REVISED 5/3/05

WASTE MANAGEMENT PLAN
M/V SELENDANG AYU INCIDENT

1.0 INTRODUCTION

This Waste Management Plan (WMP) has been prepared to address and document the methods and procedures for waste management in response to the M/V SELENDANG AYU incident. The SELENDANG AYU is hard aground near Skan Bay off Unalaska Island, Alaska. The vessel has broken in two and has lost a significant amount of oil. The overall response action will include, but not be limited to, collecting, containerizing, and shipping oily waste for disposal, primarily Intermediate Fuel Oil (IFO), and other wastes as encountered. This final plan incorporates the Waste Management Plan approved by UC on 17 December 2004 and revisions related to the Spring/Summer Operations.

1.1 BACKGROUND

On 8 December, the SELENDANG AYU grounded in Skan Bay, Unalaska Island and broke in two. The vessel had an overall fuel load of over 400,000 gallons of IFO, and over 20,000 gallons of diesel fuel. The vessel began to leak fuel immediately upon breaking up.

1.2 PURPOSE

This WMP describes the plans and methods the Responsible Party Incident Management Team (RPIMT) will employ to manage waste generated from the incident response.

Waste generated from the incident response will be managed by the RPIMT and will include total cradle-to-grave transport and disposal. The RPIMT will coordinate with Waste Management, Inc. for waste manifesting, preparation of all shipping documents and shipping.

The WMP is intended to be a living document, and will be updated during the response as necessary to properly document the waste generated as well as the transport and disposal of all waste. Until this plan becomes active, the previous Selendang Ayu Waste Management Plan will be utilized.

1.4 CURRENT RESPONSE EFFORTS

At the current time, response efforts are focused on maintaining boom, protecting environmentally sensitive sites, conducting shoreline cleanup assessments, and performing cleanup of oiled sites.

1.5 PERSON IN CHARGE

The RP Incident Management Team's (RPIMT) Operations Section Chief is responsible for ensuring that all tactical field responders follow the provisions of this plan. The RPIMT Logistics Section Chief (LSC) is responsible for supervising final disposal of all waste materials. The RPIC (RP Incident Commander) or his designee will sign the Waste Management shipping manifests. Table 4 lists local contacts that may be involved in the implementation of this plan.

2.0 WASTE TYPES

The SELENDANG AYU carried over 400,000-gallons of fuel oil, primarily IFO and marine diesel. The Spring/Summer Operations will primarily be concerned with cleaning impacted shoreline. These and other wastes that may be generated as a result of the incident response are described in the following sections.

2.1 NON-HAZARDOUS OIL, OIL/WATER & LIQUID WASTE

Waste in this category includes:

a. Decontamination waste (contaminated water)

b. Mobilized oil

c. Used oil from response vessels

d. Bilge waste

2.2 NON-HAZARDOUS OILY SOLID WASTE

Waste in this category includes (but is not limited to) the following:

a. Used oily sorbent boom.

b. Other used oily sorbent materials.

c. Oily wood, debris, rocks, soil, or sludge.

d. Used oily personal protective equipment.

e. Used oily expendable response equipment and consumables contaminated with IFO.

f. Decontamination waste (oily rags, etc.).

2.3 NON-HAZARDOUS NON-OILED WASTE

Non-hazardous, non-oiled waste generated from response operations includes household garbage and sewage.

2.4 HAZARDOUS WASTE – SOLID & LIQUID

Wastes that could be generated include aerosol cans, paint, solvents and other wastes generated during the incident response efforts.

2.5 DECEASED WILDLIFE

Oiled, deceased wildlife is considered a special waste as well as being a potential biohazard. Special care should be taken to avoid close contact with deceased wildlife. Unoiled wildlife should be left in place. The RPIMT will coordinate the management of deceased oiled wildlife with regulatory officials as described in section 4.1.

