



**Sunoco Pipeline L.P.
Facility Response Plan
RSPA Sequence Number 967
Region I –Trenton Warehouse Response Zone**

**Sunoco Partners Pipeline, L.P.
1818 Market Street, Suite 1500
Philadelphia, PA 19103
Revised September 2012
Updated March 2014**

Developed Under the Guidelines:
49 CFR Part 194 Subpart B Oil Spill Response Manual Appendix A
49 CFR Part 195 402 (e)
40 CFR 112.20 and 112.21

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APPENDIX B	NOTIFICATION FORMS AND GUIDELINES
	- PHMSA Hazardous Liquids Accident Form (Directions and Form)
	- PHMSA Incident Report- Gas Distribution System
	- State of New Jersey General Reporting Guidelines
APPENDIX C	OSRO CONTRACTOR EQUIPMENT LISTS
APPENDIX D	EMERGENCY RESPONSE TEAM JOB DESCRIPTIONS
APPENDIX E	RESPONSE ZONE MAPS

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1.0 INFORMATION SUMMARY

1.1 Purpose of Plan

The purpose of this Facility Response Plan (FRP) is to provide guidelines to quickly, safely, and effectively respond to a spill from Sunoco Pipeline L.P. pipelines located in the Region I – Trenton Warehouse Response Zone. The pipelines are owned by Sunoco Partners Pipeline L.P. and operated by Sunoco Pipeline L.P.

This Plan is intended to satisfy the requirements of the Oil Pollution Act of 1990 (OPA 90), and has been prepared in accordance with the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) and applicable Area Contingency Plans (ACP). Specifically, this Plan is intended to satisfy:

- Pipeline and Hazardous Materials Safety Administration (PHMSA), U.S. Department of Transportation requirements for an OPA 90 plan (49 CFR 194)

A DOT/PHMSA Cross Reference Matrix is provided in **APPENDIX A**.

1.2 Response Zone Information Summary

The information summary for the Philadelphia District–Trenton Warehouse Response Zone is presented below:

**TABLE 1-1 – REGION I – TRENTON WAREHOUSE RESPONSE ZONE INFO.
SUMMARY**

Owner: Sunoco Partners Pipeline L.P. 1818 Market Street, Suite 1500 Philadelphia, PA 19103-1699 Phone: (215) 977-3000 Fax: (215) 977-3409	Operator: Sunoco Pipeline L.P. 1818 Market Street, 15th Floor Philadelphia, PA 19103
Qualified Individuals:	Gus Borkland HES&S Manager (215) 977-6136 (Office) (b) (6) (Mobile)
	Dave Chalson Vice President Operations (215) 339-1331 (Office) (b) (6) (Mobile)
	Charlie Stewart Area Manager (215) 937-6243 (Office) (b) (6) Home (b) (6) Mobile)
	Fred Ammons Operations Manager (215) 937-6264 (Office) (b) (6) (Mobil)
Worst Case Discharge	(b) (7)(F), (b) (3)

Pipeline Description:	The Sunoco Pipeline L.P. Philadelphia District- Trenton Warehouse Pipeline System transports product (gasoline, jet fuel, and fuel oil) in New Jersey.
Response Zone:	The Philadelphia District – Trenton Warehouse Response Zone includes pipelines and facilities in the following counties of Pennsylvania: Bucks, Chester, Delaware, Montgomery, and in New Jersey: Burlington, Camden, Essex, Gloucester, Mercer, Middlesex, Somerset, Union

TABLE 1-2 – DESCRIPTION OF LINE SEGMENTS/STATIONS

Line Segments	Description	Counties	Refined Petroleum Products
	(b) (7)(F), (b) (3)	PA: Delaware, Chester, Montgomery, Bucks, NJ: Mercer, Somerset, Middlesex, Union, Essex (this pipeline is in 2 response zones-this plan covers the NJ counties)	Products
		NJ: Middlesex	Products
		NJ: Union	Products
		NJ: Gloucester, Camden, Burlington, Mercer, Middlesex, Union	Products
		NJ: Union	Products
		NJ: Gloucester	Products

Alignment Maps Location(s): (Piping, Plan Profiles)	Maintained in an electronic database
Spill Detection and Mitigation Procedures:	Refer to SECTION 3 and Appendix D

Basis for Operator's Determination of Significant and Substantial Harm

- At least one pipeline in the Response Zone is greater than 6 5/8 inches and most pipelines are longer than 10 miles
- At least one section of pipeline crosses a river, or comes within five miles of a public drinking water intake, therefore, the potential to cause significant and substantial harm is present within the entire Response Zone

1.3 Operator Certification

In accordance with section 311 (j) (5) (F) of the Federal Water Pollution Control Act, as amended by Section 4202 of the Oil Pollution Act of 1990, I do hereby certify to the Pipeline and Hazardous Materials Safety Administration of the Department of Transportation that Sunoco Pipeline, L.P. has obtained, through contract or other approved means, the necessary private personnel and equipment to respond, to the maximum extent practicable, to a worst case discharge or a substantial threat of such a discharge.



NAME

TITLE

SUNOCO PIPELINE, L.P.

2.0 NOTIFICATION PROCEDURES

2.1 Notification Overview

The facility/operations personnel responsible for initiating and coordinating a response shall be responsible to ensure that all agency notifications are performed. Depending on the specifics of the situation, there may exist a requirement to perform agency notifications, internal notifications, drug and alcohol testing, Operator Qualification (OQ) suspension of task qualification and written follow-up. In situations where the reporting requirements are not clear or delegation of duties is necessary, HES&S or DOT Compliance for jurisdictional pipelines should be consulted for guidance.

In general, the notification sequence for a release is as follows:

- Facility/Operations personnel will identify and control the source of the release (if safe to do so) and will notify the Qualified Individual and Operations Control Center.

2.2 Information Required for Notifications

The following information should be available and provided when making initial and follow-up notifications:

Name of pipeline:

Time of discharge:

Location of discharge:

Name of oil involved:

Reason for discharge (e.g., material failure, excavation damage, corrosion):

Estimated volume of oil discharged:

Weather conditions on scene:

Actions taken or planned by persons on scene:

The following tables contain contact information for the facility response team, emergency response personnel, regulatory agencies, and local service providers:

TABLE 2-1 – FACILITY RESPONSE PERSONNEL CONTACT INFORMATION

FACILITY RESPONSE PERSONNEL			
Name/Title	Contact Information	Response Time	Responsibilities During Response Action
Charlie Stewart Area Manager	(215) 937-6243 (Office) (b) (6) (Home) (b) (6) (Mobile)	1-3 hours	IC
Fred Ammons Operations Manager	(215) 937-6264 (Office) (b) (6) (Mobil)	1-3 hours	Deputy IC
John Hutta Maintenance Supervisor	(215) 937-6279 (Office) (b) (6) (Mobile)	1-5 hours	Operations
Steve Metzler Claims & Insurance	(215)977-6905 (Office) (b) (6) (Mobile)	1-3 hours	Specialist
Garrett Temchulla	(856) 848-5106 (Office) (b) (6) (Home) (b) (6) (Mobile)	1-3 hours	Safety
Ryan Kiley	(610) 8597-5432 (Office) (b) (6) (Home) (b) (6) (Mobile)	1-3 hours	Safety

TABLE 2-2 – ERP CONTACT INFORMATION

EMERGENCY RESPONSE PERSONNEL			
Name/Title	Contact Information	Response Time	Responsibilities During Response Action
Ron O'Toole Mgr, Emergency Planning and Response	(484) 784-3422 Office (b) (6) Mobile	Varies	Planning, Environmental
Gus Borkland HES & S Manager	(215) 977-6136 Office (b) (6) Mobile	Varies	Liaison
Dave Chalson Vice President	(215) 339-1331 Office (b) (6) Mobile	Varies	Operations/Planning
Fred Ammons Operations Manager	(215) 937-6264 Office (b) (6) Mobile	Varies	Operations/Planning
Stephanie Welch Health and Safety Specialist	(610) 927-2069 Office (b) (6) Mobile	Varies	Safety
Brad Fish Emergency Response Coordinator	(610) 859-5412 Office (b) (6) Mobile	Varies	Environmental Liaison

TABLE 2-3 – REGULATORY AGENCY CONTACT INFORMATION

REGULATORY AGENCY CONTACT INFORMATION		
Agency	Reporting Requirements	Phone Numbers
Federal Agencies		
National Response Center (NRC) <i>NRC will contact all other federal agencies including USDOT/PHMSA and EPA-but that DOES NOT relieve the company of making formal notifications in accordance with the regulations-</i>	Any spill on water. Telephonic notification is required within 2 hours following the discovery of a release that resulted in any discharge to water	(800)424-8802 or (202) 267-2675
U.S. Department of Transportation/Pipeline Hazardous Materials Safety Administration (PHMSA)	<u>Telephonic Notification</u> At the earliest practicable moment following discovery of a release of the hazardous liquid resulting in an event described above, the operator shall give notice of any failure that: <ul style="list-style-type: none"> • Caused a death or a personal injury requiring hospitalization • Resulted in either a fire or explosion not intentionally set by the operator • Caused estimated property damage, including cost of clean up and recovery, value of lost product, and damage to the property of the operator or others, or both, exceeding \$50,000 • Resulted in pollution of any stream, river, lake, reservoir, or other similar body of water that violated applicable water quality standards, caused a discoloration of the surface of the water or adjoining shoreline, or deposited a sludge or emulsion beneath the surface of the water or upon adjoining shorelines or • In the judgment of the operator was significant even though it did not meet the criteria of any of the above. <u>Written Reporting</u> A 7000-1 report is required within 30 days after discovery of the accident for each failure in a pipeline system regulated by DOT 195 in which there is a release of the hazardous liquid transported resulting in any of the following: <ul style="list-style-type: none"> • Explosion or fire not intentionally set by the 	(800)424-8802 or (202)267-2675

