SPILL PREVENTION, CONTROL, AND COUNTERMEASURE (SPCC) PLAN & RECORDS

ATLANTIC HIGHLANDS MUNICIPAL HARBOR

2 SIMON LAKE DRIVE, ATLANTIC HIGHLANDS

MONMOUTH COUNTY, NJ

Prepared for:

Borough of Atlantic Highlands Municipal Harbor Commission

2 Simon Lake Drive

Atlantic Highlands, NJ 07716

March 2018

Najarian Associates
Est. 1979
DESIGNED BY SCIENCE • ENGINEERED FOR RESULTS

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Table of Contents

LIST OF FIGURES

LIST OF APPENDICES

1.0 INTRODUCTION

Atlantic Highlands Municipal Harbor Commission (hereafter referred to as "AHMHC") is committed to the prevention of discharges of petroleum products to navigable waters and the environment. Towards this objective, it maintains the highest standards for spill prevention control and countermeasures through regular review, updating, and implementation of a Spill Prevention, Control, and Countermeasure (SPCC) Plan (hereafter referred to as "SPCC Plan" or "Plan"). This document has been prepared to meet the requirements of Title 40, Code of Federal Regulations, Part 112 (40 CFR part 112).

The AHMHC facility is located at 2 Simon Lake Drive, Atlantic Highlands, New Jersey (hereafter referred to as "Site" or "Facility"). The Site operates as a public marina and consists of asphalt parking lots, boat storage yards and docks, a boat launch ramp into the Sandy Hook Bay, a fuel dock, a fueling station for municipal vehicles, three (3) above ground storage tanks (ASTs) for motor fuels (one 10,000 gallon gasoline and two 8,000 gallon diesel ASTs) and two (2) 275 gallon waste oil ASTs. Buildings on the Site include a two-story building consisting of restrooms on the first floor and the Harbor Office on the second floor, a small security guard booth, and a three-bay garage/shop building. Petroleum products are located on site in aboveground storage tanks. A USGS Site Location Map is provided as Figure 1, an Aerial Photograph of the Site is provided as Figure 2, and a Facility Diagram depicting the site features is provided as Figure 3. This SPCC Plan has been prepared based on information provided by Atlantic Highlands and a site inspection.

1.1 Purpose

The USEPA Oil Spill Prevention, Control, and Countermeasure (SPCC) Rule became effective on January 10, 1974 and was promulgated under the authority of Section 311(j)(1)(C) of the 1970 Federal Water Pollution Control Act (Clean Water Act). The regulation may be found at Title 40, Code of Federal Regulations, Part 112 (40 CFR 112). Numerous revisions to the SPCC Rules were implemented since its enactment, the latest of which became effective in January 2010.

The purpose of the SPCC Rule is to help facilities prevent a discharge of oil into navigable waters of the United States or adjoining shorelines in quantities that may be harmful. The main thrust of the SPCC regulation is "prevention" of a discharge as opposed to "after-the-fact" (or "reactive") cleanup measures.

The rule was written to ensure effective responses to oil discharges and specifies that proactive measures must be used to respond to oil discharges.

The purpose of this SPCC Plan is to describe measures implemented by the AHMHC to prevent oil discharges from occurring and to prepare the Facility to respond in a safe, effective, and timely manner to mitigate the impacts of a discharge. In addition to fulfilling requirements of 40 CFR Part 112, this SPCC Plan should be used as a reference for oil storage information and testing records, as a tool to communicate practices on preventing and responding to discharges with Atlantic Highlands Marina employees, as a guide to facility inspections, and as a resource during emergency response.

1.2 General Applicability and Preparation Requirement

SPCC-regulated facilities are non-transportation-related, have underground oil storage capacity of more than 42,000 gallons and/or aboveground oil storage capacity of more than 1,320 gallons on site, and can reasonably be expected to discharge oil to navigable waters of the United States or adjoining shorelines in quantities that may be harmful. The SPCC regulations are intended to address solely the prevention of oil spills and the associated contamination of surface waters. The regulations do not address the threat of contamination to soil or groundwater, or violations of a facility's wastewater discharge permits. Under 40 CFR §110.3, a harmful quantity of oil is defined as a discharge that violates applicable water quality standards, or causes a film, sheen, or discoloration of the surface water or nearby shoreline.

The SPCC Rule's definition of oil originated from the Clean Water Act (CWA). Section 311(a)(1) of the CWA defines oil as "oil of any kind or in any form, including, but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil." Petroleum oils include crude and refined petroleum products, asphalt, gasoline, fuel oils, mineral oils, naphtha, sludge, oil refuse, and oil mixed with wastes other than dredged spoil.

It is the facility's total storage capacity that governs whether a facility is subject to the SPCC requirements, not the actual quantities of oil stored. Exclusions from storage capacity calculations include:

- Containers with a storage capacity of less than 55 gallons;
- Storage containers used exclusively in wastewater treatment;

- Completely buried tanks and associated piping and equipment that are subject to all of the technical requirements under 40 CFR part 280 or 281; and
- The capacity of any "permanently closed" aboveground storage container.

1.3 Plan Organization

This document presents information concerning the Plan Administration in Section 2, General Facility Description in Section 3, Discharge Prevention in Section 4, and Discharge Response in Section 5. All required documentation that the Facility will need to routinely complete in order to satisfy the requirements of the SPCC Rule (Log Sheets) is provided in Appendix A.

Several figures are also provided in this Plan. The figures consist of a USGS site location map (Figure 1), an Aerial Photo Map (Figure 2) depicting the location of the Site, and a Facility Diagram (Figure 3), in accordance with 40 CFR 112.7(a)(3), which depicts the Facility structures, petroleum storage containers/areas and surrounding land use. Several site photographs are also included with this plan (Appendix B).

In accordance with 40 CFR 112.7, the table below provides a cross-reference of the material contained in this SPCC Plan to the SPCC Rule.

Table 1-1: SPCC Cross-Reference

Provision	Plan Section	Page
112.3(d)	2.2 Professional Engineer Certification	8
112.3(e)	2.3 Location of SPCC Plan	9
112.5	2.4 Plan Review	9
112.7	2.1 Management Approval	7
112.7	1.3 Cross-Reference with SPCC Rule	6
112.7(a)(3)	3.0 General Facility Information Site Plan and Facility Diagram	11, Figures
112.7(a)(4)	5.3 Discharge Notification	32
112.7(a)(5)	5.0 Discharge Response	29
112.7(b)	3.2 Potential Discharge Volumes and Direction of Flow	15
112.7(c)	4.3.1 Practicability of Secondary Containment/Diversionary Structures	24
112.7(d)	4.3.1 Practicability of Secondary Containment/Diversionary Structures	24
112.7(e)	4.1 Inspections, Tests, and Records	18
112.7(f)	4.2 Personnel, Training and Discharge Prevention Procedures	22
112.7(g)	4.3.2 Security	26
112.7(h)	4.3.3 Tank Truck Loading/Unloading	26
112.8(b)	4.4 Facility Drainage	28
112.8(c)(2)	4.3 Secondary Containment	23
112.8(c)(3)	4.4 Drainage of Diked Areas	28
112.8(c)(4)	4.0 Discharge Prevention	18
112.8(c)(6)	4.1 Inspection Appendix A - Facility Inspection Checklists	18
112.8(c)(8)	4.0 Discharge Prevention	18
112.8(c)(10)	4.0 Discharge Prevention	18

* Only selected excerpts of relevant rule text are provided. For a complete list of SPCC requirements, refer to the full text of 40 CFR Part 112.

2.0 PLAN ADMINISTRATION

This SPCC Plan should be a working document at the Facility and should be used in the following ways:

- as a reference for oil storage and containment system information;
- as a tool for informing new employees and refreshing current employees on practices for preventing and responding to spills;
- as a guide to periodic training programs for employees;
- as a guide to facility inspections;
- as a resource during an emergency response;
- as a tool to address the Facility's operation and maintenance procedures.

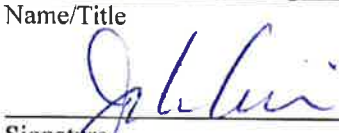
2.1 Management Approval & Designated Person

The AHMHC is committed to preventing discharges of oil to navigable waters and the environment, and to maintaining the highest standards for spill prevention control and countermeasures through the implementation and regular review and amendment to this SPCC Plan, as described herein. In accordance with 40 CFR Part 112.7, this Plan has the full approval of management at a level with authority to commit the necessary resources to fully implement the measures described in this Plan.

As specified in 40 CFR 112.7(f)(2), the Harbor Manager is the designated person responsible for discharge prevention at the Facility and reports to facility management. Backup for the Harbor Manager is Dock Master.

ATLANTIC HIGHLANDS MUNICIPAL HARBOR COMMISSION

John Amici, Harbor Manager
Name/Title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Date

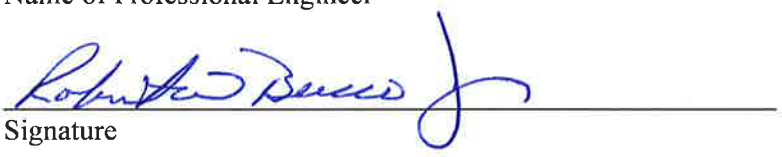
2.2 Professional Engineer Certification (40 CFR 112.3(d))

A New Jersey licensed Professional Engineer (PE) has reviewed and certified this SPCC Plan. The undersigned Registered Professional Engineer is familiar with the requirements of Part 112 of Title 40 of the Code of Federal Regulations (40 CFR Part 112) and has visited and examined the Facility, or has supervised examination of the Facility by appropriately qualified personnel. The undersigned Registered Professional Engineer attests that this Spill Prevention, Control, and Countermeasure Plan has been prepared in accordance with good engineering practice, including consideration of applicable industry standards and the requirements of 40 CFR part 112; that procedures for required inspections and testing have been established; and that this Plan is adequate for the Facility. [40 CFR §112.3(d)]

This certification in no way relieves the owner or operator of the Facility of his/her duty to prepare and fully implement this SPCC Plan in accordance with the requirements of 40 CFR Part 112. This Plan is valid only to the extent that the Facility owner or operator maintains, tests, and inspects equipment, containment, and other devices as prescribed in this Plan.