3.0 WASTE STREAM IDENTIFICATION

RPIMT will have personnel onsite at the generation point tracking all waste streams generated and transported to the designated final disposal site for the particular waste type. RPIMT has set up a tracking system and method for onsite crews to properly segregate waste streams at the point of generation prior to removal. (see Table 2) These methods include using designated bags for segregated waste and labeling the source of the contents of each Supersack.

RPIMT personnel onsite at the generation point will provide waste tracking logs to Waste Management personnel so that proper space is made available on the receiving waste barge for acceptance of the waste generated.

NOTE: A formula or other accepted method for quantifying oil volume will be established and added as an addendum to this plan.

3.1 OIL, OIL/WATER & LIQUID WASTE

Oil/water and liquid waste recovered from recovery operations will be pumped into portable tanks and transported by vessel to the waste storage barge and pumped directly into ISO tanks or 55 gallon drums. Once full, the ISO tanks/drums will be picked up by the regularly scheduled Alaska Marine Lines (AML) line-haul tug/barge for transport to Marine Vacuum Service in Seattle, Washington.

3.2 OILY SOLID WASTE

Solid oily waste generated from response efforts will be handled in one of two ways:

3.2.1 Oily Solid Bagging in the field (Temporary method until waste barges are on scene)

a. Oily solid waste collected by cleanup crews will be placed in clear bags, consolidated with other bags from the same segment in an approved waste container and transported by vessel to the Kashega Barge or designated supply vessel for Interim Waste Storage (IWS). If necessary, bags or Supersacks may be staged at approved areas on the shoreline until transport to an IWS vessel or the waste barge is possible.

b. Supersacks and/or bags will be transferred into roll-off open top containers or the supply vessel hold by crane.

c. When available, the stored Supersacks and/or bags will be transferred to the waste barge.

3.2.2 Direct load-out in the field

a. Two waste/logistics barges will be anchored in the field (one in Skan Bay and one in Makushin Bay). Each barge will supplied with approximately 150 open top 20-ft. waste containers. All containers will be lined with plastic sheeting prior to loading.

b. Field response personnel will load oily solids into clear bags, may consolidate the bags into Supersacks or other approved waste containers and transport them from shoreline work sites in LCMs to the waste/logistics barges. All approved waste containers will be labeled in accordance with section 4.1 and Table 1.

c. Super Sacks and/or bags will be transferred from LCM transport craft to the waste containers by cranes sited on the barges. Once loaded, a top/cover will be secured to the container and the container will be tagged and stacked for transshipment.

d. Approximately every 12 days, an Alaska Marine Lines (AML) line-haul tug/barge will pick up full waste containers from each barge and replace them with empty containers. The containers will be transported to AML's Juneau yard. In Juneau, the containers will be transferred to AML's twice-weekly scheduled barge service to Seattle. After arrival in Seattle, the containers will be transferred from barge to truck for final shipment to Columbia Ridge Landfill in Arlington, OR.

If mechanical recovery methods are utilized, waste may be deposited directly into a roll-off container located on a support vessel or the shoreline. The container will be transferred to the waste barge when possible and entered into the waste stream described in 3.2.2.d.

Bags of oily waste not directly loaded into 20-ft containers will be stored inside of impervious secondary containment while on board the storage and transport vessels. Secondary containment can be constructed of 6-mil visquene or polyethylene for the bottom of skiffs, or supersacks that

are lined with 6-mil visquene or polyethylene. It is very important that the secondary containment on vessels be constructed so that it does not leak.

If oily waste collected onsite such as wood debris is burned, RPIMT will coordinate with the state of Alaska to obtain an open burning permit.

3.3 NON-HAZARDOUS WASTE

3.3.1 HOUSEHOLD WASTE

Household waste will be bagged in black or green garbage sacks, labeled as described in section 4.1, and transferred to a designated supply vessel. The supply vessel will transport them to Unalaska for disposal at the city landfill in accordance with an established agreement with the city.

3.3.2 SEWAGE

Raw, untreated sewage will be transferred to the designated vessel for storage and transported to Unalaska. Sewage will be received by the city for disposal.