	<p>operator</p> <ul style="list-style-type: none">• Release of 5 gallons or more of hazardous liquid except that no report is required for a release of less than 5 barrels resulting from a pipeline maintenance activity if the release is:<ul style="list-style-type: none">• Not otherwise reportable under this section• Not on water• Confined to company property or pipeline right-of-way and• Cleaned up promptly• Death of any person• Personal injury necessitating hospitalization• Estimated property damage, including cost of clean-up and recovery, value of lost product, and damage to the property of the operator or others, or both, exceeding \$50,000.• A supplemental report shall be filed within 30 days of receiving any changes in the information reported or additions to the original DOT 7000-1 report.	
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<p>State Agencies</p>	<p>Pennsylvania Department of Environmental Protection</p> <p>Region I – Norristown (Southeast) Region II – Wilkes-Barre (Northeast) Region III – Harrisburg (S. Cent.) Region IV – Williamsport (N. Cent.) Region V – Pittsburgh (Southwest) Region VI – Meadville (Northwest)</p> <p>Pennsylvania Emergency Management Agency (24 hr)</p> <p>New Jersey Department of Environmental Protection</p>	<p>(800) 541-2050 In-state (717) 787-5027 Out of State</p> <p>(484) 250-5900 (570) 826-2511 (877) 333-1904 (570) 327-3636 (412) 442-4000 (800) 373-3398</p> <p>(800) 424-7362</p> <p>(877) 927-6337 To report any kind of incident</p>
<p>New Jersey Office of Emergency Management</p> <p>Burlington County</p> <p>Camden County</p>	<p>KEVIN TUNO (609) 518-7200</p> <p>BURLINGTON COUNTY OEM P.O BOX 6000 ONE ACADEMY DRIVE WESTAMPTON NJ 08060 Fax: (609) 518-7214 24/7: (609) 518-7200 E-mail: ktuno@co.burlington.nj.us Deputy OEM Wayne Comegno Coordinators: wcomegno@burlington.nj.us Thomas Stephen King sking@co.burlington.nj.us URL: www.geocities.com/burlcntyoem</p> <p>Sam Spino (856) 783-4808 x 5202 CAMDEN COUNTY OEM DEPALMA CMLPX 2311 EGG HARBOR RD LINDENWOLD NJ 08021</p>	

<p>Essex County</p>	<p>Fax: (856) 782-0466 24/7: (856) 428-9335 E-mail: spino@camdencounty.com Deputy OEM George Martin Coordinator: gmartin@camdencounty.com URL: www.co.camden.nj.us</p> <p>SHERIFF ARMANDO FONTOURA 973-324-9750 ESSEX COUNTY OEM 560 Northfield Ave. West Orange, New Jersey 07052 Fax: 973-324-9759 24/7: 973-621-4111 Deputy Undersheriff Kevin J. Ryan Coordinator: E-mail: essexoem@aol.com URL:</p> <p>After 4pm, weekends and holidays, you may contact us through the Essex County Sheriff's C (973)-621-4111</p>	
<p>Gloucester County</p>	<p>J. THOMAS (856) 307-7100 BUTTS GLOUCESTER COUNTY OEM 1200 NORTH DELSEA DRIVE CLAYTON NJ 08312 Fax: (856) 307-7158 24/7: (856) 589-0911 E-mail: tbutts@co.gloucester.nj.us Deputy Len Clark Coordinators: leclark@co.gloucester.nj.us Jack DeAngelo Walter Ruch</p> <p>URL: www.co.gloucester.nj.us/Governme nt/Departments/emergencymgt/oem .cfm</p>	
<p>Mercer County</p>	<p>Dean Raymond (609) 799-8868 MERCER COUNTY OEM 350 LAWRENCE STATION RD LAWRENCEVILLE NJ 08646 Fax: (609) 799-7067 24/7: (609) 799-0110 E-mail: draymond@mercercounty.org Deputy Bob Hartman Coordinator: URL:</p>	

	<p>John Ferguson (732) 316-7104 MIDDLESEX COUNTY OEM 1001 FIRE ACADEMY DR SAYREVILLE NJ 08872 Fax: (732) 727-8993 24/7: (732) 316-7100 Deputy Coordinator: E-mail: john.ferguson@co.middlesex.nj.us URL: http://co.middlesex.nj.us/</p>	
<p>Middlesex County</p>	<p>Doug Vornlocker (908) 725-5070 SOMERSET COUNTY OEM PO BOX 3000 SOMERVILLE NJ 08876 Fax: (908) 725-5077 24/7: E-mail: vornlocker@co.somerset.nj.us Deputy Coordinator: Shannon Snook snook@co.somerset.nj.us (908) 541-5685 URL: www.co.somerset.nj.us/_ongoing/somerset_cou nty_office_of_emerge htm</p>	
<p>Somerset County</p>	<p>CHRISTOPHER (908) 654-9881 SCATURO UNION COUNTY OEM 300 NORTH AVE EAST WESTFIELD NJ 07090 Fax: (908) 654-9851 24/7: (908) 654-9800 E-mail: cscaturo@ucnj.org Deputy Coordinator: William Kane wkane@ucnj.org URL: www.ucnj.org</p>	
<p>Union County</p>		

TABLE 2-4 – EMERGENCY SERVICES CONTACT INFORMATION

EMERGENCY SERVICES BY COUNTY	
Organization	Phone Number
Bucks County, PA Police LEPC	911 Street: 911 Freedom Way City: Ivyland State: PA Zip Code: 18974 Contact Person Name: Kelli Scarlett Phone: 215-345-4140 Fax: Email Address: kscarlett@doylestownborough.net Internal LEPC ID number: PA107
Burlington County, NJ Police LEPC	911 Street: 49 Rancocas Valley Rd Address Line 2: City: Mt. Holly State: NJ Zip Code: 08060 Contact Person Name: Henry Van Brunt Phone: (609) 261-3900 Fax: Email Address: bcoem@juno.com Internal LEPC ID number: NJ003
Camden County, NJ Police LEPC	911 Street: Camden CO. Health Services Center Address Line 2: City: Blackwood State: NJ Zip Code: 08012 Contact Person Name: John Dell'Aquilo Phone: Fax: Email Address: Internal LEPC ID number: NJ004

Chester County, PA Police LEPC	911 Address Line 2: 601 Westtown Road, Suite 012 City: WEST CHESTER State: PA Zip Code: 19380-0990 Contact Person Name: Tom Glass Phone: 610-344-5000 Fax: Email Address: tglass@chesco.org Internal LEPC ID number: PA113
Delaware, PA Police LEPC	911 Address Line 2: 360 N. Middletown Road City: Media State: PA Zip Code: 19063-55594 Contact Person Name: Larry Bak Phone: 610-565-8700 Fax: Email Address: lbak@icdc.com Internal LEPC ID number: PA121
Essex County, NJ Police LEPC	911 Street: 250 Grove Ave Address Line 2: City: Ceder Grove State: NJ Zip Code: 07009 Contact Person Name: Julius Coltre Phone: Fax: Email Address: Internal LEPC ID number: NJ007
Gloucester County, NJ Police LEPC	911 Street: Box 337 Address Line 2: City: Woodbury State: NJ Zip Code: 08096-7376 Contact Person Name: James Hogan Phone: Fax: Email Address: Internal LEPC ID number: NJ008
Mercer County, NJ Police LEPC	911 Street: 350 Lawrence Station Rd Address Line 2: City: Lawrenceville State: NJ Zip Code: 08648 Contact Person Name: Ralph Persico Phone: Fax: Email Address: Internal LEPC ID number: NJ011

<p>Middlesex County, NJ Police LEPC</p>	<p>911 Street: 1001 Fire Acedemy Drive Address Line 2: City: Sayreville State: NJ Zip Code: 08872 Contact Person Name: Pasquale LaRocca Phone: (732) 727-9009 Fax: Email Address: spud934@aol.com Internal LEPC ID number: NJ012</p>
<p>Montgomery County, PA Police LEPC</p>	<p>911 Street: Montgomery County EMA Address Line 2: 50 Eagleville Road City: Egelville State: PA Zip Code: 19403 Contact Person Name: Phone: 610-631-6500 Fax: Email Address: tsulliva@montcopa.org Internal LEPC ID number: PA144</p>
<p>Somerset County, NJ Police LEPC</p>	<p>911 Street: Box 3000 Address Line 2: City: Somerville State: NJ Zip Code: 08876 Contact Person Name: Leroy Gunzelman III Phone: (908) 725-5070 Fax: Email Address: Internal LEPC ID number: NJ018</p>
<p>Union County, NJ Police LEPC</p>	<p>911 Street: 300 North Ave East Address Line 2: City: Westfield State: NJ Zip Code: 07090 Contact Person Name: Ben Laganga Phone: (908) 654-9881 Fax: Email Address: blagana@union.com Internal LEPC ID number: NJ020</p>