T.O. NAJARIAN ASSOCIATES, INC.

Robert W. Bucco, Jr. PE, CME, CPWM., Director of Municipal Engineering
Name of Professional Engineer


Signature

3/20/2018
Date

24GE03813200 — Registration Number
New Jersey — Issuing State

2.3 Location of Plan

In accordance with 40 CFR §112.3(e), a complete copy of this Plan must be maintained at the Facility if the Facility is normally attended at least four hours per day, or at the nearest field office if the facility is not so attended. The SPCC Plan for the Facility is maintained in the Harbor Office. The Plan is available to the EPA Regional Administrator for on-site review during normal working hours and is also accessible to AHMHC personnel and federal, state, and/or local authorities.

2.4 Plan Review

In accordance with 40 CFR 112.5(a) (7-1-2004 Edition), the SPCC Plan will be amended if there is a change in facility design, construction, operation, or maintenance that materially affects its potential for a discharge into navigable waters or adjoining shorelines. In the event of a discharge, the Plan will be reviewed and amended if necessary to provide improvements to prevent a re-occurrence. A review and evaluation of the Plan will be conducted at least once every five (5) years from the date of the implementation of this Plan. As a result of the five year review and evaluation, the AHMHC will amend the SPCC Plan within six months of the review to include more effective prevention and control technology if: (1) such technology will significantly reduce the likelihood of a spill event from the Facility, and (2) if such technology has been field-proven at the time of review. The amendments will be implemented as soon as possible, but not later than six months following preparation of any amendment.

Examples of changes that may require the technical amendment to this SPCC Plan include, but are not limited to, the following:

- commissioning or decommissioning containers;
- replacement, reconstruction, or movement of containers;
- installation of piping systems;
- construction or demolition of secondary containment structures;
- changes of product or service;
- revision of standard operating procedures;
- a discharge to navigable waterways.

A Five Year Review Log and a Technical Amendment Log need to be maintained by the AHMHC to document the reviews and possible amendments. Log Sheets are included in Appendix A of this SPCC Plan (Log 1 Five Year Review and Log 2 Technical Amendments).

3.0 GENERAL FACILITY DESCRIPTION

Name of Facility:	Atlantic Highlands Municipal Harbor
Type:	Marina
Location:	2 Simon Lake Drive Atlantic Highlands, NJ 07716 (732) 291-1670
Name and Address of Owner:	Atlantic Highlands Municipal Harbor Commission 2 Simon Lake Drive Atlantic Highlands, NJ 07716 (732) 291-1670

A Contact List for the Facility is presented on the next page.

Atlantic Highlands Harbor Contact List	
Contact Organization / Person	**Telephone Number**
National Response Center (NRC)	1-800-424-8802
Cleanup Contractor(s): Miller's Boat Towing & Salvage	732-291-8264
Key Facility Personnel	
Adam Hubeny, CPM, CRP, CPWM, CCCC Borough Administrator	Office: 732-291-1444
John Amici Harbor Manager	Office: 732-291-1670
James Osborn Dock Master	Office: 732-291-1670
State Oil Pollution Control Agencies NJDEP Hotline	1-877-927-6337
County Agency Monmouth County Health Department	732-431-7456
Local Fire Department Atlantic Highlands Fire Department	911 732-291-1212
Local Police Department Atlantic Highlands Police Department	911 732-291-1212
Hospital Riverview Medical Center (7.0 miles) 1 Riverview Plaza, Red Bank, NJ 07701	732-741-2700

3.1 Facility Description and Proximity to Navigable Waters

In accordance with 40 CFR §112.7(a)(3), this section presents a description of the physical layout of the Facility. A Facility diagram is included with this Plan (Figure 3). The facility diagram depicts the location, capacity, and contents of all oil storage containers 55 gallons in capacity and greater.

The Facility consists of several buildings including a garage, paved parking and boat storage areas and is used for boat docking, launching and storage. The Site is located in in a mixed use area at 2 Simon Lake Drive, Atlantic Highlands, New Jersey and is situated in the Borough of Atlantic Highlands. The Facility is bordered by the Sandy Hook Bay to the North, commercial properties to the East, and a mix of commercial and residential properties to the South. The Site includes boat storage yards and docks, a boat launch ramp, a fuel dock, a fueling station for municipal vehicles, three (3) ASTs for motor fuels, two (2) ASTs for waste oil, a garage/shop building and a two-story building consisting of restrooms on the first floor and the Harbor Office on the second floor. Hours of operation for the Harbor Office are between 8:30 AM and 4:30 PM, Monday through Saturday. The fuel dock is open seasonally from 7:00 AM to 6:00 PM or by appointment. The fueling station for municipal vehicles is operational 24 hours a day. Additionally the Facility is illuminated by pole mounted lights throughout and is under 24/7 surveillance by security personnel.

The Facility operates as a public marina with a fuel dock that is open to the public and a fueling station for municipal vehicles. The land based fuel dispensers are only useable by municipal employees for fueling municipal vehicles. Henry Hudson Regional School buses also fuel at the land dispensers. The facility handles, stores, uses, and distributes petroleum products in the form of gasoline, diesel, and waste oil. The Facility receives bulk product deliveries via tanker truck; waste oil is also removed via a tanker truck.

The facility has 2 fuel dispensing areas. The first area consists of two land based dispensers (one diesel and one gasoline) on a concrete pad approximately 120 feet from the ASTs that supply them. Product is provided to this area via double walled underground piping. The second area consists of five dispensers (4 of which dispense both gas and diesel and one of which only dispenses diesel) at the end of a 400 foot long pier over the Sand Hook Bay. The dispensers are serviced by double walled piping that runs underground from the ASTs to the head of the pier, then under the pier decking to the dispensers. The Facility is located adjacent to the Sandy Hook Bay which feeds into the Atlantic Ocean. The Sandy Hook Bay is approximately 230

feet from the motor fuel ASTs and approximately 350 feet from the waste oil ASTs. Figure 2 shows the location of the Facility relative to nearby waterways and Figure 3 shows the general direction of drainage.

Total oil capacity at the Facility is ±26,550 gallons and consists of the containers presented the table below. These storage containers presented in this table are depicted on the Facility Diagram (Figure 3). Several photographs of the oil storage containers are included in this plan (Appendix B). Numerous 55-gallon drums are located onsite but are used as trash/recycling receptacles not for oil storage.

Table 3-1: Total Oil Capacity

Tank #	Storage Capacity	Content	Description
1	10,000 gallons	Gasoline	AST UL-142 inside vault
2	8,000 gallons	Diesel	AST UL-142 inside vault
3	8,000 gallons	Diesel	AST UL-142 inside vault
4	275 gallons	Waste Oil	AST
5	275 gallons	Waste Oil	AST
Total Oil Capacity = 26,550 gallons			

Each aboveground tank is UL-142 construction and is compatible with the oils it contains and condition of storage. The installation of the tanks was completed in 1993. Buried piping is double walled. The gasoline and diesel ASTs are located within secondary contaminant vaults, which are sufficiently impervious to contain discharge oil. The waste oil ASTs are located within a secondary containment concrete dike along with a 275-gallon waste antifreeze AST. The capacity of the secondary containment dike is greater than 110% of the largest single tank. The motor fuel ASTs and associated pumps are in continuous use. Piping shall be capped or blank flanged and marked as to origin when not in service or placed in standby service for an extended time.

Each product tank is equipped with a level gauge. The motor fuel tanks are equipped with high level alarms and fuel dispenser line shut offs. The liquid level sensing devices are tested quarterly to verify proper operation. Venting capacity is suitable for the fill and withdrawal rates. An emergency shut off switch for the gasoline and diesel tanks are located on the security guard booth and there are three at dock pump station. Manual shut off valve for each supply line are located on the gasoline and diesel ASTs. A Veeder Root System is located in the electrical room of the Harbor Office (first floor).

The unloading area for the tank trucks delivering the motor fuel is curbed to provide secondary containment. The capacity of the secondary containment curbed area is greater than 110% of the largest single tank compartment of a 4,200-gallon delivery truck.

Buried piping and piping exposed beneath the fueling dock is double walled to protect against releases. Pipe supports were designed to minimize abrasion and corrosion and to allow for expansion and contraction.

The Facility is operational seven days a week and occupied by Atlantic Highlands Harbor employees and security that are trained in the operations and maintenance of the Facility. The fuel oil storage areas at the Facility are located within a gated complex, preventing access to unauthorized personnel. The Site is surrounded by a chain link fence with a locking gate, which is locked during non-operation hours. Security staff and overhead lighting is present throughout the Site to deter acts of vandalism.

