



**TERMINAL 91  
BEST MANAGEMENT PRACTICES FOR COMMERCIAL VESSELS  
Cruise, Docks, and Industrial Properties**

The Port of Seattle is committed to preserving and enhancing the environment through proper management of activities occurring at port owned facilities. In accordance with Washington Department of Ecology regulations, Seattle Municipal Code, and the provisions of the Federal Clean Water Act, the Port of Seattle has established Best Management Practices (BMPs) to help ensure the safekeeping of Puget Sound. If you need assistance or have questions, please contact, Marine Operations at (206) 728-3642.

**ECOLOGY REQUIREMENTS RELATED TO VESSEL MOORAGE**

The Port of Seattle has been notified by the Department of Ecology (DOE) about potential water quality concerns resulting from vessel activities being conducted at Port of Seattle facilities.

Your company has requested use of berthing facilities at a Port of Seattle marine terminal facility. Prior to acceptance of your request, this is to notify you that the Port of Seattle Terminal facilities are not boatyards, and any in-water maintenance and repair is subject to state, federal, and other laws. Extensive work or modifications must be conducted at a boatyard or shipyard. This is to advise you that upon receipt of the Port's berth assignment, your acceptance for use of the berth, includes acceptance of the following best management practices, as referenced in the lower portion of the application and by attachment.

**Management of Bilge Water Discharges**

- It is illegal to discharge contaminated bilge water, ballast water, or any water with an oily sheen or contamination into the waters of the State. The fine for such discharges can be as high as \$32,500 per day per violation. In addition to the Oil Pollution Control Act enforced by the U.S. Coastguard, a discharge that displays turbidity, oil sheen or discoloration to the receiving water has not met the Washington Department of Ecology's water quality standard in RCW 90.48. A list of disposal contractors is available from the King County Yellow Book Waste Directory, (<http://www.lhwmp.org/home/YellowBook/index.aspx>). The discharge of bilge water from vessels moored at Port facilities is prohibited.
- It is the responsibility of the vessel owner to contact a service provider to dispose of contaminated products, including bilge water, in an appropriate manner.
- Dispose of oil soaked absorbents when all liquids are fully absorbed. Used absorbents should be properly sealed/packaged and disposed of in accordance with all applicable laws.

**Used Oil**

- Used oil, oil sludge and filters should only be removed from the site by an approved service provider. A list of disposal contractors is available from the King County Yellow Book Waste Directory (<http://www.lhwmp.org/home/YellowBook/index.aspx>). Please note that any over the water transfer of petroleum products are subject to U.S. Coastguard and Washington State bunkering regulations.

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### Sewage Management and Gray Water

- The discharge of sewage and gray water into adjoining bodies of water is illegal and is prohibited. Sewage is defined as “black water and/or sludge, from toilets and”. A list of pump-out service providers is available from the King County Yellow Book Waste Directory (<http://www.lhwmp.org/home/YellowBook/index.aspx>).
- Gray water discharge from sinks, laundry, showers and vessel rinse-down may be harmful to aquatic life within the harbor and contains bacteria in sufficient quantities to be a public health concern. The discharge of laundry water from a vessel is prohibited. Reduce gray water generation by reducing the use of sinks, soaps and detergents and by rinsing your vessel with clean water. If you must use soap, use more environmental friendly soaps (no chlorine or petroleum distillates). The discharge of gray water from vessels moored at Port facilities is prohibited.

### Management of Ballast Water

- Pre-arrival ballast exchange is required prior to discharge into Washington waters. Refer to the current Washington Code and the Washington Department of Fish and Wildlife for permissible exceptions.
- Vessels voyaging along the west coast are required to perform open sea exchange in depth of 2,000 meters or more. If transit does not allow exchange to this depth, then exchange should be accomplished at least 50 nautical miles offshore.
- Vessels arriving from outside the United States Exclusive Economic Zone (EEZ) must exchange ballast at least 200 nautical miles off-shore.
- **Reporting:** The State of Washington requires mandatory reporting at least 24 hours prior to entering Washington water, using the approved U.S. Coast Guard Ballast Water Reporting Form. The form must be completed and submitted regardless of whether or not ballast water discharge occurs. Vessels not intending to discharge ballast water into Washington State waters should submit the form with Section 1 completed and with “not discharging” written in the history section. Submit the form to The Marine Exchange of Puget Sound: FAX 360-902-2845 or e-mail [ballastwater@dfw.wa.gov](mailto:ballastwater@dfw.wa.gov). The form must also be sent to the National Ballast Information Clearinghouse.

### Bunkering Procedures

- Vessels allowed to receive bunkers must be in compliance with all Seattle Fire Department, U.S. Coastguard and Washington bunkering (WAC Chapter 317-40) requirements. In addition, Terminal management must be notified prior to any fueling while alongside the pier. Washington State oil spill regulations require any vessel performing bunkering operations at a rate of 500 gallons or greater (Rate A) to follow the advance notice and containment requirements found in WAC Chapter 173-184. Vessels transferring at a rate of 500 gallons or less (Rate B) should refer to WAC Chapter 173-184 for alternative requirements.

### Management of Hazardous Chemicals, Cleaners and Wastes

- Hazardous or flammable chemical materials, gas cylinders, and batteries shall not be improperly stored at Cargo Piers & Industrial Property facilities for extended durations. Proper storage locations and procedures must be pre approved by the on site Port representative.