TABLE 2-5 - CONTRACTOR CONTACT INFORMATION

CONTRACTOR INFORMATION	
Organization	Phone Number
USCG Classified OSRO's	
Clean Venture, Inc Clayton, NJ	(908) 354-0210 (Elizabeth City) 856-863-8778(Clayton, NJ)
Delaware Bay and River Cooperative (DBRC) Linwood, PA	(302) 645-7861 (24 hrs) (610) 859-2830
Lewis Environmental Group Royersford , PA	(800)-258-5585 (24 hrs) (610) 495-6697 (Fax)
Moran Environmental Recovery, LLC New Castle, DE	(877) 322-6008 (302) 322-6008 (302) 322-4936 (Fax)
National Response Corporation	(800) 899-4672 (631)224-9141
HEPACO React Environmental Services, Inc. Philadelphia , PA	(800) 326-2439 (215) 729-2777 (Bethlehem) (215) 729-8678(Fax)
Specialized Response Solutions Fort Worth, TX	(877) 506-0025 (24 hrs)
Wildlife Rehabilitation	
Tri-State Bird Rescue Research Center, Newark, DE	(302) 737-7241 (800) 710-0695 (pager)

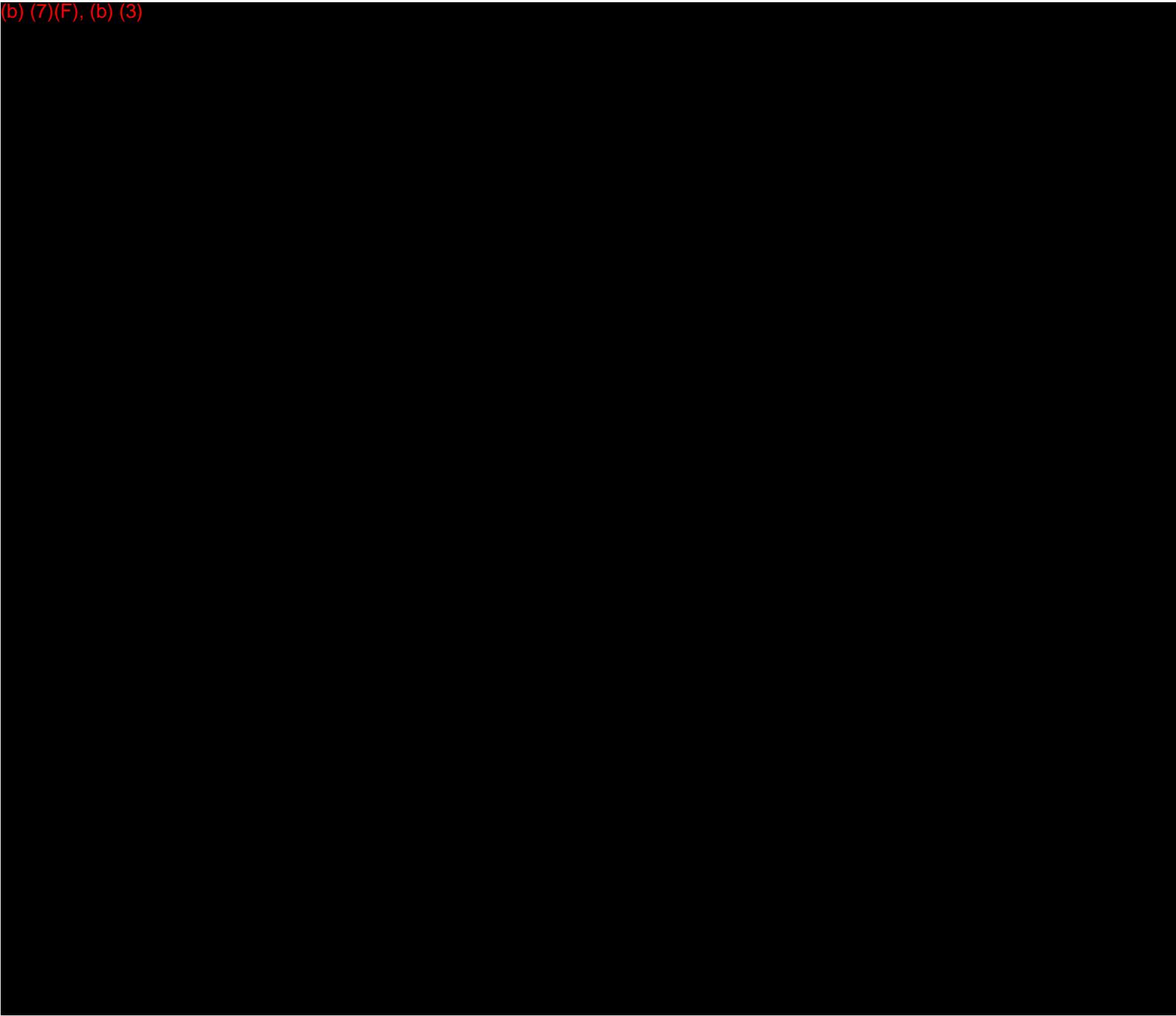
3.0 **SPILL DETECTION AND ON-SCENE SPILL MITIGATION PROCEDURES**

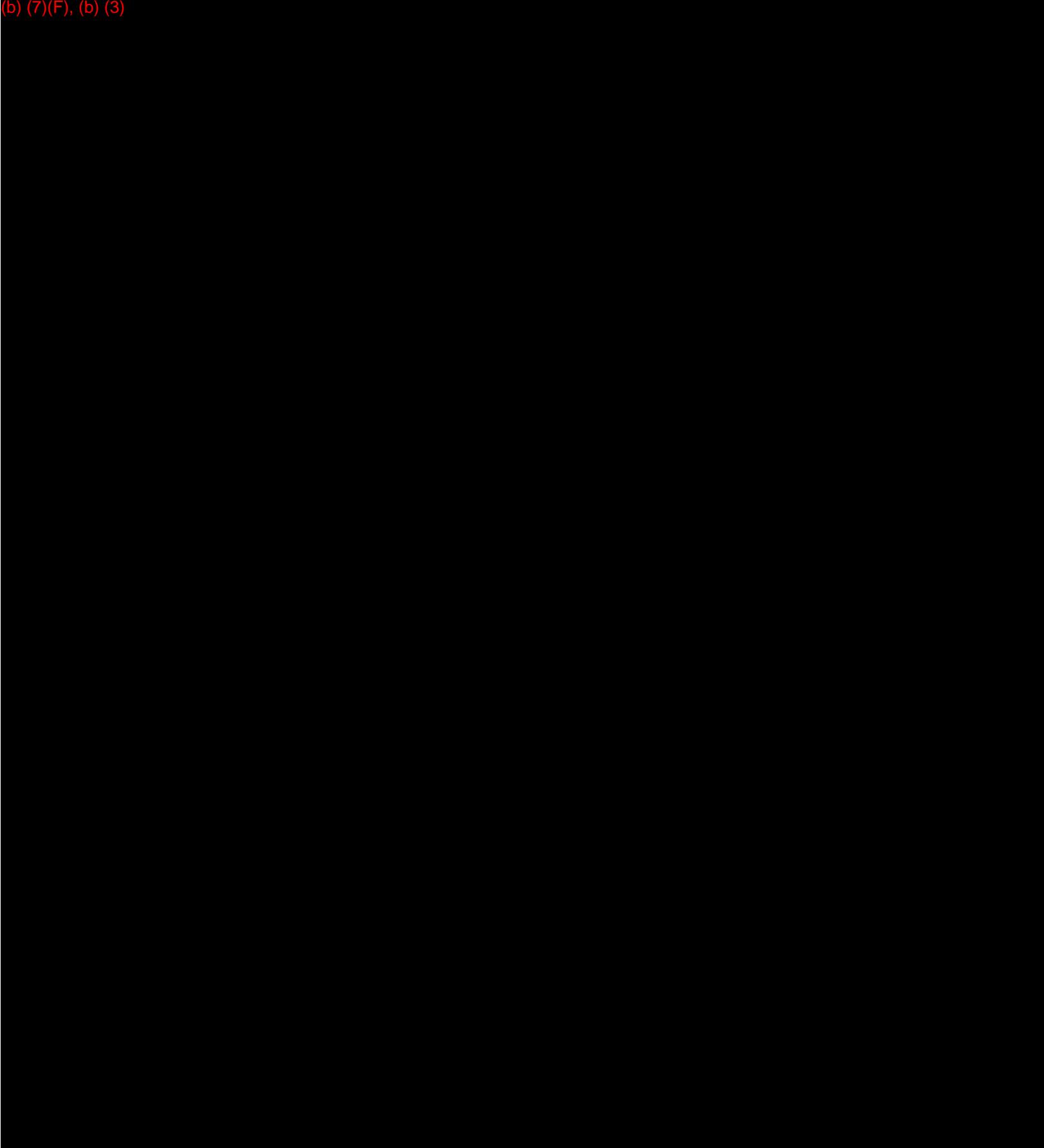
3.1 Spill Detection

Detection of a discharge from a pipeline system may occur in a number of ways including:

- Detection by the pipeline Control Center Supervisor (CCS)
- Visual detection by Company field personnel or pipeline patrols
- Visual detection by the public

(b) (7)(F), (b) (3)





Visual Detection by Company Personnel

Aerial patrol flights will be made 26 times a year not to exceed 21 days apart. If unable to fly, area personnel will walk or drive the right-of-way. The intent of the patrol is to observe the area directly over the pipeline right-of-way for leaks, exposed pipes, washes, missing markers, and other unusual conditions. Construction on either side of the pipeline right-of-way is also monitored. Discharges to the land or surface waters may also be detected by Company personnel during regular operations and inspections. Should a leak be detected, the appropriate actions are taken including but not limited to:

- Notifications as per **SECTION 2**
- A preliminary assessment of the incident area
- **If appropriate, initiate initial response actions per SECTION 4**

TABLE 4.1 provides a checklist for initial response actions.

Visual Detection by the Public

Right-of-way marker signs are installed and maintained at road crossing and other noticeable points and provide an Operations Control 24-hour number for reporting emergency situations. The Company also participates in the “call before you dig” or “One Call” utility notification services which can be contacted to report a leak and determine the owner/operator of the pipeline. If the notification is made to a local office or pump station, the Company representative receiving the call will generally implement the following actions:

- Notify the Pipeline Control and region/designated office
- Dispatch Company field personnel to the site to confirm discharge and conduct preliminary assessment
- Notify their immediate area supervisor and provide assessment results

Pipeline Shutdown

If any of these situations are outside the expected values, abnormal conditions are considered to exist. If abnormal conditions exist, Pipeline Control will take the appropriate actions to ensure that a release does not occur. If a discharge has occurred, Pipeline Control will take actions to limit the magnitude. In either case, appropriate actions taken by Company personnel could include, but are not limited to:

- Shut down affected line segment if there is an indication of a leak
- Isolate line segment
- Depressurize line
- Start internal and external notifications
- Mobilize additional personnel as required

3.2 Spill Mitigation Procedures

Each spill mitigation situation is unique and must be treated according to the circumstance present. In every situation, however, **personnel safety must be assessed as the first priority**. The potential for ignition and/or toxic exposure must be promptly evaluated. Spill mitigation procedures are listed below:

TABLE 3-1 – SPILL MITIGATION PROCEDURES

TYPE	MITIGATION PROCEDURE
Failure of Transfer Equipment	<ol style="list-style-type: none"> 1. Personnel safety is the first priority. Evacuate nonessential personnel or personnel at high risk. 2. Terminate transfer operations and close block valves. 3. Drain product into containment areas if possible. 4. Eliminate sources of vapor cloud ignition by shutting down all engines and motors.
Tank Overfill/Failure	<ol style="list-style-type: none"> 1. Personnel safety is the first priority. Evacuate nonessential personnel or personnel at high risk. 2. Shut down or divert source of incoming flow to tank. 3. Transfer fluid to another tank with adequate storage capacity (if possible). 4. Shut down source of vapor cloud ignition by shutting down all engines and motors. 5. Ensure that dike discharge valves are closed. 6. Monitor dike containment area for leaks and potential capacity limitations. 7. Begin transferring spilled product to another tank as soon as possible
Piping Rupture/Leak (under pressure and no pressure)	<ol style="list-style-type: none"> 1. Personnel safety is the first priority. Evacuate nonessential personnel or personnel at high risk. 2. Shut down pumps. Close the closest block valves on each side of the rupture. 3. Drain the line back into contained areas (if possible). Alert nearby personnel of potential safety hazards. 4. Shut down source of vapor cloud ignition by shutting down all engines and motors. 5. If piping is leaking and under pressure, then relieve pressure by draining into a containment area or back to a tank (if possible). Then repair line according to established procedures.

TYPE	MITIGATION PROCEDURE
Fire/Explosion	<ol style="list-style-type: none"> 1. Personnel safety is the first priority. Evacuate nonessential personnel or personnel at risk of injury. 2. Notify local fire and police departments. 3. Attempt to extinguish fire if it is in incipient (early) stage and if it can be done safely. 4. Shut down transfer or pumping operation. Attempt to divert or stop flow of product to the hazardous area (if it can be done safely). 5. Eliminate sources of vapor cloud ignition shutting down all engines and motors. 6. Control fire before taking steps to contain spill.
Manifold Failure	<ol style="list-style-type: none"> 1. Personnel safety is the first priority. Evacuate nonessential personnel or personnel at high risk. 2. Terminate transfer operations immediately. 3. Isolate the damaged area by closing block valves on both sides of the leak/rupture. 4. Shut down source of vapor cloud ignition by shutting down all engines and motors. 5. Drain fluids back into containment areas (if possible).

3.3 Response Equipment

Emergency equipment is available to allow personnel to respond safely and quickly to emergency situations. Fire extinguishers are located throughout a facility and meet National Fire Prevention Association (NFPA) and OSHA standards.

Sunoco Pipeline has ensured by contract the availability of personnel and equipment necessary to respond, to the maximum extent practicable, to a worst case discharge or a substantial threat of such discharge in this response zone. Sunoco Pipeline maintains a supply of consumable response equipment (i.e. spill pads, Speedy-Dry, and rags), capable of mitigating a small release and these inventories are monitored to make sure sufficient quantities are kept on hand to deal with a spill of 25 gallons or less. There is no actual testing or maintenance of this kind of equipment. All other response equipment will be supplied by the OSROs listed in **TABLE 2-5**. This equipment is maintained regularly and inspected on a monthly basis.

Response equipment is mobilized and deployed by the Maintenance Station Foreman or District Supervisor or their designee. The order of equipment mobilization should be as follows:

1. Company equipment in immediate area and at least one OSRO
2. Company equipment from adjacent areas
3. Company equipment from more distant areas and other OSROs

Sunoco Pipeline requires an annual certification from each OSRO to assure compliance with the National Preparedness for Response Exercise program (PREP) guidelines.

Each listed OSRO has their own response equipment, a minimum of 1,000 feet of containment boom, absorbents, boats, and vacuum trucks. Lists of the OSRO's equipment resources may be found in their services contract. OSRO response equipment is inspected and refurbished after every use which is typically more than once a week. The primary OSRO's equipment is checked monthly or at a minimum of once every two months.

An equipment list and list of trained personnel necessary to continue operation of the equipment and staff the oil spill removal organization for the first 7 days of a response for each of the OSRO contractors listed in **TABLE 2-5** is provided in **APPENDIX C**.

4.0 **RESPONSE ACTIVITIES**

Sunoco Logistics personnel will work in unison, following Incident Command protocols, to cooperate with and assist Federal, State and local authorities in response to an incident as appropriate. For a more detailed discussion see Appendix D.

In the event of a failure of a pipeline, the SXL HES&S department will employ instrumentation (appropriate for the product contained in the pipeline at the time of failure) to access and determine the extent and coverage of a potential vapor cloud if present.

The instrumentation used in the determination will have the following capabilities:

Petroleum Products

- Combustible gas meter with 0-100% read out. Alarm calibrated to sound at 10% of LEL.
- Ability to quantify the following gases: O₂, H₂S, NO₂ and SO₂

LPG

- Photoionization Detector with the capabilities of detecting and quantifying ethane in air.

Note: All instrumentation regardless of product should be intrinsically safe.

4.1 Spill Response Action Checklist

TABLE 4-1 – SPILL RESPONSE ACTION CHECKLIST

RESPONSE ACTION	PERSONNEL TAKING ACTION	DATE/TIME ACTION TAKEN
DOCUMENT ALL ACTIONS TAKEN		
First Person to Discover Spill		
Immediately notify Qualified Individual and Operations Control Center or posted emergency contacts. Take appropriate action to protect life and ensure safety of personnel.		
Immediately shut down terminal operations (if applicable). (b) (7)(F), (b) (3)		
Secure the scene. Isolate the area and assure the safety of people and the environment. Keep people away from the scene and outside the safety perimeter.		
Advise personnel in the area of any potential threat and/or initiate evacuation procedures.		
Qualified Individual/ Incident Commander		
Assume role of Incident Commander until relieved.		
Conduct preliminary assessment of health and safety hazards.		