3.2 Spill History

On February 13, 2017, a slick was observed in the water around the fueling dock while a Marina employee was pumping diesel fuel. The employee immediately stopped the fueling and notified the appropriate personnel. Absorbent pads and booms were placed around the slick to contain the spill. The Monmouth County Board of Health, New Jersey Department of Environmental Protection (NJDEP – NJDEP case #18-02-13-1203-10) and Environmental Protection Agency (EPA) were notified as well as the US Coast Guard (case #:1204259). The Board of Health and Coast Guard units responded to the Marina. Independence Contractors, LLC responded to the spill. It was determined by Independence Constructors that salt water was infiltrating the sumps under the dispensers through the piping seals. The seals were installed properly but due to the elements, ice, waves, tide changes, they became porous and allowed saltwater to come in contact with the piping. The affected piping under dispensers were replaced with galvanized piping and coated with epoxy paint.

3.3 Potential Discharge Volumes and Direction of Flow

As required in 40 CFR 112.7(b), this section identifies the tanks and containers at the Facility with the potential for a petroleum discharge, the mode of failure (discharge scenario), the flow direction for an uncontained discharge and potential quantity of the discharge, and the secondary containment method and

containment capacity that is provided. The largest potential spill that could be anticipated from each spill source is also provided. This information is presented in the table in this section. Containment and diversionary structures are further discussed in Section 4.3.

Discharge potential from the facility petroleum storage containers is low due to the type of aboveground storage tanks utilized. Exterior ASTs are situated in concrete vaults and on concrete pads and the remaining ASTs are stored in a wooden framed building inside a concrete dike.

The greatest potentials for discharges at the Facility exist during fuel delivery and waste oil removal by tank truck. During AST filling and emptying by a tank truck, there is a potential for the tank hosing to disconnect or rupture. The amount of product release in these scenarios would be small since such operations would be supervised by AHMHC personnel, along with delivery/removal personnel. The possibility of a large release of petroleum product at the Facility due to container failure is remote. Potential for discharge also exists in and on the fuel dock area; mainly in the event of damage to the dispensers or supply lines under the decking of the fuel dock. Emergency shut off switches are located on the fuel dock and at the Security Booth.

In the event of an uncontrolled discharge from the Motor Fuel AST tanks (Tank #s 1, 2 and 3), located on a concrete pad and within concrete vaults, centrally located on the Site, the contents would flow into nearby storm drains, and northeast towards the Sandy Hook Bay. The waste oil ASTs (tanks #4 & #5) are situated within concrete containment dikes in a wooden shed located in the southern portion of the property 350 feet from Sandy Hook Bay. Runoff from the Site flows into nearby storm drains and northeast into the Atlantic Ocean/ Sandy Hook Bay.

Table 3-2 presents expected volume, discharge rate, general direction of flow in the event of equipment failure, and means of secondary containment for different parts of the facility where oil is stored, used, or handled.

Table 3-2: Potential Discharge Volumes and Direction of Flow

Potential Event	Maximum volume released (gallons)	Maximum discharge rate	Direction of Flow	Secondary Containment
Bulk Storage Area				
Aboveground Storage Tanks # 1, 2 & 3 (26,000 gallon capacity total)				
Failure of aboveground tank (collapse or puncture below product level)	26,000	Gradual to instantaneous	North/northeast	Double Wall, concrete pad, curbing, spill kit
Tank overfill	1 to 120	60 gal/min	North/northeast	Concrete pad, curbing, spill kit
Pipe Failure	5	1 gal/min	North/northeast	Concrete pad, curbing, spill kit
Leaking Pipe or valve packing	5	1 gal/min	North/northeast	Concrete pad, curbing, spill kit
Aboveground Storage Tanks # 4 and 5 (550 gallon capacity total)				
Failure of aboveground tank (collapse or puncture below product level)	550	Gradual to instantaneous	Containment Dike	Double Wall or dike, concrete floor, spill kit
Tank overfill	1 to 50	1-10 gal/min	Containment Dike	Double Wall or dike, concrete floor, spill kit
Pipe Failure	5	1 gal/min	Containment Dike	Double Wall or dike, concrete floor, spill kit
Leaking pipe or valve packing	5	1 gal/min	Containment Dike	Double Wall or dike, concrete floor, spill kit
Fuel Dispensing Areas				
Tank #s 1, 2 & 3 - Gasoline and diesel dispenser hose. Connection leak	1-150	<30 gal/min	Northeast/Sandy Hook Bay	Spill kit, concrete/asphalt surface. No secondary containment on dock

4.0 DISCHARGE PREVENTION

This section presents information relative to Inspections, Testing, and Recordkeeping in Section 4.1, Personnel Training in Section 4.2, Containment and Oil Spill Control in Section 4.3, and Bulk Storage Containers and Facility Drainage in Section 4.4.

4.1 Inspections, Testing, and Recordkeeping

In accordance with 40 CFR 112.7(e), an inspection and/or testing program is implemented for all aboveground bulk storage containers and piping at the Facility. The inspection requirements of the SPCC Rule are designed to detect oil leaks, spills, or other potential integrity or structural issues before they can result in a discharge of oil to navigable waters of the United States or adjoining shorelines. Regularly scheduled inspections, evaluations, and testing of bulk oil storage containers by qualified personnel are critical parts of discharge prevention. They are conducted not only on containers, but also on associated piping, valves, and appurtenances, and on other equipment and components that could be a source or cause of an oil release. A container integrity inspection and/or testing program may involve an external visual inspection of containers, piping, valves, appurtenances, foundations, and supports; a non-destructive shell test to evaluate integrity of certain containers; and additional evaluations, as needed, to assess the equipment's fitness for continued service. Currently, the inspections are completed by the Facility personnel.

The inspections and tests are conducted in accordance with the written procedures developed for the Facility, as presented in the next sections, and are recorded on Log Sheets provided in Appendix A of this Plan, specifically Log 3 Inspection Log and Schedule. Records of these inspections and tests, signed by the appropriate supervisor or inspector, are kept with the SPCC Plan located onsite for a period of three years.

The inspection program is comprised of: (1) informal examinations, (2) monthly scheduled inspections, (3) periodic inspections, specifically when/if material repairs are made, and (4) continuous Veeder Root System Monitoring with daily print outs for the Motor Fuel ASTs. For the aboveground tanks, the inspection includes the following:

- Visual inspection of the exterior of the tank;
- Evaluation of external pitting;
- Evaluation of stress risks where corrosion of the shell is present;

- Evaluation of the condition and operation of appurtenances;
- Evaluation of welds;
- Evaluation of the tank bottom where it is in contact with the ground and no cathodic protection is provided;
- Evaluation of the structural integrity of the foundation;
- Evaluation of anchor bolts in areas where required;
- Evaluation of the tank to determine it is hydraulically sound and not leaking.

1. Informal Inspections

The outside of the containers are inspected frequently for signs of deterioration, discharges, or accumulation of oil inside diked areas. The inspection consists of a routine walk-around and includes the container's supports and foundations. Security is present 24 hour 7 days a week and observes indications of potential storage container/equipment failure promptly. On a weekly basis, qualified personnel complete a visual examination consisting of a walk-through of the AST(s).

Aboveground storage containers are visually inspected to evaluate the condition of the container exterior, seals and bungs, and labeling, and to determine whether there are any stains or leaks. Containment structures and areas are also inspected for signs of oil or water.

Trained facility personnel perform these frequent visual inspections and complete Log 3 Inspection Log and Schedule.

2. Monthly Inspections

The monthly scheduled inspections are aimed at identifying signs of deterioration and maintenance needs, including the foundation and support of each container. Storage tanks are inspected for signs of deterioration, leaks, or accumulation of oil inside the containment area, or other signs that maintenance or repairs are needed. The secondary containment area is checked for proper drainage, general conditions, evidence of oil, or signs of leakage. The monthly inspection also involves visually inspecting all aboveground valves and pipelines and noting the general condition of items such as transfer hoses, flange joints, expansion joints, valve glands and bodies, catch pans, pipeline supports, bleeder and gauge valves, locking of valves, and metal surfaces.

Monthly leak detection monitoring is conducted through manual gauging of the leak detection port. Bulk storage secondary containment areas are inspected monthly for oil accumulation.

Trained facility personnel perform these frequent visual inspections and complete Log 3 Inspection Log and Schedule.

3. Periodic Inspections

Additional inspections and/or examinations are performed whenever an operation alert, malfunction, shell leak, or potential bottom leak is reported following a scheduled examination and when/if material repairs are made. Trained facility personnel complete the periodic inspections and keep records as presented in the informal and monthly inspection sections above.

4. Veeder Root System

A Veeder Root System is in place for the Motor Fuel ASTs. Continuous monitoring through the Veeder Root System allows for any product loss to be calculated and for the Facility personnel to be alarmed. Daily reports are printed out. The Monitoring System adds value to automatic tank gauging with a highly advanced, automatic inventory management. This fully integrated system automatically collects dispensing data, in-tank inventories and deliveries, and reconciles the totals at the end of each shift, day or period into a comprehensive reconciliation report to meet federal, state, and local requirements. It also interfaces directly with electronic or mechanical dispensers to automatically access metered sales information.

Integrity Testing

The integrity testing requirements are distinct from, and are in addition to, the requirement to frequently inspect the outside of an aboveground storage container. The integrity testing requirement applies to large (field-constructed or field-erected) and small (shop-built) aboveground containers; aboveground containers on, partially in (partially buried, bunkered, or vaulted tanks), and off the ground wherever located; and to aboveground containers storing any type of oil. The inspections and integrity tests may involve hiring specialized personnel as specified by the applicable industry standard. These industry standards include the American Petroleum Institute (API) Standard 653 and/or the Steel Tank Institute (STI) Standard SP001.

Generally, visual inspection alone is not sufficient to test the integrity of the container as stated in 40 CFR §§112.8(c)(6) and 112.12(c)(6); it must be combined with another testing technique and must include the container's supports and foundations. Testing techniques include but are not limited to:

- Hydrostatic testing;
- Radiographic testing;
- Ultrasonic testing;
- Acoustic emissions testing; and
- Another system of non-destructive shell testing.