Sewage, if treated in a U.S. Coast Guard approved type 2 Marine Sanitation Device, may be discharged 4 miles or more offshore. The sewage must be discharged at a moderate rate while the vessel is traveling at a speed not less than 4 knots.

3.3.3 GRAY WATER

Wastewater from the galley, laundry, or showers may only be discharged within state waters if a state permit has been granted. If there is no permit in place, an exemption permit may be applied for.

Other non-hazardous wastes that cannot be disposed of as described above will be packaged, transported, and disposed of at a licensed facility as determined by RPIMT. Disposal of these wastes will be coordinated by RPIMT through proper regulatory channels.

3.4 HAZARDOUS WASTE

Waste determined to be hazardous according to RCRA will be packaged, transported and disposed of at a licensed facility to accept that particular waste stream. RPIMT will be responsible for the appropriate disposition of this waste. (see section 5.4)

4.0 IDENTIFICATION, MANIFESTING, TRANSPORTATION, TRACKING

This section describes waste identification and profiling, manifest procedures, transport of wast from the field and to licensed disposal facilities and tracking procedures.

4.1 WASTE IDENTIFICATION & MANIFESTING

Bags of oily solid waste from the same segment will be consolidated in an approved waste container and labeled with the date and segment ID. Labeling will be accomplished by using duct tape and a black magic marker. Individual bags are not to be labeled unless directly loaded into roll-off containers or in a full roll-off container of material from the same location. Household waste will be similarly labeled with the date and vessel name and will be loaded into black or green garbage sacks. If any materials cannot be easily characterized by a responder, th Group/Division Supervisor will notify the Branch Director and in conjunction with the Safety Officer will make a decision as to what method will be used to accomplish a characterization of the material prior to responders taking further actions of removal of the material. Table 1 describes the appropriate labeling and packaging requirements for expected waste categories to be followed by responders.

Hazardous and/or other regulated waste generated as part of the response effort will be bagged, tagged, and transferred to the waste barge for transport and disposal. These types of wastes include paint, aerosol cans, used solvents, etc. If available, the appropriate Material Safety Data Sheet should be consulted and provided with the material.

Deceased wildlife is a special waste that may be considered a biohazard and/or require special coordination for disposal by regulatory officials. Special care should be taken to avoid close contact with deceased wildlife. Oiled, deceased birds (except Bald Eagles) that are collected wi be bagged with oily waste and entered into the waste stream. Bald Eagle carcasses should be bagged separately, kept cold (or frozen) and transported to Dutch Harbor for transfer to U.S. Fis & Wildlife Service personnel. Bags should be labeled in accordance with Table 1 and noted with the date, time, location found, and name of person who located it. Sea otter, harbor seal, and sea lion carcasses (oiled or unoiled) should be left in place. These animals must be handled in a special manner as per the Marine Mammal Protection Act and Marine Mammal Stranding Program Guidelines. If the marine mammal carcass is oiled, notify the Environmental Unit Leader at 907-581-3728. If the wildlife carcass appears to be oiled recently, notify the Environmental Unit Leader at 907-581-3728. All unoiled, deceased wildlife should be left in place.

Each Division Manager or designee will maintain the Onsite Waste Generation Tracking Log (Table 2) for all oily and hazardous waste. The individual response vessels will record household waste offloads in their vessel log. The supply vessels will also keep a record of the household waste that is received, transported to Unalaska, and offloaded. The Waste Management Project Manager will profile each waste stream (including necessary confirmation sampling if necessary) and prepare manifests and other shipping paperwork. Profiles, manifests, and shipping paperwork will be prepared for appropriate signature prior to shipment. EPA

Identification Numbers for generators, transporters, and ultimate disposal facilities will be provided in advance for review prior to manifesting and transport.

4.2 WASTE TRANSPORTATION

Transportation of all waste will be provided by Waste Management, Inc. and their subcontractors Alaska Marine Lines and West Coast Trucking.