- Hazardous materials or chemicals should be stored on the vessel in accordance with local, state, and federal laws, rules, ordinances and regulations.
- The disposal of used oil, antifreeze, paints, solvents, varnishes, gas cylinders, preservatives and batteries in the garbage is prohibited. These materials are not to be discharged to the sanitary sewer or to the marine waters. A list of disposal contractors is available from the King County Yellow Book Waste Directory (<http://www.lhwmp.org/home/YellowBook/index.aspx>).
- Clear and contain any debris, trash, sanding dust, paint chips, slag, etc., from work areas as soon as practical after any maintenance or repair activity. Do not wash solids into water or storm drains.
- Unless items are in transport, do not abandon drums or containers of hazardous materials, empty drums or gas cylinders on the dock. If materials are left behind, the vessel operator will be contacted and a fee assessed based on the cost of cleanup/disposal charges incurred by the Port of Seattle.

### **Spill Prevention and Response**

- Sufficient absorbent materials and spill containment instruments to confine a spill must be on hand and/or aboard the vessel per local, state, and federal requirements.
- If a spill occurs, stop the spill or leakage source and contain the spill. Report spills into the water immediately to the U.S. Coast Guard National Response Center at 1-800-424-8802 and the Department of Ecology at 1-800-OILS-911 or 1-800 258-5990 and contact the Port of Seattle Marine Operations office 728-3642.
- Immediately clean up any spills on the dock or vessel and dispose of wastes according to local, state, and federal requirements.

### **Vessel Repair, Paint Activity and Pier Storage**

The following activities potentially trigger the requirement to apply for and comply with Ecology's Industrial permit on Port facilities:

1. Vehicle Maintenance Activity,
2. Equipment Cleaning Operations,

*Vehicle Maintenance* means the rehabilitation, mechanical repairing, painting, fueling, and/or lubricating of a motor-driven conveyance that transports people or freight, such as an automobile, truck, train, or airplane.

Any maintenance, cleaning, and/or repair performed at Terminal 91 must comply with the Terminal 91 Stormwater Pollution Prevention Plan, City Code Source Control Requirements (Volume 1) and/or must be covered by a tenant held NPDES permit. If these activities are to be conducted, the entity performing those activities must apply for and conduct the activities in accordance with the proper Ecology Stormwater Permit.

- Repairs, modification, surface preparation, or coating as defined by the Washington State Department of Ecology, are limited to 25 percent of the vessel's deck surface and superstructure per year. Hull work shall conform to all Washington State Department of Ecology requirements. Extensive vessel repair work and ALL bottom cleaning must occur in a commercially permitted boatyard or shipyard.

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- Painting, scraping and refinishing of vessels, when in the water is limited to minor touch-ups\*. For the purposes of these Best Management Practices, minor touch-ups include a small area on the superstructure, deck and hull above the waterline that requires repair for mostly cosmetic purposes. Extensive repair work and bottom cleaning must occur in a permitted, boatyard or shipyard. All painting activities require an adequate paint spill kit capable of responding to spillage of the product being used. [Video - Upland Maintenance](#)
- Any vessel painting, scraping and refinishing must be contained utilizing appropriate best management practices and all debris must be collected. All paint mixing must be done with the can placed inside containment that will catch spillage. Tarping or other adequate containment of the work area is required to prevent any release of sanding debris or paint to the marine environment. All collected debris and materials must be cleaned up regularly to prevent their release.
- In-water hull cleaning of non-ablative paints is prohibited unless the activity is coordinated and has received Department of Ecology and Washington Department of Fish & Wildlife approval prior to commencement of cleaning. [Video - In-Water Maintenance](#)
- Perform paint and solvent mixing, fuel mixing, and similar handling of liquids in a contained location so that nothing can spill directly into the water.
- Outside painting or sanding activities during weather conditions that render containment ineffective is prohibited. The Terminal Management may make this determination.
- Paint burning or use of spray guns is prohibited.
- Piers are **not** areas where vessel repair or vehicle repair or maintenance, vehicle or equipment washing, storage of equipment, supplies, etc. is allowed. These activities are only allowed if complete containment for these activities is provided and ALL discharges are hauled and disposed of at an appropriate facility or discharged under a pre-approved King County sewer discharge permit. These activities must be performed in accordance with all local, state, and federal regulations. Both the City of Seattle and Ecology prohibit the discharge from vehicle maintenance or repair, vehicle or equipment washing, storage of equipment, supplies, etc. to the storm system. If materials such as paints, thinners, oils, etc must be stored on the pier these items must be contained and covered.
- Clean water under pressure may be used to remove salt from the outside of the vessel and to wash windows however; any turbidity, oil sheen or discoloration to the receiving water is a violation of RCW 90.48 and is prohibited.
- Several Terminals are permitted for Level I and II hot work. No hot work is to be conducted at any Piers not permitted by Seattle Fire Department. In order to conduct Level I and II hot work activity (welding, cutting, grinding, etc) you must have a Seattle Fire Department permit and the Port of Seattle Terminal 91 operations office must be notified in advance.
- Welding sparks, slag or residue must not enter water and must be captured. Dispose of cooled residue in a solid waste dumpster.



**Air Quality**

- **Opacity Limits:** All vessels are required to comply with Section 9.03 of the Puget Sound Clean Air Agency regulations, which prohibits air emissions greater than 20% opacity for more than 3 minutes in any 1 hour.
- **Vessel Incinerators:** Use of on-board incinerators while at Port of Seattle facilities is prohibited.

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

Company Name(s):

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Please Print

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Date

Cognizant Official(s):

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Print Name

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Sign Name

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**Please distribute a copy of this form to all persons responsible for duties outlined in the BMP's as necessary.**