The SPCC rule requires that integrity testing of aboveground bulk storage containers be performed on a regular schedule, as well as when material repairs are made, because such repairs might increase the potential for oil discharges. Testing on a regular schedule means testing per industry standards or at a frequency sufficient to prevent discharges. The frequency of integrity tests should reflect the particular conditions of the container, such as the age, service history, original construction specifications, prior inspection results, and the existing condition of the container. It may also consider the degree of risk of a discharge to navigable waters and adjoining shorelines. More frequent integrity tests may be needed for containers that do not have adequate secondary containment. This approach of establishing an increased inspection frequency for an aboveground container without secondary containment is used in the STI SP-001 standard.

As published by the USEPA in the May 25, 2004 Federal Register, the Agency allows for an "equivalent environmental inspection" in place of integrity testing for aboveground storage containers. Visual inspections of the ASTs will now qualify for AST that are 30,000 gallons or less as long as the following requirements are met:

- the tank must be elevated in a manner as to prevent corrosion (e.g. no contact with the soil);
- all sides of the tank must be visible, including the bottom, during inspection.

The ASTs at the Facility are less than 30,000 gallons in capacity and meet the above criteria. As such, weekly visual inspections, as described above, will be performed in lieu of the performance of integrity testing.

Records

All petroleum tank and piping problems, or observations of a leak or a potential leak, shall be immediately reported to the Harbor Manager, Dock Master and/or Borough Administrator, who shall then notify the appropriate senior personnel. Further notifications may be required, as presented in Section 5.0.

As part of the inspection program, Log 3 Inspection Log and Schedule is completed as required. Records of inspections and tests kept under usual and customary business practices. The examination/inspection reports are signed by the appropriate personnel and are maintained with the SPCC Plan located in the Harbor Office. The SPCC rule requires that the testing and inspection records be retained for three years. Atlantic Highlands Municipal Harbor will retain the formal test records or reports for the life of the container.

4.2 Personnel Training

In accordance with 40 CFR 112.7(f), oil handling personnel at the Facility are trained in the operation and maintenance of equipment to prevent discharges, discharge procedure protocols, applicable pollution control laws, rules, and regulations, general facility operations, and the contents of the Facility SPCC Plan. AHMHC personnel receive training on proper handling of oil products and procedures to respond to an oil discharge. The training ensures that all Facility personnel understand the procedures described in this SPCC Plan and are informed of the requirements under applicable pollution control laws, rules and regulations. Facility petroleum storage and operations are supervised by trained AHMHC Personnel. AHMHC management holds briefings with field operations personnel (including contractor personnel as appropriate) at least once a year. The person who is designated and accountable for discharge prevention, and who reports to Facility management, is the Harbor Manager, Dock Master and/or Borough Administrator. This individual has been designated as the point of contact for all oil discharge prevention and response at this Facility.

Oil-handling personnel at the Facility are required to attend a spill prevention training session, which includes a review of the SPCC Plan. Employees are also instructed and tested on the job. On an annual basis, employee refresher training for spill response is also conducted.

The facility's SPCC training program includes the following:

- Review of the contents of the SPCC Plan.
- Instruction of personnel in the operation and maintenance of equipment to prevent the discharge of oil products, and in applicable pollution control laws, rules and regulations.
- Standard operating procedures used to prevent discharges of oil.
- Spill identification, notification, containment, control, and clean-up procedures and techniques.
- Discussion of past spill events, currently malfunctioning components or systems, if any, and recently developed precautionary measures.

In accordance with 40 CFR 112.7(f)(3), spill prevention briefings are scheduled and conducted on an annual basis for oil-handling personnel to assure that each employee has an adequate understanding of the SPCC Plan. Past spill incidents (if any), and/or "close-calls," are discussed in these meetings to help prevent spills from recurring. Employee feedback and recommendations are encouraged in spill prevention and operations.

Discharge prevention briefings ensure adequate understanding and effective implementation of this SPCC Plan. These briefings highlight and describe known spill events or failures, malfunctioning components, and recently developed precautionary measures. The scheduled annual briefing includes a review of AHMHC policies and procedures relating to spill prevention, control, cleanup, and reporting; procedures for routine handling of products (e.g., loading, unloading, transfers); SPCC inspections and spill prevention procedures; spill reporting procedures; spill response; and recovery, disposal, and treatment of spilled material.

Documentation of training is provided in Log 4 Personnel Training and Briefing Log contained in Appendix A and includes the topics of discussion at each meeting. The log is maintained with the SPCC Plan at the Harbor office and/or the Security Shed onsite.

4.3 Secondary Containment

In accordance with 40 CFR 112.7(c), appropriate secondary containment and/or diversionary structures or equipment is provided for all oil handling containers, equipment, and transfer areas to prevent a discharge to navigable waters or adjoining shorelines. Containment and Diversion Systems are presented in Section 4.3.1, Facility Security is presented in Section 4.3.2, and Petroleum Product Unloading/Loading is discussed in Section 4.3.3.

AHMHC personnel are trained to implement spill prevention practices for work with and around oil sources and shall use "common sense" practices and rely on spill prevention practices at all times to minimize the potential for a release of oil. For example, the following "common sense" practices are recommended:

- keep container lids securely fastened at all times;
- do not leave portable sources unattended (outside);
- return portable sources to their storage location after use;
- use pads, drip pans, and funnels when transferring petroleum products from a portable container;
- protect oil sources from damage by moving equipment;
- keep dike valves closed at all times except when discharging clean stormwater from the diked area;
- contaminated water within the diked area and piping and dispenser sumps shall be removed and disposed of by a licensed hazardous waste contractor;
- do not store oil sources near catch basins or floor drains; and
- loading and unloading of petroleum products shall be attended at all times.

4.3.1 Practicability of Secondary Containment/Diversion Systems

Under 40 CFR § 112.7(c), a facility that exceeds any one of the SPCC capacity thresholds must provide, at a minimum, containment or diversion systems to prevent discharged oil from reaching navigable waters. A system of dikes, curbing, culverts, spill retention or diversion ponds, or sorbent materials can be used. This section provides a description of containment and/or diversionary structures or equipment at the Facility to prevent discharged oil from reaching navigable waters.

The Facility is configured to minimize the likelihood of a discharge reaching navigable waters. Appropriate secondary containment and/or diversionary structures or equipment is provided for all oil handling containers, equipment, and transfer areas to prevent a discharge to navigable waters or adjoining shorelines.

SPCC system regulations are performance-based, thus alternate spill containment or diversion systems may be used so long as they are as effective as the minimum containment or diversion systems listed at 40 CFR § 112.7(c). Facilities that use certain shop fabricated aboveground storage tanks are presumed to achieve

not only the protection of navigable waters substantially equivalent to that provided by secondary containment measures prescribed by 40 CFR §112.7(c), but also bulk storage secondary containment requirements found at §112.8(c)(2).6.

EPA considers double-walled tanks that employ overfill and leak detection measures and are constructed to industry standards as meeting the secondary containment requirements in the SPCC rule. This clarification can be found in EPA Memorandum, Subject: Use of Alternative Secondary Containment Measures at Facilities Regulated under the Oil Pollution Prevention Regulation (40 CFR Part 112), OSWER 9360.8-38. The tanks in question include the following features: the inner tank is an Underwriters' Laboratory-listed steel tank, the outer wall is constructed in accordance with nationally accepted industry standards (e.g., those codified by the American Petroleum Institute, the Steel Tank Institute, and the American Concrete Institute), the tank has overfill prevention measures that include an overfill alarm and an automatic flow restrictor or flow-shutoff, and all product transfers are constantly monitored.

The table below presents the aboveground tanks, sizes and contents. All of the ASTs are double walled with the exception of Tank #'s 3, 4 and 5, which have secondary containment in the form of a concrete vault.

Table 4-1: Aboveground Tanks, Sizes and Contents

Tank #	Storage Capacity	Content	Description
1	10,000 gallons	Unleaded 89-Octane Gasoline	Aboveground Storage Tank UL-142
2	8,000 gallons	Diesel	Aboveground Storage Tank UL-142
3	8,000 gallons	Diesel	Aboveground Storage Tank UL-142
4	275 gallons	Waste Oil	Aboveground horizontal tank with dike
5	275 gallons	Waste Oil	Aboveground horizontal tank with dike

The Facility also possesses spill kits to contain small discharges. Spill Response Materials are discussed further in Section 5.1.

In accordance with 40 CFR 112.7(d), if any of the spill prevention measures listed in 40 CFR 112.7(c) are deemed impracticable by the Facility, the Facility must explain why the measures are not practicable and

conduct a series of integrity and leak testing for associated tank and piping systems. Based on the nature and scope of oil use at the Facility, the Facility's use of containment and/or diversionary structures and readily available response equipment described herein, AHMHC has deemed these measures practical and effective to prevent spilled/leaked oil from reaching navigable waters.

4.3.2 Facility Security

In accordance with 40 CFR 112.7(g), security measures are implemented at the Facility to prevent unauthorized access to oil handling and storage areas. These areas are secured by locking gates and are accessible only by authorized facility operations and maintenance personnel. The Facility is surrounded by a fence which is locked during non-operational hours or with the assistance of security personnel. Security personnel are onsite 24/7.

4.3.3 Petroleum Product Unloading/Loading

Based on clarifications published by the USEPA in the Federal Register on May 25, 2004 (Vol. 69, No. 101) and the current tank truck unloading/loading areas at the facility, there are no "unloading/loading rack" areas. Therefore, the requirements of 40 CFR 112.7(h) currently do not apply to the Facility.