Waste Management, Inc.

13221 NE 126th Place
Kirkland, Washington 98034
(425) 825-2004

Alaska Marine Lines

P.O. Box 24348
Seattle, Washington 98124-4348

EPA Transporter ID number: WAD991281809 WA

West Coast Trucking
EPA Transporter ID number: WAH000016683

Prior to shipment, RPIMT and Waste Management will ensure all waste manifests and bills of lading are signed by the generator and shipper. They will provide cradle-to-grave tracking of all waste streams.

4.3 WASTE TRACKING

RPIMT employs waste tracking systems to show cradle-to-grave status on all waste. RPIMT will provide regular updates to all personnel involved in waste generation and shipping as well as all stakeholders in the process. RPIMT Division Managers will provide a daily report to the Operations Section Chief of all waste collected and transferred to the waste barge. This information will be reported on a daily basis to the Unified Command.

Each Division Manager will be responsible for maintaining an inventory log of each waste stream collected in their respective Bay. Table 2 is the tracking log to be used at the generation point. A copy of the tracking logs will be provided to the Logistic Section Chief on a daily basis or as often as communications and/or hand delivery allow. The RPIMT Logistics Section will

maintain the completed tracking logs for the response waste. The final records will be submitted to the official response documentation.

Vessels contracted to perform cleanup operations will have to be inspected by the State of Alaska Department of Environmental Conservation Environmental Health personnel prior to being released from service. RPIMT will coordinate with the State of Alaska to perform the inspections and ensure contracted vessels are properly certified to return to their former service.

RPIMT will provide complete waste tracking from consolidation/segregation through transport and ultimate disposal. Each waste stream will be tracked on a spreadsheet maintained by RPIMT and provided to stakeholders on a regular basis.

The tracking system will contain the following information at a minimum:

- Manifest Number
- Waste Type
- Amount of Waste (volume or weight)
- Date Generated
- Containment Type
- Date transferred to waste barge
- Date of final disposal

RPIMT shall maintain and update this tracking sheet daily and provide it to the appropriate parties.

Waste Management will maintain a separate tracking sheet for the movements of the waste after it is received by the waste barge. Copies of this waste tracking sheet (Table 3) will be provided to the RPIMT periodically for payment and review. The shipping manifests will be reviewed and approved by the RPIC or his designee.

If delay in the transport of hazardous or regulated waste occurs, proper notification and exception reports will be generated by the RPIMT at 30 days. These reports will notify the EPA of the delay and of the revised schedule.

5.0 FINAL DISPOSAL LOCATION

5.1 NON-HAZARDOUS WASTE

Household trash, gray water, and raw, untreated sewage will be disposed of in Unalaska as described in section 3.3. Gray water will be discharged as described in section 3.3, only if a permit has been issued by the State of Alaska.

5.2 OILY SOLID WASTE

Non-hazardous and/or oily waste will be managed and transported as described in section 3.2 to the Columbia Ridge Recycling and Landfill, in Arlington, Oregon.

Oily Solid Waste

Columbia Ridge Landfill
18177 Cedar Springs Lane
Arlington, OR 97812
Facility: (541) 454-2030
Fax: (541) 454-3312

Oregon Department of Environmental Quality
Solid Waste Permit #391

EPA ID number for Columbia Ridge Landfill is # ORD 987173457

5.3 RECOVERED LIQUID OILY PRODUCT

Liquid oily product will be recycled to the extent possible. As waste is generated, RPIMT will determine the most efficient means of disposal for this waste stream. If liquid oily product is collected, it will be decanted and transported to Marine Vacuum Service, Inc. by Alaska Marine Lines.

Marine Vacuum Service, Inc.

P.O. Box 24263
Seattle, Washington 98124

Phone: 1-800-540-7491

EPA ID number for Marine Vacuum Service, Inc.: WAD 980974521

5.4 HAZARDOUS WASTE

Waste determined to be hazardous according to RCRA will be packaged, transported and disposed of at a licensed facility to accept that particular waste stream. Wastes that could be generated include aerosol cans, paint, and other wastes generated during the incident response efforts. RPIMT will be responsible for the appropriate disposition of this waste.

