Bay Reserve Fleet**  
2995 Lake Herman Road  
Benicia, CA 94510  
707-745-0487

**INDUSTRIAL WASTE UTILIZATION INC.**

**US Ecology**  
HWY 95 AT 11 Miles South of Beatty  
Beatty, NV 89003  
800-238-3943  
NV730010000

---

**1. Type of Waste**  
- RO, Hazardous waste, solid, n.o.s. (lead based paint chips)  
- NAAM077

**2. Quantity and Description**

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Quantity</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DM</td>
<td>2983</td>
<td>P</td>
</tr>
</tbody>
</table>

**3. Special Handling Instructions and Additional Information**

- 14a. (44a) Lead based paint chips  
- Approval 8070128303-1981  
- Approval 8

**4. Generator/Shipper'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/packaged, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. 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.

**Signature**

**5. International Shipment**

- Import to U.S.  
- Export from U.S.

**6. Transporter**

- Transporter's Name:  
- Signature

**7. Transporter's Address**

**8. U.S. EPA ID Number**

**9. Manifest Reference Number**


- 1.  
- 2.  
- 3.

**11. Designated Facility Owner or Operator**

- Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a

**12. U.S. EPA ID Number**

---

**DESIGNATED FACILITY TO GENERATOR**
<table>
<thead>
<tr>
<th>Container</th>
<th>No.</th>
<th>Type</th>
<th>Quantity</th>
<th>GCW/LW/SL</th>
<th>Waste Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td></td>
<td>1</td>
<td>1</td>
<td>331</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0001</td>
</tr>
</tbody>
</table>

**14. Special Handling Instructions and Additional Information**

- H1 (44a) - Pesticide aerosol - Approval #51694
- H3E - Approval #8

**15. Generator’s Certification:**
I hereby declare that the contents of this consignment are fully and accurately described above in the proper shipping name and class, and are classified, packaged, marked, and labeled/notarcised, 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 conforms 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 Signature:**

[Signature]

**Date:**

Month Day Year

---

**16. International Shipment:**

- [ ] Import to U.S.
- [ ] Export from U.S.

**Port of entry/exit:**

**Date leaving U.S.:**

Month Day Year

---

**19. Discrepancy:**

- [ ] Discrepancy Indication Space
- [ ] Quantity
- [ ] Type
- [ ] Residue
- [ ] Partial Rejection
- [ ] Full Rejection

**Manifest Reference Number:**

**U.S. EPA ID Number:**

---

**20. Designated Facility Owner or Operator:**

**Facility’s Phone:**

**Signature:**

Month Day Year

---

EPA Form 8700-22 (Rev. 3-05) Previous editions are obsolete.
**UNIFORM HAZARDOUS WASTE MANIFEST**

1. **Generator ID Number**: CA5690090571
2. **Page 1 of 1**
3. **Emergency Response Phone**: 707-746-0487
4. **Manifest Tracking Number**: 004535780 FLE

5. **Generator's Name and Mailing Address**
   - US DOT MARITIME SUISUN BAY RESERVE FLEET
   - 2930 LAKE HERMAN ROAD
   - BENICIA, CA 94510
   - Generator's Phone: 707-746-0487

6. **Transporter 1 Company Name**
   - INDUSTRIAL WASTE UTILIZATION INC.
   - U.S. EPA ID Number: CAD885058523

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
   - Facility's Phone: 928-783-3876
   - U.S. EPA ID Number: AZR00501810

9. **On U.S. DOT Description (Including Proper Shipping Name, Hazard Class, ID Number, and Packing Group, if any)**
   - 1. Non RCRA Hazardous waste solid
     (oily rags/absorbenets)

10. **Containers**
    - **No.**
    - **Type**
    - **Quantity**
    - **Unit**
    - **Wt./Vol.**
    - **Waste Codes**

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Quantity</th>
<th>Unit</th>
<th>Wt./Vol.</th>
<th>Waste Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>019</td>
<td>914</td>
<td></td>
<td></td>
<td>223</td>
</tr>
</tbody>
</table>

11. **Special Handling Instructions and Additional Information**
   - 961
   - (94a)-oily rags/absorbenets - Approval 981683-B1
   - (11b)-Approval B

12. **GENERATOR/OWNER'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, prepared, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I certify that the contents of this consignment conform to the terms of the attached, FRA Acknowledgment of Consent, as follows:
    - (a) I am a large quantity generator, or (b) I am a small quantity generator.