Spill prevention measures are in-place at the Facility to prevent or minimize the risk of a petroleum release to navigable waters or adjoining shorelines. Asphalt and/or concrete surround the aboveground tanks and other petroleum storage areas and provide a driving surface for product delivery trucks and for authorized users of the fuel dispensing system.

Fuel delivery to the aboveground tanks is made via a tanker truck. All petroleum product suppliers must meet the minimum requirements and regulations for tank truck unloading as established by the United States Department of Transportation. The AHMHC will also ensure that all suppliers understand the site layout, know the protocols for entering the site and unloading product, and have the necessary spill equipment on board to respond to a spill from the vehicle or fuel delivery hose. Spill prevention during oil deliveries (offloading) is the primary responsibility of the supplier until the product is safely in the tank or vessel. However, on AHMHC property, AHMHC personnel are responsible for onsite activities, and as such, will verify implementation of spill prevention activities by product suppliers and implementation of spill prevention measures. Vehicle filling is the responsibility of users authorized by AHMHC.

The AHMHC implements spill prevention measures for loading, vehicle filling and truck unloading operations.

Deliveries:

Facility personnel will supervise deliveries from all petroleum product suppliers and waste oil removal contractors. Delivery observations include:

- vehicle inspection prior to delivery and departure (e.g., to make sure the driver does not drive away with the hose in the fill pipe);
- inquiry to ensure the truck contains the right product for the tank;
- assurance that the tank can hold what the supplier intends to deliver; and
- adequate spill response equipment is on board the vehicle.

AHMHC personnel and the truck driver shall remain present to observe the entire duration of the unloading operation. During unloading activities, facility personnel have on–hand a combination of oil-absorbing booms and other sorbent material to prevent a discharge from the tanker truck and associated transfer hose and/or delivery truck.

Tank unloading procedures involve the following steps:

1) Set parking brake and use chock blocks to prevent movement; inspect fittings and fueling hose for damage before starting fuel transfer operation. The fuel delivery person makes all hook-ups.
2) Place drip pans under valve-hose fitting connections.
3) Prior to the unloading of product from the delivery vehicle, a sorbent boom shall be placed on the downgradient side of the truck and AST to capture any product released due to a hose or fitting failure. The boom will be placed to prevent the migration of product to any nearby storm drain/overland flow towards Sandy Hook Bay.
4) The person responsible for monitoring the delivery will remain attentive and observe the entire fuel delivery, be prepared to stop the flow of fuel from the truck to the tank at any time, and respond to any unusual condition, leak, or spill which may occur during delivery. While filling the ASTs, the tank vent whistle and/or high-level alarm will be closely monitored. Secure all valves on tank truck before truck departure and inspect for leakage.

5) Following complete delivery, the fuel delivery person is responsible for disconnecting all hook-ups. Marina personnel shall confirm successful product transfer with no spillage.
6) Record accurate readings for product and water in tank after fuel delivery, verify the amount of fuel received and make sure fill ports are properly secured.

Prior to the departure of the tanker truck, all drains and outlets of the tanker truck are inspected for leakage by the delivery personnel. If leakage is observed, the drains or outlets will be tightened, adjusted, or replaced by the driver to prevent oil leakage. If an oil spill occurs, the spill kit will be used to contain the spill.

Vehicle Filling (Dispensing):

Vehicle filling operations are performed by authorized personnel. Vehicle and equipment fueling practices follow AHMHC protocols. An emergency stop pushbutton, a fire extinguisher, and a direct means of emergency communications are available.

An emergency response system to respond to discharges, should they occur, is presented in Section 5.0 below.

4.4 Bulk Storage Containers and Facility Drainage

The information presented below satisfies the requirements of 40 CFR 112.8/112.12.

The containers at the Facility are compatible with the materials stored and conditions of storage such as pressure and temperature. Secondary containment for the bulk storage containers holds the capacity of the largest container. As described in this Plan, the Facility utilizes various ready response measures, as necessary, to prevent leaked or spilled oil from becoming a discharge in these areas. Furthermore, the Facility has adequate spill clean-up materials present in the event of a spill.

5.0 DISCHARGE RESPONSE

This section describes the cleanup response and protocols to follow in the event of an oil spill at the Facility. The uncontrolled discharge of oil to groundwater, surface water or soil is prohibited by State or Federal laws. It is imperative that timely action is initiated to respond to the discharge.

Spill Response Materials are presented in Section 5.1, Spill Mitigation Procedures are presented in Section 5.2, and Notification and Reporting Requirements are presented in Section 5.3 below.

5.1 Spill Response Materials

Boom, sorbent, and other spill response materials are stored on a shelf inside the garage as well as spill kit containers are located next to the dock's fuel dispensers. The spill response materials are accessible by facility personnel and oil product delivery personnel.

5.2 Spill Mitigation Procedures

Depending upon the volume and characteristics of the material released, AHMHC has defined spills and subsequent spill response as "minor" and "major". A "Minor Spill Response" is defined as one that poses no significant harm to human health or the environment. These spills involve generally less than 5 gallons and can usually be cleaned up by Facility personnel. Other characteristics of a minor spill include the following:

- the spilled material is easily stopped or controlled at the time of the spill;
- the spill is localized;
- the spilled material is not likely to reach surface water or groundwater;
- there is little danger to human health; and
- there is little danger of fire or explosion.

- In the event of a Minor Spill, the following guidelines shall apply:

1. Stop Oil Flow

Onsite personnel should determine the source of the discharge, and if safe to do so, immediately shut off the source of the discharge.

2. Contact the Harbor Manager, Dock Master and/or Borough Administrator and Stop the Spread of Oil

If safe to do so, personnel, under the direction of the Site Supervisor, shall use resources available at the facility to stop the spilled material from spreading. Measures that may be implemented include placing sorbent material or other barriers in the path of the discharge.

3. Containerize Spill Debris in Properly Labeled Containers

A Major Spill Response is a Spill Emergency. A "Spill Emergency" is defined as one involving a spill that cannot be safely controlled or cleaned up. Characteristics include the following:

- the spill is large enough to spread beyond the immediate spill area;
- the spilled material enters surface water or groundwater (regardless of spill size);
- the spill requires special training and equipment to cleanup;
- the spilled material is dangerous to human health; and/or
- there is a danger of fire or explosion.

● In the event of a Major Spill or Spill Emergency, the following guidelines shall apply:

1. Shut Off Ignition Sources and Stop Oil Flow

If safe to do so, field personnel must shut off all ignition sources, including motors, electrical circuits, and open flames and immediately shut off the source of the discharge.

2. Contact the Harbor Manager, Dock Master and/or Borough Administrator and the NJDEP/National Response Center

The Harbor Manager, Dock Master, and/or Borough Administrator shall be immediately notified and the NJDEP/National Response Center shall be informed of the Spill Emergency.

3. Stop the Spread of Oil

If safe to do so, personnel may use resources available at the Facility to stop the spilled material from spreading. Measures that may be implemented, depending on the location and size of the discharge, include placing sorbent material or other barriers in the path of the discharge and constructing berms or other earthen features to inhibit the migration of product.

If the spill creates an unsafe environment (spilled material is dangerous to human health and/or there is a danger of fire or explosion), all workers shall immediately evacuate the spill area and move a safe distance away from the spill. Medical assistance shall be called if workers are injured. No worker shall engage in rescue operations unless they have been properly trained and equipped.

The closest hospital is: Riverview Medical Center located at 1 Riverview Plaza, Red Bank, NJ 07701.

The Harbor Manager, Dock Master and/or the Borough Administrator will coordinate cleanup and seek assistance from a cleanup contractor (Miller's Boat Towing & Salvage, 732-291-8264) as necessary. Local Fire and Police Departments will be notified. A senior on-site person shall immediately contact the New Jersey Department of Environmental Protection (877-927-6337).

In the event the discharge of oil reaches navigable waters or adjoining shorelines, the National Response Center (NRC) (1-800-424-8802) will be notified. In this event, physical response and countermeasures should be employed, such as the construction of underflow dams, installation of floating boom and sorbent boom, use of sorbent pads, and use of vacuum trucks to recover oil and oily water.

Wastes resulting from a minor spill response will be containerized in impervious bags, buckets, or other sealed containers. Dry wastes, such as rags and Speedy-dry®, shall be disposed at a facility that accepts such waste. Recovered oil and oily water will be stored in covered containers for shipment to a waste oil recycler. Oil wastes may be placed on plastic sheeting and covered with the same for later disposal to a permitted facility. All generated waste will be properly labeled and removed from the site by licensed waste haulers to permitted facilities.

Wastes resulting from a major spill response will be removed and disposed by a cleanup contractor.

5.3 Notification and Reporting Requirements

Spill reporting procedures, in accordance with 40 CFR 112.7(a)(4) are presented in this section. Information relative to notifying personnel and agencies at the time of discharge discovery and initial response efforts was presented in Section 5.2 above. The facility contact list was provided earlier in this Plan. The designated person accountable for overall oil spill prevention and response at the facility is the Harbor Manager and/or Dock Master during normal working hours. Upon discovery of a discharge, the Harbor Manager, Dock Master and/or Borough Administrator will be notified. The Harbor Manager, Dock Master and/or Borough Administrator will evaluate the severity of the release and will notify the appropriate senior personnel. In the event of a Spill Emergency, the NJDEP and/or Monmouth County Health Department will be notified immediately.