All wastes determined to be RCRA hazardous will be segregated at the generation point as appropriate for that particular type of waste and transferred to the waste barge. Waste Management will be responsible for properly manifesting and shipping all hazardous wastes from the site to the proper disposal facilities. Chemical Waste Management in Arlington, Oregon will be used to accept this waste. RPIMT will set up and maintain a hazardous waste accumulation point at the IWSF for hazardous waste consolidation and storage prior to transport.

Hazardous Waste

Chemical Waste Management of the NW
17629 Cedar Springs Lane
Arlington, OR 97812
Facility: (541) 454-2030
Fax: (541) 454-3247

US EPA Part B Permit #: ORD 089452353

5.5 DECEASED WILDLIFE

Oiled, deceased wildlife will be collected in accordance with section 4.1. Bird carcasses (except Bald Eagles) will be entered into the waste stream for oily solid waste and disposed of similarly. Bald Eagles will be bagged, kept cold or frozen, tagged in accordance with Table 1, and transferred to USFWS personnel. Marine Mammals will be left in place and reported to the Environmental Unit Leader at 907-581-3728.

Table 1
Bagged Waste Stream Collection and Storage Requirements

Description of Material	Tag/Label	Collection	Storage / Destination
Oiled Solid Waste -used PPE -used boom -used sorbents -oiled snares -oiled soybean cargo -oiled soil, rocks, grasses, sea shells -other soiled equipment - oiled, deceased birds	*Silver Duct Tape w/ Black Magic Marker*	Clear Bag (4 mil visquene) that will be deposited into lined 1-cubic yard supersack and transferred to the waste barge.	Kashega Barge, Supply Vessel Hold / Waste Barge
Non-Oiled Solid Waste -household garbage -construction debris	*Silver Duct Tape w/ Black Magic Marker*	Black or Green Garbage Sacks	Supply Vessel / Unalaska Landfill
Bald Eagle Carcasses	Yellow	Bag carcasses individually. Clear Plastic Bag (4-mil thickness or greater). Keep cold or frozen.	Transfer to USFWS Personnel as soon as possible.
Hazardous or Regulated Waste -paint -aerosol cans -used solvent -oxygen bottles	*Purple*	Label as Hazardous Waste (labels must contain date generated and contents). Segregate contents as to type of waste (paint, etc)	Designated Drum and/or Overpack Drum / Chemical Waste Management of the NW

Table 2

Onsite Waste Generation Tracking Log (to be maintained by the Division Manager or designee)

Bay Name:
Date:
Division Manager:

Date Generated	Location Generated (Segment)	Waste Type	Containment Type (bag, drum, etc)	Date Transferred to Waste Barge

Table 3
Waste Disposal and Tracking Log

Last Update: Mar 31, 2005

GMS - Dutch Harbor Project

WM Contact: Mike Holzschuh

WASTE MANAGEMENT

Barge Detail	Container ID:	E - container to origin barge	E - origin barge departed	E - Arrived LOAD SITE	L - released to return barge	Manifest #	L - return barge enroute	L - barge arrived Seattle	L - dispatched to xtown	*Arrived WM Landfill	*Landfill released/complete

Table 4

Local contacts:

City of Unalaska Department of Public Safety	(907) 581-1233 (T)	(907) 581-5024 (F)
City of Unalaska Landfill	(907) 581-5757 (T)	
City of Unalaska Wastewater Treatment Plant	(907) 581-1693 (T)	

WASTE MANAGEMENT PLAN (4/30/05 Revision)
M/V SELENDANG AYU INCIDENT

Approved:

T.B. Harrison Date: 5-3-05

Federal On-Scene Coordinator

Date: 5/3/05

State On-Scene Coordinator

Date: 5-3-05

Responsible Party On-Scene Coordinator