Request medical assistance if an injury has occurred.		
Evacuate nonessential personnel, notify emergency response agencies to provide security, and evacuate surrounding area (if necessary).		
Make appropriate regulatory notifications. <ul style="list-style-type: none"> • National Response Center • Appropriate State Agency 		
Call out spill response contractors (See List in TABLE 2-5)		
If safe to do so, direct facility responders to shut down potential ignition sources in the vicinity of the spill, including motors, electrical pumps, electrical power, etc. Keep drivers away from truck rack if spill occurs there.		
If safe to do so, direct facility responders to shut down and control the source of the spill. Be aware of potential hazards associated with product and ensure that flammable vapor concentrations are within safe atmosphere before sending personnel into the spill area.		
If safe to do so, direct facility responders to stabilize and contain the situation. This may include berming or deployment of containment and/or sorbent boom.		
For low flash oil (<100°F), consider applying foam over the oil, using water spray to reduce vapors, grounding all equipment handling the oil, and using non-sparking tools.		
If there is a potential to impact shorelines, consider lining shoreline with sorbent or diversion boom to reduce impact.		
Notify Local Emergency Responders. Obtain the information necessary to complete the Accident Report - Hazardous Liquid Pipeline Systems (APPENDIX B) and phone this information to the HES Manager.		

RESPONSE ACTION	PERSONNEL TAKING ACTION	DATE/TIME ACTION TAKEN
Qualified Individual/ Incident Commander (Continued)		
Activate all or a portion of Emergency Response Personnel (ERP) (as necessary)..		
Ensure the ERP has mobilized spill response contractors (if potentially necessary). It is much better to demobilize equipment and personnel if not needed than to delay contacting them if they are needed.		
Document all response actions taken, including notifications, agency/media meetings, equipment and personnel mobilization and deployment, and area impacted.		
Water Based Spills: Initiate spill tracking and surveillance operations utilizing information in SECTION 4.2 . Determine extent of pollution via surveillance aircraft or vehicle. Estimate volume of spill utilizing information in SECTION 4.3 . Send photographer /videographer if safe.		
Land Based Spills: Initiate spill tracking and surveillance if applicable.		
SECONDARY RESPONSE ACTIONS (Refer to ERP job descriptions in APPENDIX D)		

4.2 Spill Tracking and Surveillance

The following guidelines should be utilized when tracking a spill and/or conducting spill surveillance:

- Surveillance of an oil spill should begin as soon as possible following discovery to enable response personnel to assess spill size, movement, and potential impact locations;
- Dispatch observers to crossings downstream or down gradient to determine the spill's maximum reach;
- Clouds, shadows, sediment, floating organic matter, submerged sand banks or wind-induced patterns on the water may resemble an oil slick if viewed from a distance;
- Sorbent pads may be used to detect oil or water;
- Use surface vessels to confirm the presence of any suspected oil slicks (if safe to do so); consider directing the vessels and photographing the vessels from the air, the latter to show their position and size relative to the slick;
- It is difficult to adequately observe oil on the water surface from a boat, dock, or shoreline;
- Spill surveillance is best accomplished through the use of helicopters or small planes; helicopters are preferred due to their superior visibility and maneuverability;
- If fixed-wing planes are to be used, high-wing types provide better visibility than low-wing types;
- All observations should be documented in writing and with photographs and/or videotapes;
- Describe the approximate dimensions of the oil slick based on available reference points (i.e. vessel, shoreline features, facilities); use the aircraft or vessel to traverse the length and width of the slick while timing each pass; calculate the approximate size and area of the slick by multiplying speed and time;
- Record aerial observations on detailed maps, such as topographic maps
- In the event of reduced visibility, such as dense fog or cloud cover, boats may have to be used to patrol the area and document the location and movements of the spill; however, this method may not be safe if the spill involves a highly flammable product;
- Surveillance is also required during spill response operations to gauge the effectiveness of response operations; to assist in locating skimmers; and to assess the spill's size, movement, and impact.

An example of a spill surveillance checklist is presented on **TABLE 4-2**.

TABLE 4-2 – SPILL SURVEILLANCE CHECKLIST

SPILL SURVEILLANCE CHECKLIST	
General Information	
Date:	Tidal or river stage (flood, ebb, slack, low water):
Time:	On-Scene Weather Conditions:
Incident Name:	Platform (helicopter, fixed-wing aircraft, boat, shore):
Observers Name:	Flight path/trackline:
Observers' Affiliation:	Altitude where observation taken:
Location of Source:	Areas not observed (i.e. foggy locations, restricted air spaces, shallow water areas):
Oil Observations	
Slick location(s):	Color and appearance (i.e. rainbow, dull or silver sheen, black or brown in color or mousse):
Slick dimensions:	Percent coverage:
Orientation of slick(s):	Is oil recoverable (Y/N)?:
Distribution of oil (i.e. windrows, streamers, pancakes or patches):	
Considerations	
<ul style="list-style-type: none"> • During surveillance, go beyond known impacted areas to check for additional oil spill sites • Include the name and phone number of the person making the observations • Clearly describe the locations where oil is observed and the areas where no oil has been seen 	
Other Observations	

4.3 Estimating Spill Volumes

Early in a spill response, estimation of spill volume is required in order to:

- Report to agencies
- Determine liquid recovery requirements
- Determine personnel and equipment requirements
- Estimate disposal and interim storage requirements

Some rapid methods to estimate spill size are:

- **Transfer operations:** The Control Center will determine volumes using all available information, which can include but not limited to: Multiply the pumping rate by the elapsed time that the leak was in progress, plus the drainage volume of the line between the two closest valves or isolation points (volume loss = pump rate [bbls/min] x elapsed time [min] + line contents [bbl])
- **Tank overfills:** The Control Center will determine volumes using all available information, which can include but not limited to: Elapsed time multiplied by the pumping rate
- **Visual assessment of the surface area and thickness (TABLE 4-3); this method may yield unreliable results because:**
 - Interpretation of sheen color varies with different observers
 - Appearance of a slick varies depending upon amount of available sunlight, sea-state, and viewing angle
 - Different products may behave differently, depending upon their properties

TABLE 4-3 - OIL THICKNESS ESTIMATION CHART

OIL THICKNESS ESTIMATIONS				
STANDARD FORM	Approx. Film Thickness		Approx. Quantity of Oil in Film	
	Inches	Millimeters	gallons/mile ²	liters/km ²
Barely Visible	0.0000015	0.00004	25	44
Silvery	0.000003	0.00008	50	88
Slightly Colored	0.000006	0.00015	100	179
Brightly Colored	0.000012	0.0003	200	351
Dull	0.00004	0.001	666	1,167
Dark	0.00008	0.002	1,332	2,237
Thickness of light oils: 0.0010 inches to 0.00010 inches				
Thickness of heavy oils: 0.10 inches to 0.010 inches				

4.4 Emergency Response Personnel

The Emergency Response Personnel (ERP) has been created and organized to plan for and manage emergencies. The ERP is composed of company personnel from offices within the area. Additional personnel from outlying offices can be used (if needed). The ERP will develop strategies and priorities for a response, then will supervise contractors, handle safety and security matters, and will provide logistical support for contractor personnel. The ERP will handle all communications with the media and the public. Job descriptions for each ERP member are provided in **APPENDIX D**. The ERP will train by participating in exercises as noted in **SECTION 6**.

Activation of the ERP may be accomplished in stages. Initially, the First Responder assumes the role of Incident Commander (IC). During a spill incident, the initial IC may be able to respond without assistance from the ERP. If the situation requires more resources, he may request additional personnel or management support from the ERP. This request is made to the Qualified Individual (QI). Depending on the situation, the QI may then assume the role of Incident Commander. The QI would then call out the other ERP members. The ERP activation procedure is provided in **APPENDIX D**.

4.5 Incident Command System/Unified Command

The Incident Command System (ICS) will be used by the Company ERP for spill response. The ERP organization chart is provided in **APPENDIX D** and can be expanded or contracted as necessary.

The Incident Command System (ICS) will be expanded to a Unified Command (UC) when appropriate. The primary entities include:

- Federal On-Scene Coordinator (FOOSC)
- State On-Scene Coordinator (SOSC)
- Company Incident Commander (RP)

These three people share decision-making authority within the Unified Command System and are each responsible for coordinating other federal, state, and company personnel to form an effective integrated emergency response team. Refer to **APPENDIX D** for detailed checklists of the ERP roles and responsibilities as well as organizational interfaces with external parties.

5.0 **TRAINING PROCEDURES**

5.1 Exercise Requirements and Schedules

The Company participates in the National Preparedness for Response Exercise Program (PREP) in order to satisfy the exercise requirements of the RSPA and EPA. A listing of all exercise requirements to be completed within the three year (triennial) cycle is listed in **TABLE 5-1**.

The Facility Manager is responsible for the following aspects:

- Scheduling
- Maintaining records
- Implementing
- Evaluation of the Company's training and exercise program
- Post-drill evaluation improvements

TABLE 5-2 provides descriptions of exercise requirements, **TABLE 5-3** provides an Example of a type of Incident Debriefing (Self Assessment) Form (a corresponding Company form may be used), and **TABLE 5-4** provides a log for response equipment testing and deployment drill.