If the discharge impacts soil, surface water, and/or groundwater of the State of New Jersey, the New Jersey Department of Environmental Protection (NJDEP) "Hotline" (877-927-6337) will be notified of the release. In the event of a release to navigable waters or adjoining shorelines, the NRC (1-800-424-8802) will be contacted. The NRC is the federal government's centralized reporting center and is staffed 24-hours. The information presented below will be provided to the NRC:

- The exact address or location and phone number of the facility;
- Date and time of the discharge;
- Type of material discharged;
- Estimate of the total quantity discharged;
- Estimate of the quantity discharged to navigable waters;
- Source of the discharge;
- Description of all affected media;
- Cause of the discharge;
- Any damages or injuries caused by the discharge;
- Actions being used to stop, remove, and mitigate the effects of the discharge;
- Whether an evacuation may be needed; and
- Names of individuals and/or organizations who have also been contacted.

If either of the following occurs, the required information outlined that section will be submitted to the EPA Region 2 Regional Administrator (RA) and the NJDEP within 60 days:

- The facility discharges more than 1,000 gallons of oil into or upon the navigable waters of the U.S. or adjoining shorelines in a single spill event; or

- The facility discharges oil in quantity greater than 42 gallons in each of two spill events within any 12-month period.

The following information is required:

(1) Name of the facility;
(2) Your name;
(3) Location of the facility;
(4) Maximum storage or handling capacity of the facility and normal daily throughput;
(5) Corrective action and countermeasures you have taken, including a description of equipment repairs and replacements;
(6) An adequate description of the facility, including maps, flow diagrams, and topographical maps, as necessary;
(7) The cause of the reportable discharge, including a failure analysis of the system or subsystem in which the failure occurred; and
(8) Additional preventive measures you have taken or contemplated to minimize the possibility of recurrence
(9) Such other information as the Regional Administrator may reasonably require pertinent to the Plan or discharge

Contact information for the EPA Region 2 Regional Administrator (RA) office is as follows:

US EPA Region 2
290 Broadway New York, New York 10007-1866
Phone: 877-251-4575

APPENDIX A

LOG SHEETS

LOG 1: FIVE YEAR REVIEW

I have completed a review and evaluation of the SPCC Plan for this Facility, and will/will not amend this Plan as a result.

Review and Evaluation of SPCC Plan for Facility			
Review Date	Plan Amendment		Name and signature of person authorized to review this Plan
	Will Amend	Will Not Amend	
	☐	☐	
	☐	☐	
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LOG 2: TECHNICAL AMENDMENTS

Any technical amendments to this SPCC Plan will be re-certified.

Description and Certification of Technical Amendments		
Review Date	Description of Technical Amendment	Name and signature of person certifying this technical amendment

LOG 3: INSPECTION LOG

Inspection Log and Schedule This log is intended to document compliance with §§112.6(a)(3)(iii), 112.8(c)(6), 112.8(d)(4), 112.9(b)(2), 112.9(c)(3), 112.9(d)(1), 112.9(d)(4), 112.12.(c)(6), and 112.12(d)(4), as applicable.					
Date of Inspection	Container / Piping / Equipment	Describe Scope (or cite Industry Standard)	Observations	Name/ Signature of Inspector	Records maintained separately [a]
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[a] Indicate in the table above if records of facility inspections are maintained separately at this facility

Inspection Log and Schedule					
Date of Inspection	Container / Piping / Equipment	Describe Scope (or cite Industry Standard)	Observations	Name/ Signature of Inspector	Records maintained separately [a]
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[a] Indicate in the table above if records of facility inspections are maintained separately at this facility

LOG 4: OIL-HANDLING PERSONNEL TRAINING AND BRIEFING LOG

Oil-handling Personnel Training and Briefing Log		
Date	Description / Scope	Attendees
	Introduction to pollution control laws; rules and regulations pertaining to the use and storage of petroleum products; inspection, operation and maintenance of spill equipment, and petroleum storage and dispensing equipment; spill response and cleanup; information on spill cleanup and response contractors and contact information; facility requirements relative to bulk product deliveries and removals; procedures for product transfer to vehicles, equipment and portable container; discussions on spill events or equipment failure and updates made to the SPCC Plan to address future spills; spill notification and record keeping; and spill prevention practices.	

APPENDIX B

PHOTOGRAPHS

Photo 1: Motor Fuel Aboveground Storage Tanks inside Vault Tanks – inside locked gated

Photo 2: Containment area for fuel delivery trucks

Photo 3: Motor Fuel Tank in Vaults situated on concrete pads

Photo 4: Storm Drain situated near tank Vaults

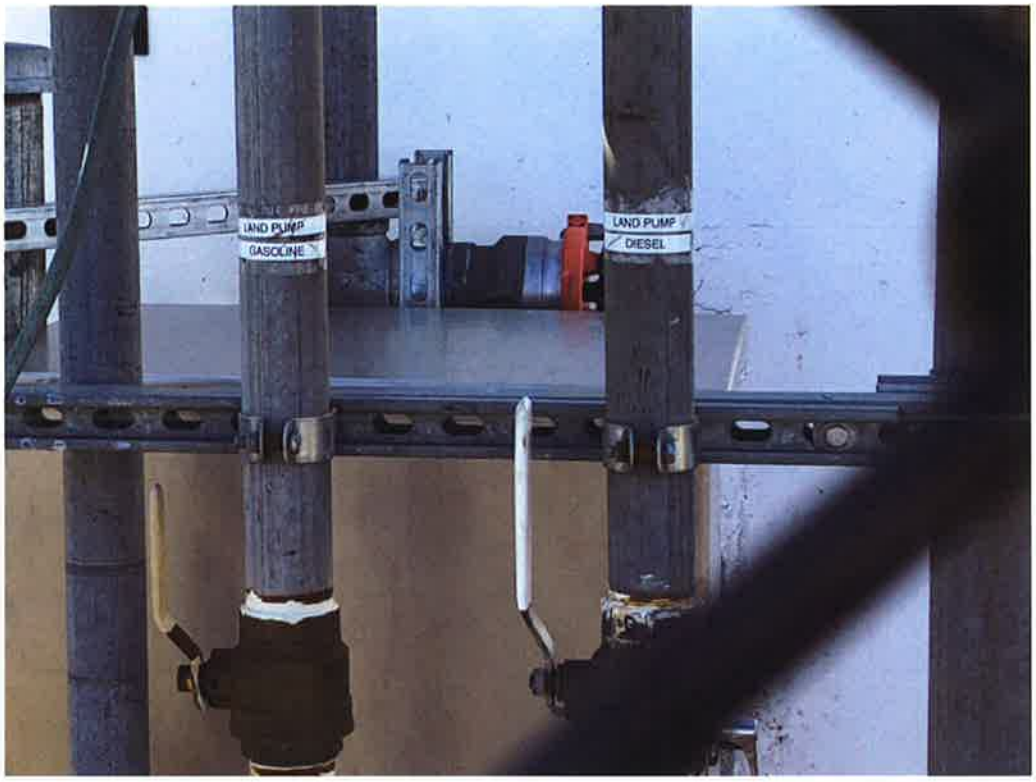


Photo 5: Labeled lines with shut off valves

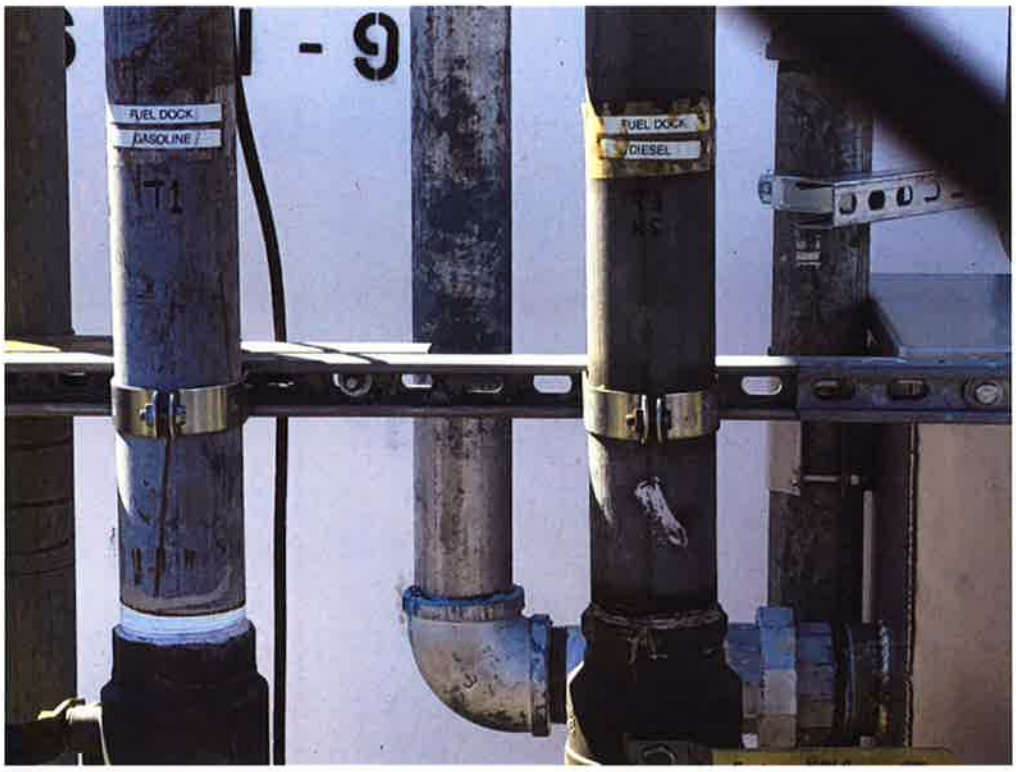


Photo 6: Labeled lines with shut off values

Photo 7: Emergency Shut Off located on Security Booth

Photo 8: Emergency Shut Off located on Security Booth

Photo 9: Land dispensers

Photo 10: Continuous Monitoring from Veeder Root Systems for Motor Fuel ASTs

Photo 11: Spill Response Products located in garage building

Photo 12: Typical 55-gallon drum trash receptacles

Photo 13: Typical 55-gallon trash drum & miscellaneous 55-gallon drum(s) (not used for oil storage) adjacent to Waste Oil Tanks