13. **Signatures**
    - **David N. K. Cissman**
      - Month: 11
      - Day: 10
      - Year: 19

14. **Transporter Acknowledgment of Receipt of Materials**
    - **Transporter 1 Printed/Typed Name**:
      - Signature: [Signature]
      - Month: 11
      - Day: 0
      - Year: 19

    - **Transporter 2 Printed/Typed Name**: [Signature]
      - Month: 11
      - Day: 0
      - Year: 19

15. **Discrepancy**
    - [ ] Quantity
    - [ ] Type
    - [ ] Residue
    - [ ] Partial Rejection
    - [ ] Full Rejection

16. **U.S. EPA ID Number**
    - **Facility's Phone**
    - **Signature**
    - **Alternate Facility (or Generator)**
      - Month: 11
      - Day: 0
      - Year: 19

17. **Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)**
    - [ ] 1
    - [ ] 2
    - [ ] 3
    - [ ] 4

18. **Designated Facility to Generator**
    - **Printed/Typed Name**: [Signature]
      - Month: 11
      - Day: 0
      - Year: 19

EPA Form 5700-22 (Rev. 3-05) Previous editions are obsolete.
**UNIFORM HAZARDOUS WASTE MANIFEST**

1. Generator ID Number: 860090000374
2. Page 1 of 4
3. Emergency Response Phone: (500) 368-4778
4. Manifest Tracking Number: 008781125 JJK

**Generator's Name and Mailing Address**

US DOT NORTHERN ADMIN SUISUN BAY RESERVE
2995 LAKE HERMAN RD
BENICIA, CA 94510

**Generator's Phone:** 707-745-5604

**Designated Facility Name and Site Address**

US ECOLOGY
MNV 35, 12 MILES SOUTH
BEATTY, NV 89003

**Facility's Phone:** 775-555-1234

---

**HAZARDOUS WASTE SOLID, N.O.S., 9, MA077, PGIII (LEAD)**

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Quantity</th>
<th>Unit Wt./Vol.</th>
<th>Waste Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>003</td>
<td>BA</td>
<td>7000</td>
<td>P</td>
<td></td>
</tr>
</tbody>
</table>

---

**Special Handling Instructions and Additional Information**

9811-07-012-3388-229: PAINT CHIPS 3 X Bagged

**ERG#:** 961. 171 **ERG W.O.# 76645 - ECH ** CONTRACTOR:
CERTIFIED COATINGS POS 14966 **

**BILL TO ENVIRONMENTAL RECOVERY SERVICES INC.**

**SIGNATURES**

**Generator/Shipper's Printed/Typed Name:** Larry Moore

**Transporter's Printed/Typed Name:** Ronald Rodgers

---

**DISCREPANCY**

18a. Discrepancy Indication: Space

[ ] Quantity

[ ] Type

[ ] Residue

[ ] Partial Rejection

[ ] Full Rejection

**Manifest Reference Number:**

**U.S. EPA ID Number:**

---

**DESIGNATED FACILITY TO DESTINATION STATE (IF REQUIRED)**
**UNIFORM HAZARDOUS WASTE MANIFEST**

1. Generator ID Number: CA567090903/1

2. Page 1 of 1

3. Emergency Response Phone: (909) 368-4773

4. Manifest Tracking Number: 092810906 JJK

5. Generator's Name and Mailing Address:
   
   U.S. DOT Maritime Admin.
   
   SUNBAY RESERVE
   
   2521 LAKE HERMANN RD
   
   BENICIA, CA 94510

   Generator's Phone: (707) 456-2504

6. Transporter 1 Company Name:
   
   ENVIRONMENTAL RECOVERY SERVICES, INC.

7. Transporter 2 Company Name:

8. Designated Facility Name and Site Address:
   
   LIQUID ENVIRONMENTAL SOLUTIONS OF ARIZONA
   
   5159 WEST VAN BUREN STREET
   
   PHOENIX, AZ 85043

   Facility's Phone: (602) 666-3411

9a. U.S. DOT Description (Including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any)):

   1. NON ROMA HAZARDOUS WASTE, LIQUID (WATER, LEAD)

10. Containers:

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Quantity</th>
<th>Unit Wt.</th>
<th>Waste Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>TP</td>
<td>175</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

11. Total Units: 175

12. U.S. EPA ID Number: CAR000186201

13. Waste Codes:

14. Special Handling Instructions and Additional Information:

   981) 309-1617 X 970 - HYDROBLAST WATER

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/printed, 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 262.227(a) (1) am a large quantity generator) or (B) (I am a small quantity generator) is true.

   Generator's Name Printed/Typed Name: signature

16. International Shipment:

   - [ ] Import to U.S.
   - [ ] Export from U.S.

17. Transporter Acknowledgment of Receipt of Materials:

   Transporter 1 Printed/Typed Name: signature

   Transporter 2 Printed/Typed Name: signature

18. Discrepancy:

   - [ ] Quantity
   - [ ] Type
   - [ ] Residue
   - [ ] Partial Rejection
   - [ ] Full Rejection

19. Alternate Facility (or Generator):

   Facility's Phone:

   - [ ] Signature of Alternate Facility (or Generator)

20. Hazardous Waste Report Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems):

   1. 2. 3. 4.

   Printed/Typed Name: signature

   U.S. EPA ID Number: CAR000186201

   Generator's Initial Copy

---

EPA Form 8700-22 (Rev. 3-05) Previous editions are obsolete.