TABLE 5-1 – PREP RESPONSE PLAN CORE COMPONENTS

Core Components	Description
1. Notifications	Test the notifications procedures identified in the Area Contingency Plan and the associated Responsible Party Response Plan.
2. Staff Mobilization	Demonstrate the ability to assemble the spill response organization identified in the Area Contingency Plan and the associated Responsible Party Response Plan.
3. Ability to Operate Within the Response System Described in the Plan: <ul style="list-style-type: none"> <li data-bbox="289 554 553 583">• Unified Command <li data-bbox="289 632 581 695">• Response Management System 	Demonstrate the ability of the spill response organization to work within a unified command. Demonstrate the ability of the response organization to operate within the framework of the response management system identified in their respective plans.
4. Discharge Control	Demonstrate the ability of the spill response organization to control and stop the discharge at the source.
5. Assessment	Demonstrate the ability of the response organization to provide initial assessment of the discharge and provide continuing assessments of the effectiveness of the tactical operations.
6. Containment	Demonstrate the ability of the spill response organization to contain the discharge at the source or in various locations for recovery operations.
7. Recovery	Demonstrate the ability of the spill response organization to recover the discharged product.
8. Protection	Demonstrate the ability of the spill response team organization to protect the environmentally and economically sensitive areas identified in the Area Contingency Plan and the respective industry response plan.
9. Disposal	Demonstrate the ability of the spill response organization to dispose of the recovered material and contaminated debris.
10. Communications	Demonstrate the ability to establish an effective communications system for the spill response organization.
11. Transportation	Demonstrate the ability to establish multi-mode transportation both for execution of the discharge and support functions.
12. Personnel Support	Demonstrate the ability to provide the necessary support of all personnel associated with response.
13. Equipment Maintenance and Support	Demonstrate the ability to maintain and support all equipment associated with the response.
14. Procurement	Demonstrate the ability to establish an effective procurement system.
15. Documentation	Demonstrate the ability of the spill response organization to document all operational and support aspects of the response and provide detailed records of decisions and actions taken.

TABLE 5-2 - EXERCISE REQUIREMENTS

Exercise Type	Exercise Characteristics
Facility/QI Notification	<ul style="list-style-type: none"> • Conducted quarterly • Facility initiates mock spill notification to QI • Control Center Supervisor documents time/date of notification, name and phone number of individual contacted and files with HES Manager • Document exercise activities
Equipment Deployment	<ul style="list-style-type: none"> • Conducted semiannually (EPA), annually (DOT) • Response contractors listed in FRP must participate in annual deployment exercise • District Supervisor is responsible for testing and documentation of deployment exercise • Document exercise activities
Tabletop	<ul style="list-style-type: none"> • Conducted annually • Tests SMT's response activities/responsibilities • Documents plan's effectiveness • Must exercise worst case discharge scenario once every three years • Must test all plan components at least once every three years • Must exercise entire response plan for each response zone at least once every three years • District Supervisor is responsible for exercise and documentation • Document exercise activities
Unannounced	<ul style="list-style-type: none"> • Company will either participate in unannounced tabletop exercise or equipment deployment exercise on an annual basis • Company may take credit for participation in government initiated unannounced drill in lieu of drill required by PREP guidelines • Plan holders who have participated in a PREP government-initiated unannounced exercise will not be required to participate in another one for a least 36 months from the date of the exercise
Area	<ul style="list-style-type: none"> • An industry plan holder that participates in an Area Exercise would not be required to participate in another Area Exercise for a minimum of six years.
Other Exercise Considerations	
Drill Program Evaluation Procedures	<ul style="list-style-type: none"> • Company conducts post-exercise meetings to discuss positive items, areas for improvement and to develop action item checklist to be implemented later
Records of Drills	<ul style="list-style-type: none"> • Company will maintain exercise records for five years following completion of each exercise • Records will be made available to USCG, EPA, RSPA and other applicable agencies upon request • Company will verify appropriate records are kept for each spill response contractor listed in Plan as required by PREP guidelines (annual equipment deployment drill, triennial unannounced drill, etc.)

5.2 Post Incident Review

In the case of the following spills from a 49 CFR Part 195 regulated pipeline, an incident debriefing form similar to the one noted in **TABLE 5-3** will be completed:

- Any spill resulting in an explosion or fire
- Any spill resulting in the death of any person
- Any spill resulting in an injury requiring inpatient hospitalization
- Any spill impacting a lake, reservoir, stream, river or similar body of water
- Any spill resulting in more than \$50,000.00 in damage including the cost of damage to facilities, spill cleanup, emergency response, value of lost product and damage to property

In the case of spills from other facilities an incident debriefing form like the one noted in **TABLE 5.3** will be completed on an as determined basis which will be dictated by individual circumstances.

Pertinent facility personnel involved in the incident may be debriefed (by the Company) as soon as possible after termination of operations. An example of an incident debriefing form is provided in **TABLE 5.3**. The primary purpose of the post-incident review is to identify actual or potential deficiencies in the Plan and determine the changes required to correct the efficiencies.

The post-incident review is also intended to identify which response procedures, equipment, and techniques were effective and which were not and the reason(s) why. This type of information is very helpful in the development of a functional Plan by eliminating or modifying those response procedures that are less effective and emphasizing those that are highly effective. This process should also be used for evaluating training drills or exercises. Key agency personnel that were involved in the response may be invited to attend the post-incident review.

TABLE 5-3 – STANDARD INCIDENT DEBRIEFING (SELF ASSESSMENT) FORM

Location: _____

Date: _____

Check as appropriate

Type of Exercise:

Table Top Drill Equipment Deployment Emergency Procedures Actual Spill

Exercise was: Announced Unannounced

Scenario: Average Most Probable Maximum Most Probable Worst Case

Section I. Summary of Exercise/Incident: If documenting a tabletop exercise attach a copy of the exercise scenario. If documenting an actual spill incident or equipment deployment, describe the event. Attach additional pages if necessary or refer to IMPACT report.
 Note: Include additional pages if necessary.

Participants/Evaluation Team	Company

(Attach roster sheet if required)

Qualified Individuals:

Date Evaluation Conducted: _____

Section II. Exercise / Incident Response Evaluation

<u>Check Off Plan Components Exercised:</u>	
<input type="checkbox"/> Notifications	<input type="checkbox"/> Protection
<input type="checkbox"/> Staff Mobilization	<input type="checkbox"/> Disposal
<input type="checkbox"/> Ability to Operate within ICS	<input type="checkbox"/> Communications
<input type="checkbox"/> Discharge Control	<input type="checkbox"/> Transportation
<input type="checkbox"/> Assessment	<input type="checkbox"/> Personnel Support
<input type="checkbox"/> Containment	<input type="checkbox"/> Equipt Maint/Support
<input type="checkbox"/> Recovery	<input type="checkbox"/> Procurement
	<input type="checkbox"/> Documentation

Describe How the Following Objectives Were Exercised: (5 is excellent)

Knowledge of Facility Response Plan 1 2 3 4 5

Comments:

- Was the Plan used during the response?
- Was the Plan referenced during the response?
- Was the information in the plan accurate?
- What changes to the Plan are recommended?

Notification Phase: 1 2 3 4 5

Comments:

- Were the numbers in the Plan correct?
- Were there any numbers missing from the Plan?
- Were notifications made in a timely manner?
- Are any corrections to the Plan necessary?

Communications system: 1 2 3 4 5

Comments:

- Were operational units able to communicate directly with the ICS team?
- Could the ICS team communicate efficiently with all necessary parties?
- Did communication abilities affect decision making?
- Were the frequency of update meetings adequate?

Response Efforts: 1 2 3 4 5

Comments:

- Were SXL response actions done in a timely manner?
- Were resources requested in a timely manner?
- Were adequate SXL resources available in a timely manner?
- What if any improvements could be made?
- Did information get properly communicated during the update meetings?
- Was the ICS team established in a timely manner?
- Was the ICS team properly staffed?

OSRO Performance : 1 2 3 4 5

Comments:

- Did the OSRO respond in a timely manner?
- Did the OSRO respond with the proper resources?
- Did the OSRO have enough resources?
- Was the OSRO's performance adequate?
- Were the OSRO's personnel knowledgeable in their assigned tasks?
- Was the OSRO's equipment in good working order?

Coordination with Agencies:

1 2 3 4 5

Comments:

- Did regulatory agencies come to the spill site?
- Did regulatory agencies call about the spill?
- Who from the ICS team interacted with the agencies?
- Were all of the appropriate agencies notified?
- Who made the agency notification?
- Was all of the needed information made available to the person making the notification?

Ability to access sensitive area information

1 2 3 4 5

Comments:

- Did the plan contain all of the available sensitive information needed?
- Was the sensitive area information available to the people in the field?
- Are updates to the sensitive information required?