Photo 14: Two (2) 275 Waste Oil Tanks in concrete dike

Photo 15: Waste oil tanks in concrete dike

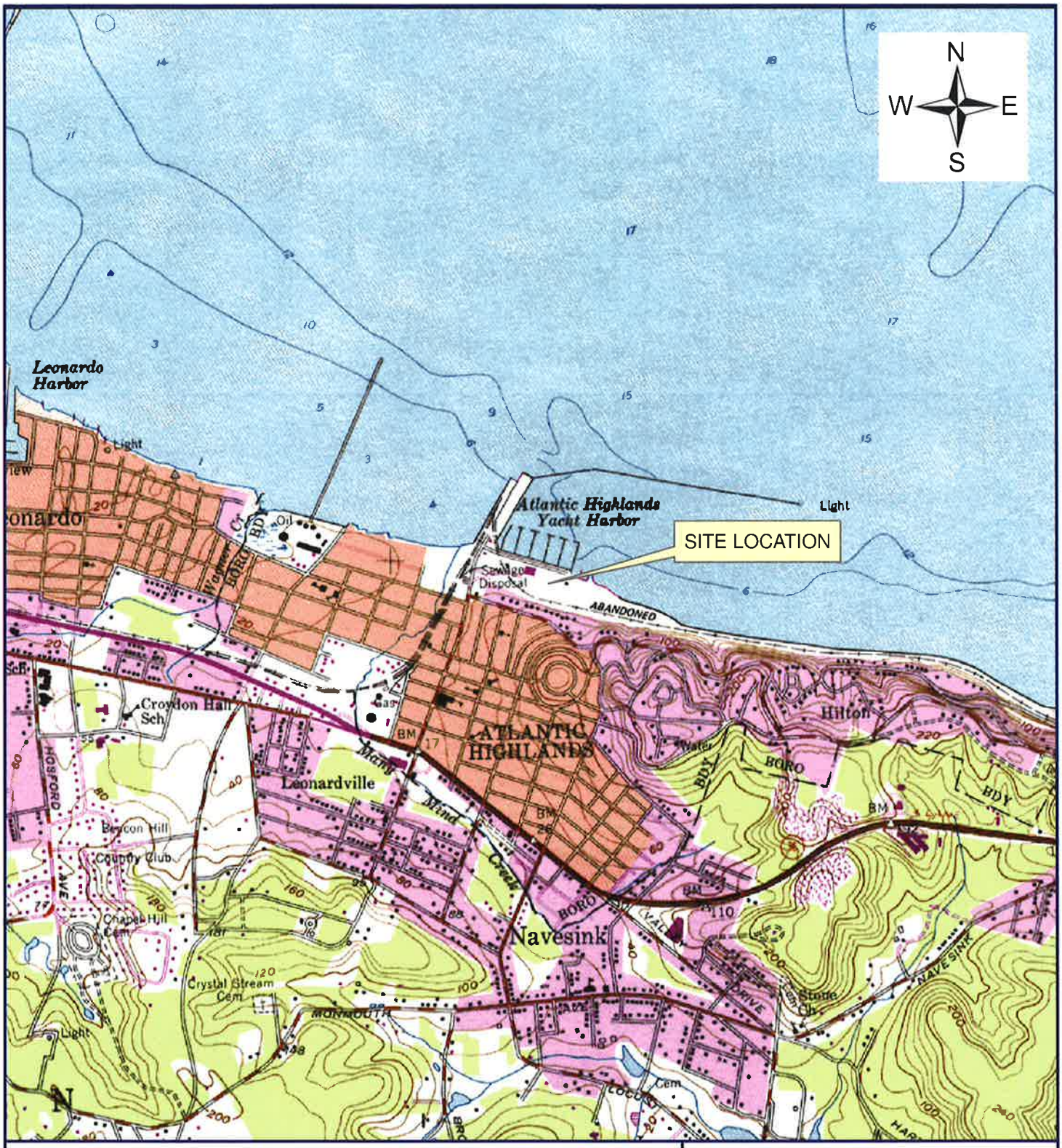
Photo 16: Waste oil tanks in concrete dike

Photo 17: Dock Dispensers and spill kits

Photo 18: Emergency Shut Off for Dock Dispensers

Photo 19: Emergency Shut Off for Dock Dispensers

FIGURES



SOURCE: MAP GENERATED FROM THE FOLLOWING U.S.G.S. QUADRANGLES: SANDY HOOK

NJ NAD 83 COORDINATES:
X: 577018
Y: 621991

2,000 0 2,000 4,000 Feet

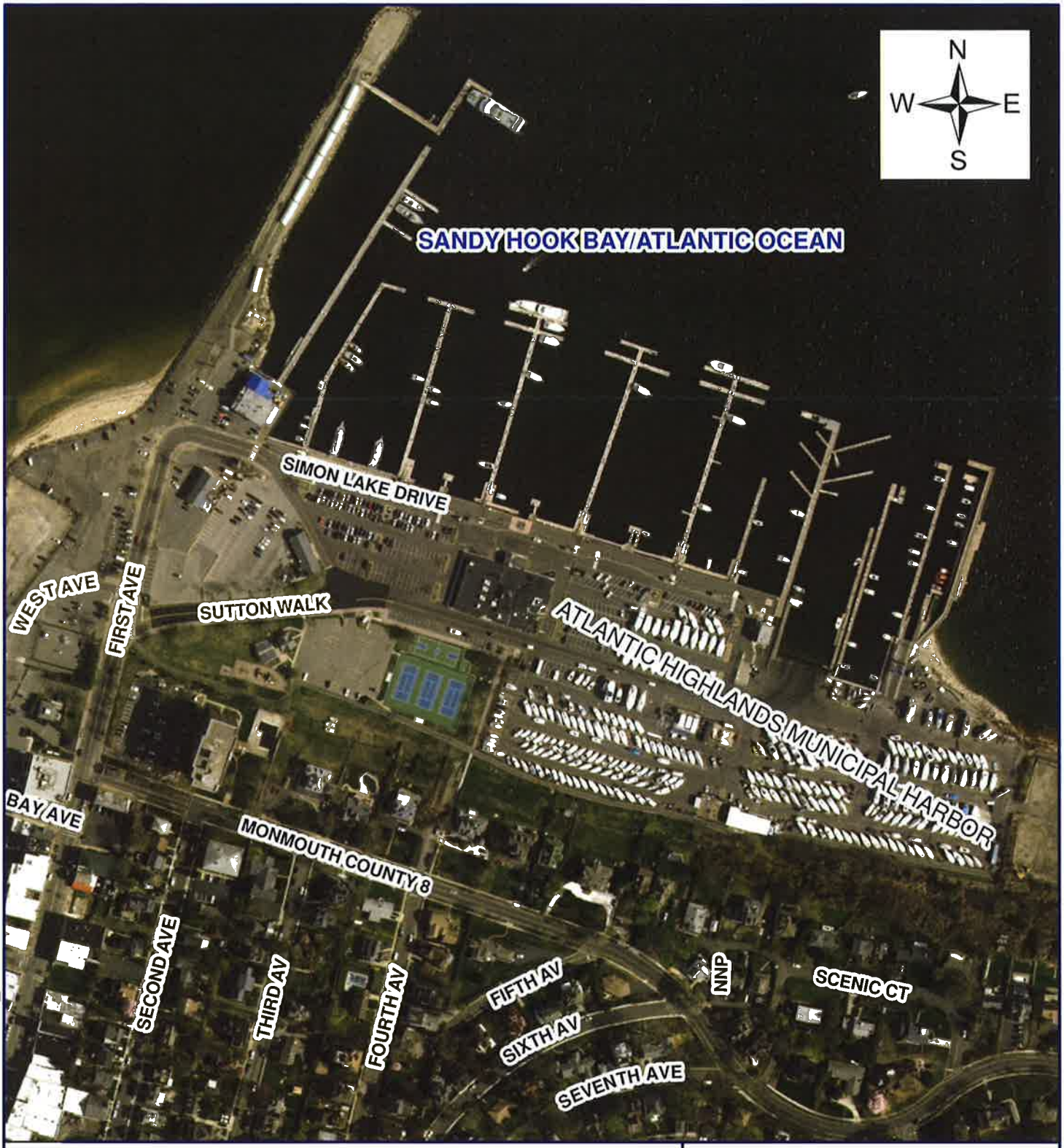
SITE LOCATION MAP

ATLANTIC HIGHLANDS MUNICIPAL HARBOR
2 SIMON LAKE DRIVE
BLOCK 7 LOT 5
ATLANTIC HIGHLANDS, MONMOUTH COUNTY, NJ

Najarian Associates
Professional Engineers, Land Surveyors & Planners • Scientists
One Industrial Way West, Eatontown, New Jersey 07724
(732) 389-0220 • Facsimile No. (732) 389-8546
Certificate of Authorization Certificate # 24GA27993300

DRAWN BY	SCALE	DATE	DWG NO.	FIGURE
TJO	1"=2000'	3/5/18	6950	1

\\argo\project\6950 - Atlantic Highlands Harbor Comm\DOC\Environmental\SPCC\Figures\FIG_1 Site Loc.mxd



SOURCE: MAP GENERATED FROM THE FOLLOWING
NJ 2015 ORTHOIMAGERY
NJ ROADWAY NETWORK

NJ NAD 83 COORDINATES:
X: 577018
Y: 621991

300 0 300 600
Feet

AERIAL PHOTOGRAPH

ATLANTIC HIGHLANDS MUNICIPAL HARBOR
2 SIMON LAKE DRIVE
BLOCK 7 LOT 5
ATLANTIC HIGHLANDS, MONMOUTH COUNTY, NJ

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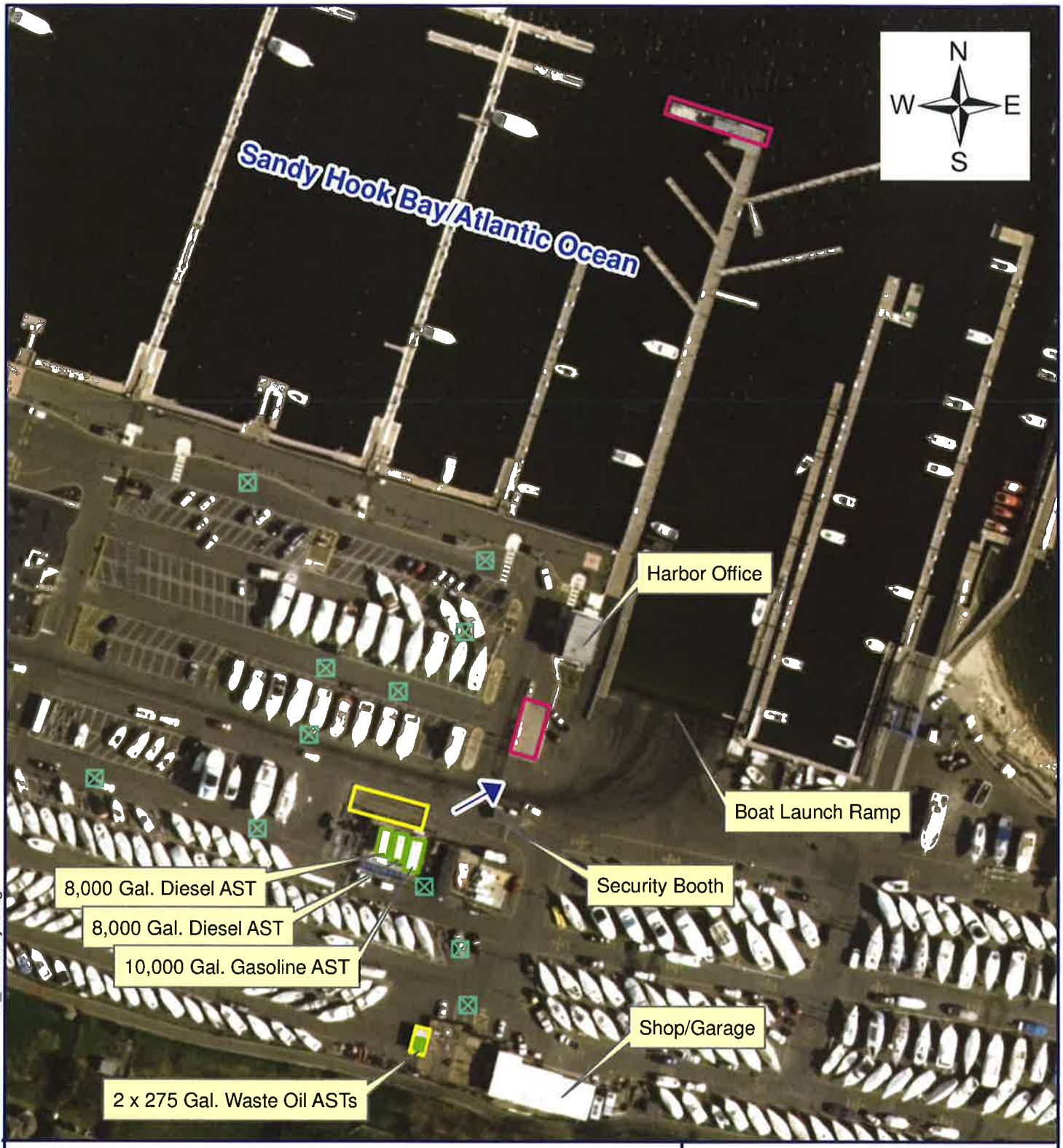
DRAWN BY	SCALE	DATE	DWG NO.	FIGURE
TJO	1"=300'	3/5/18	6950	2

\\argo\project\6950 - Atlantic Highlands Harbor Comm\GIS\FIG_2 Aerial.mxd



SOURCE: MAP GENERATED FROM THE FOLLOWING
NJ 2015 ORTHOIMAGERY
NJ ROADWAY NETWORK

Secondary Containment Area

Above Ground Storage Tank

Fuel Dispensing Area

Overland Flow Direction

Storm Drain

NJ NAD 83 COORDINATES:
X: 577018
Y: 621991

125 0 125 250
Feet

FACILITY DIAGRAM

ATLANTIC HIGHLANDS MUNICIPAL HARBOR
2 SIMON LAKE DRIVE
BLOCK 7 LOT 5
ATLANTIC HIGHLANDS, MONMOUTH COUNTY, NJ

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DRAWN BY	SCALE	DATE	DWG NO.	FIGURE
TJO	1"=125'	3/7/18	6950	3

\\argo\project\6950 - Atlantic Highlands Harbor Comm\GIS\FIG_3 Facility Diagram.mxd

BOROUGH OF ATLANTIC HIGHLANDS

2 SIMON LAKE DRIVE
Atlantic Highlands, NJ 07716
732-291-1670 x13 Fax 732-291-9657
www.ahnj.com jamici@ahnj.com

John Amici, Harbor Manager

DISCHARGE RESPONSE

This section describes the cleanup response and protocols to follow in the event of an oil spill at the Facility.
The uncontrolled discharge of oil to groundwater, surface water or soil is prohibited by State or Federal laws.
It is imperative that timely action is initiated to respond to the discharge.

Spill Response Materials

Boom, sorbent, and other spill response materials are stored inside the workshop garage, in dockboxes on the fuel dock and in a dockbox next to the land dispensers.
The spill response materials are accessible by facility personnel and oil product delivery personnel.
Show material to be used, how to use it & where located.

Spill Mitigation Procedures

Depending upon the volume and characteristics of the material released, AHMH has defined spills and subsequent spill response as "minor" and "major".

A "Minor Spill Response" is defined as one that poses no significant harm to human health or the environment.
These spills involve generally less than 5 gallons and can usually be cleaned up by Facility personnel.

Other characteristics of a minor spill include the following:
- the spilled material is easily stopped or controlled at the time of the spill;
- the spill is localized;
- the spilled material is not likely to reach surface water or groundwater;
- there is little danger to human health; and
- there is little danger of fire or explosion.

In the event of a Minor Spill, the following guidelines shall apply:

1. Stop Oil Flow

Onsite personnel should determine the source of the discharge, and if safe to do so, immediately shut off the source of the discharge.

Turn dispenser off. If discharge continues hit "emergency stop" button on fuel dock or security booth.

2. Contact the Harbor Manager, Dockmaster or Borough Administrator and Stop the Spread of Oil.

If safe to do so, personnel, under the direction of the Site Supervisor, shall use resources available at the facility to stop the spilled material from spreading. Measures that may be implemented include placing sorbent material or other barriers in the path of the discharge.

3. Containerize Spill Debris in Properly Labeled Containers.

A Major Spill Response is a Spill Emergency. A "Spill Emergency" is defined as one involving a spill that cannot be safely controlled or cleaned up.

Characteristics include the following:

- the spill is large enough to spread beyond the immediate spill area;
- the spilled material enters surface water or groundwater (regardless of spill size);
- the spill requires special training and equipment to cleanup;
- the spilled material is dangerous to human health; and/or
- there is a danger of fire or explosion.

- In the event of a Major Spill or Spill Emergency, the following guidelines shall apply:

1. Shut Off Ignition Sources and Stop Oil Flow

If safe to do so, field personnel must shut off all ignition sources, including motors, electrical circuits, and open flames and immediately shut off the source of the discharge. Turn off all dispensers. Advise any boats at the fuel dock NOT to start their motor until discharge is under control.

The ball valves at the above ground storage tanks shall be turned to the off position. Go to AST's and demonstrate "off" and "on" positions.

2. Contact the Harbor Manager, Dockmaster and Borough Administrator, and the

The Borough Administrator and/or Harbor Manager shall be immediately notified and the NJDEP/National Response Center be informed of the Spill Emergency.

3. Stop the Spread of Oil Use pads/sausage booms to stop the spread of oil/fuel.

If safe to do so, personnel may use resources available at the Facility to stop the spilled material from spreading.

Measures that may be implemented, depending on the location and size of the discharge, include placing sorbent material or other barriers in the path of the discharge and constructing berms or other earthen features to inhibit the migration of product.

If the spill creates an unsafe environment (spilled material is dangerous to human health and/*or there is a danger of fire or explosion (from gasoline,)*all workers shall immediately evacuate the spill area and move a safe distance away from the spill.

Medical assistance shall be called if workers are injured.
Atlantic Highlands Police Department can be reached by:
Phone: 732 291-1212
In -house phone: Extension 3401
Harbor Radio on "Harbor 1" frequency

No worker shall engage in rescue operations unless they have been properly trained and equipped