Section III. Corrective Actions

<u>ITEM</u>	<u>Responsibility</u>	<u>Estimated Completion</u>

Note: Include additional pages if necessary

5.3 Training Program

Training requirements are presented in Table 5-7, below:

TABLE 5-4 – TRAINING REQUIREMENTS

Training Type	Training Characteristics
Training in Use of Oil Spill Plan	<ul style="list-style-type: none"> • All field personnel will be trained to properly report/monitor spills • Plan will be reviewed annually with all employees and contract personnel • The Personnel Response Training Log is provided in TABLE 5-9.
OSHA Training Requirements	<ul style="list-style-type: none"> • All Company responders designated in Plan must have 24 hours of initial spill response training <ul style="list-style-type: none"> • Laborers having potential for minimal exposure must have 24 hours of initial oil spill response instruction and 8 hours of actual field experience • Spill responders having potential exposure to hazardous substances at levels exceeding permissible exposure limits must have 40 hours of initial training offsite and 24 hours of actual field experience • On-site management/supervisors required to receive same training as equipment operators/general laborers plus 8 hours of specialized hazardous waste management training • Managers/employees require 8 hours of annual refresher training
Spill Management Team Personnel Training	<ul style="list-style-type: none"> • Will follow EPP-101
Training for Casual Laborers or Volunteers	<ul style="list-style-type: none"> • Company will not use casual laborers/volunteers for operations requiring HAZWOPER training
Hydrogen Sulfide (H ₂ S) Monitoring and Procedures	<ul style="list-style-type: none"> • Will follow HS-G-027 (Health, Environment, and Safety Training Program) and HS-G-016 (Respiratory Protection Program)
Wildlife	<ul style="list-style-type: none"> • Only trained personnel approved by USFWS and appropriate state agency will be used to treat oiled wildlife
Training Documentation and Record Maintenance	<ul style="list-style-type: none"> • Training activity records will be retained five years for all personnel following completion of training • Company will retain training records indefinitely for individuals assigned specific duties in Plan • Training records will be retained at the district office. Manager - HES, Region II will document all applicable training.

Training Type	Training Characteristics
Emergency Response Training	<p>The Company has established and conducts a continuing training program to instruct emergency response personnel to:</p> <ul style="list-style-type: none"> • Carry out emergency procedures established under 195.402 that relate to their assignments; • Know the characteristics and hazards of the hazardous liquids or carbon dioxide transported, including, in case of flammable HVL, flammability of mixtures with air, odorless vapors, and water reactions; • Recognize conditions that are likely to cause emergencies, predict the consequences of facility malfunctions or failures and hazardous liquids or carbon dioxide spills, and take appropriate corrective action; • Take steps necessary to control any accidental release of hazardous liquid or carbon dioxide and to minimize the potential for fire, explosion, toxicity, or environmental damage; and • Learn the proper use of fire-fighting procedures and equipment, fire suits, and breathing apparatus by utilizing, where feasible, a simulated pipeline emergency condition. <p>At intervals not exceeding 15 months, but at least once each calendar year, the Company shall:</p> <ul style="list-style-type: none"> • Review with personnel their performance in meeting the objectives of the emergency response training program set forth in 195.403(a), and • Make appropriate changes to the emergency response training program as necessary to ensure that it is effective. <p>The Company requires and verifies that its supervisors maintain a thorough knowledge of that portion of the emergency response procedures established under 195.402 for which they are responsible to ensure compliance.</p>

Training Type	Training Characteristics
<p>Minimum requirements for Operator Qualification of individuals performing covered tasks on a pipeline facility</p>	<p>The Company has a written Operator Qualification program that includes provisions to:</p> <ul style="list-style-type: none"> • Identify covered tasks; • Ensure through evaluation that individuals performing covered tasks are qualified; • Allow individuals that are not qualified pursuant to 49 CFR 195 Subpart G to perform a covered task if directed and observed by an individual that is qualified; • Evaluate an individual if the operator has reason to believe that the individual's performance of a covered task contributed to an accident as defined in Part 195; • Evaluate an individual if the operator has reason to believe that the individual is no longer qualified to perform a covered task; • Communicate changes that affect covered tasks to individuals performing these covered tasks; and • Identify those covered tasks and the intervals at which evaluation of the individual's qualifications is needed. <p>RECORDS</p> <p>Each operator shall maintain records that demonstrate compliance with 49 CFR Part 195, Subpart G. Qualification records shall include:</p> <ul style="list-style-type: none"> • Identification of qualified individuals • Identification of covered tasks the individual is qualified to perform • Date(s) of current qualification <p>Records supporting an individual's current qualification shall be maintained while the individual is performing the covered task. Records of prior qualification and records of individuals no longer performing covered tasks shall be retained for a period of five years.</p>

6.0 WORST CASE DISCHARGE SUMMARY

6.1 Worst Case Discharge Scenario

The equipment and personnel to respond to a spill are available from several sources and are provided with the equipment and contractors in **TABLE 2.5**. The following sections are discussions of these scenarios.

Worst case discharge calculations are provided in **SECTION 6.3**.

Upon discovery of a spill, the following procedures would be followed:

1. The First Responder would notify the Operations Supervisor/ Philadelphia District Manager and Operations Control Center and notifications would be initiated in accordance with **SECTION 2.0**.
2. The Operations Supervisor/ Philadelphia District Manager would assume the role of Incident Commander/Qualified Individual until relieved and would initiate response actions and notifications in accordance with **SECTION 2.0**. If this were a small spill, the local/company personnel may handle all aspects of the response. Among those actions would be to:
 - Conduct safety assessment and evacuate personnel as needed in accordance with **SECTION 3.2**
 - Direct facility responders to shut down ignition sources
 - Direct facility personnel to position resources in accordance with **SECTION 4.0** and **SECTION 7.0**
 - Complete spill report form provided in **APPENDIX B**
 - Ensure regulatory agencies are notified
3. If this were a small or medium spill, the Qualified Individual/Incident Commander may elect for the First Responder to remain the Incident Commander or to activate selected portions of the Emergency Response Personnel. However, for a large spill, the Qualified Individual would assume the role of Incident Commander and would activate the entire Emergency Response Personnel Team in accordance with activation procedures described in **SECTION 4.4**.
4. The Incident Commander would then initiate spill assessment procedures including surveillance operations, trajectory calculations, and spill volume estimating in accordance with **SECTIONS 4.2 and 4.3**.

5. The Incident Commander would then utilize checklists in **SECTION 4.0** as a reminder of issues to address. The primary focus would be to establish incident priorities and objectives and to brief staff accordingly.
6. The Emergency Response Personnel would develop the following plans, as appropriate (some of these plans may not be required during a small or medium spill):
 - Site Safety and Health
 - Tactical
 - Site Security
 - Incident Action
 - Communications
 - Medical
 - Decontamination
 - Disposal
 - Demobilization
7. The response would continue until an appropriate level of cleanup is obtained.
8. Response resources must be identified to meet the requirements of 49 CFR 194.105(b), once the worst case discharge volume has been calculated

6.2 Planning Volume Calculations

A demonstration of the planning volume calculations is provided below.

DOT/PHMSA Portion of Pipeline/Facilities

The worst case discharge (WCD) for the DOT portion of the pipeline and facilities, is defined in 49 CFR 194.105(b), as the largest volume of the following:

1. The largest foreseeable discharge for the line section(s) within a response zone, expressed in barrels (cubic meters), based on the maximum historic discharge, if one exists, adjusted for any subsequent corrective or preventative action taken; or
2. The pipeline's maximum shut-down response time in hours (based on historic discharge data or in the absence of such data, the operators best estimate), multiplied by the maximum flow rate expressed in barrels per hour (based on the maximum daily capacity of the pipeline), plus the largest drainage volume after shutdown of the line section(s) in the response zone expressed in barrels; or

3. If the response zone contains one or more breakout tanks, the capacity of the single largest tank or battery of tanks within a single secondary containment system, adjusted for the capacity or size of the secondary containment system, expressed in barrels.

The worst case discharge for the Trenton Response zone was based on the largest volume of the three criteria given above. Since there is no historical discharge from the largest line section, the worst case must be either the pipeline calculation described in #2 above, or the capacity of the largest breakout tank.

The calculations for these two options are found in Section 6.3 below.

6.3 Worst Case Discharge Volume Calculations

The line sections with the highest throughput and largest drainage volume between block valves on pump stations were chosen to calculate the pipeline worst case discharge. Although the entire discharge volume of each line was used for the worst case discharge, in an actual spill event, it would take days to drain the line completely. The line would be sealed early in the response effort.

The worst case **pipeline volume** is calculated as follows:

$$WCD = [(DT + ST) \times MF] + DD$$

Where:

WCD = worst case discharge (bbl)

DT + ST = maximum detection time + maximum shut down time in adverse weather (generally five minutes except where noted)

MF = maximum flow rate (bph) (using 8000 bph)

DD = drain down volume (bbl) (internal diameter)

(b) (7)(F), (b) (3)



The worst case tank volume is calculated as follows:

Under PHMSA's current policy, operators are allowed to reduce the worst case discharge volume derived from 49 CFR 194.105(b)(3) by no more than 75% if an operator is taking certain spill prevention measures for their breakout tanks and presents supporting information in the response plan. An operator can reduce the worst case discharge volume based on breakout tanks in the response zones as follows:

TABLE 6-1 PHMSA PERCENT REDUCTION ALLOWED

SPILL PREVENTION MEASURES	PERCENT REDUCTION ALLOWED
Secondary containment capacity greater than 100% capacity of tank and designed according to NFPA 30	50%
Tank built, rebuilt, and repaired according to API Std 620/650/653	10%
Automatic high-level alarms/shutdowns designed according to NFPA/API RP 2350	5%
Testing/cathodic protection designed according to API Std 650/651/653	5%
Tertiary containment/drainage/treatment per NFPA 30	5%*
Maximum allowable credit or reduction	75%

Note: * - The tanks do not have tertiary containment

The only breakout tank in the pipeline system is Tank 26 at Newark and it is within adequate secondary containment, therefore, the discharge volume for the largest tank was determined by adjusting the total tank volume downward by 50% per the company guidelines.

LOCATION	VOLUME (BBLs)
(b) (7)(F), (b) (3)	

Largest Tank X Credit for Containment Tank Standards = Tank Standards Credit

The Company has implemented all of the spill prevention measures listed on the previous page, except tertiary containment. Therefore, the percent reduction allowed for credit equals 50% and the worst case discharge volume is 50% of the total volume.

(b) (7)(F), (b) (3)

Considering the volume of release from a line break is significantly smaller than the volume released from a tank failure, the tank failure was found to represent the worst case scenario.

(b) (7)(F), (b) (3)

6.4 Product Characteristics and Hazards

Pipeline systems described in this plan may transport various types of commodities including but not limited to:

- Finished Products

The key chemical and physical characteristics of each of these oils and/or other small quantity products/chemicals are identified in **TABLE 6-2**, below.

TABLE 6-2 CHEMICAL AND PHYSICAL CHARACTERISTICS

COMMON NAME	MSDS NAME	HEALTH HAZARD	FLASH POINT	SPECIAL HAZARD	REACTIVITY	HEALTH HAZARD WARNING STATEMENT
Crude Oil	Appropriate Product Name	1	3	C, H2S	0	May Contain benzene, a carcinogen, or hydrogen sulfide, which is harmful if inhaled; flashpoint varies widely.
Fuel Oil	Fuel Oil 2; Road Diesel; Home Heating Oil; Low Sulfur Diesel (LSD); Ultra Low Sulfur Diesel(ULSD)	0	2	C	0	Long term, repeated exposure may cause skin cancer.
Gasoline	Unleaded Gasoline; Transmix	1	4	C	0	Long term, repeated exposure may cause cancer, blood, kidney and nervous system damage, and contains benzene.
Jet Fuel	Kerosene; Aviation Fuel; Jet-A; JP-5; JP-8; Aviation Gas	1	2	C	0	Long term, repeated exposure may cause cancer.
Health Hazard	4 = Extremely Hazardous 3 = Hazardous 2 = Warning 1 = Slightly Hazardous 0 = No Unusual Hazard		Fire Hazard (Flash Point)		4 = Below 73° F, 22° C 3 = Below 100° F, 37° C 2 = Below 200° F, 93° C 1 = Above 200° F, 93° C 0 = Will not burn	
Special Hazard	A = Asphyxiant C = Contains Carcinogen W = Reacts with Water Y = Radiation Hazard COR = Corrosive OX = Oxidizer H2S = Hydrogen Sulfide P = Under Pressure T = Hot Material		Reactivity Hazard		4 = May Detonate at Room Temperature 3 = May Detonate with Heat or Shock 2 = Violent Chemical Change with High Temperature and Pressure 1 = Not Stable if Heated 0 = Stable	

7.0 RESPONSE ZONE MAPS AND ASSOCIATED REFERENCE MATERIAL

7.1 Map Overview

The Trenton Warehouse System Overview Map, Trenton Warehouse Response Zone Area Map and multiple Pipeline Sensitivity Maps are presented in **APPENDIX E**.

The pipeline sensitivity maps indicate the locations of the worst case discharge, distance between each line section in the response zone, public drinking water intakes within 5 miles of any pipeline segment, and any potentially environmentally sensitive areas located within 1 mile of any pipeline segment.

The following maps are included in this section:

- Pages from the Trenton Warehouse Pipeline District Plan
- Trenton Warehouse Response Zone Area Map
- Trenton Warehouse Pipeline District Plan

8.0 RESPONSE PLAN REVIEW AND UPDATE PROCEDURES

8.1 Facility Response Plan Review Guidelines

In accordance with 49 CFR Part 194.121, this Plan will be reviewed annually and modified to address new or different operating conditions or information included in the Plan. Upon review of the response plan for each five-year period, revisions will be submitted to PHMSA provided the changes to the current plan are needed. If revisions are not needed, a letter stating that the plan is still current will be submitted to PHMSA.

Company internal policy states that the Plan will be reviewed at least annually and modified as appropriate. In the event the Company experiences a Worst Case Discharge, the effectiveness of the plan will be evaluated and updated as necessary. If a new or different operating condition or information would substantially affect the implementation of the Plan, the Company will modify the Plan to address such a change and, within 30 days of making such a change, submit the change to PHMSA. Examples of changes in operating conditions that would cause a significant change to the Plan include the following:

CONDITIONS REQUIRING REVISIONS AND SUBMISSIONS

- Relocation or replacement of the transportation system in a way that substantially affects the information included in the Plan, such as a change to the Worst Case Discharge volume.
- A change in the type of oil handled, stored, or transferred that materially alters the required response resources.
- A change in key personnel (Qualified Individuals).
- A change in the name of the Oil Spill Removal Organization (OSRO).
- Any other changes that materially affect the implementation of the Plan.
- A change in the National Oil and Hazardous Substances Pollution Contingency Plan or Area Contingency Plan that has significant impact on the equipment appropriate for response activities.

All requests for changes must be made through the Facility Manager and will be submitted to PHMSA by the Emergency Planning and Preparedness Group.

APPENDIX A

TABLE A.1 - DOT/PHMSA CROSS REFERENCE MATRIX

OPA 90 REQUIREMENTS (49 CFR 194)	LOCATION
Information Summary (Section 1)	
<ul style="list-style-type: none"> For the core plan: 	N/A
<ul style="list-style-type: none"> Name and address of operator 	TABLE 1.1
<ul style="list-style-type: none"> For each Response Zone which contains one or more line sections that meet the criteria for determining significant and substantial harm (§194.103), listing and description of Response Zones, including county(s) and state(s) 	TABLE 1.2
<ul style="list-style-type: none"> For each Response Zone appendix: 	N/A
<ul style="list-style-type: none"> Information summary for core plan 	TABLE 1.1
<ul style="list-style-type: none"> QI names and telephone numbers, available on 24-hr basis 	TABLE 1.1
<ul style="list-style-type: none"> Description of Response Zone, including county(s) and state(s) in which a worst case discharge could cause substantial harm to the environment 	TABLE 1.1, TABLE 1.2
<ul style="list-style-type: none"> List of line sections contained in Response Zone, identified by milepost or survey station or other operator designation 	TABLE 1.2
<ul style="list-style-type: none"> Basis for operator's determination of significant and substantial harm 	TABLE 1.2
<ul style="list-style-type: none"> The type of oil and volume of the worst case discharge 	TABLE 1.2, SECTION 6.0
<ul style="list-style-type: none"> Certification that the operator has obtained, through contract or other approved means, the necessary private personnel and equipment to respond, to the maximum extent practicable, to a worst case discharge or threat of such discharge 	SECTION 1.3
Notification Procedures (Section 2)	
<ul style="list-style-type: none"> Notification requirements that apply in each area of operation of pipelines covered by the plan, including applicable state or local requirements 	SECTION 2
<ul style="list-style-type: none"> Checklist of notifications the operator or Qualified Individual is required to make under the response plan, listed in the order of priority 	TABLE 2.2, TABLE 2.3
<ul style="list-style-type: none"> Name of persons (individuals or organizations) to be notified of discharge, indicating whether notification is to be performed by operating personnel or other personnel 	TABLE 2.1, TABLE 2.2, TABLE 2.3
<ul style="list-style-type: none"> Procedures for notifying Qualified Individuals 	SECTION 2.1, TABLE 1.1
<ul style="list-style-type: none"> Primary and secondary communication methods by which notifications can be made 	TABLE 2.3

OPA 90 REQUIREMENTS (49 CFR 194)	LOCATION
<ul style="list-style-type: none"> • Information to be provided in the initial and each follow-up notification, including the following: <ul style="list-style-type: none"> • Name of pipeline • Time of discharge • Location of discharge • Name of oil recovered • Reason for discharge (e.g. material failure, excavation damage, corrosion) • Estimated volume of oil discharged • Weather conditions on scene • Actions taken or planned by persons on scene 	SECTION 2.2
Spill Detection and On-Scene Spill Mitigation Procedures (Section 3)	
<ul style="list-style-type: none"> • Methods of initial discharge detection 	SECTION 3.1
<ul style="list-style-type: none"> • Procedures, listed in order of priority, that personnel are required to follow in responding to a pipeline emergency to mitigate or prevent any discharge from the pipeline 	SECTION 3.2, TABLE 3.1
<ul style="list-style-type: none"> • List of equipment that may be needed in response activities based on land and navigable waters including: <ul style="list-style-type: none"> • Transfer hoses and pumps • Portable pumps and ancillary equipment • Facilities available to transport and receive oil from a leaking pipeline • Identification of the availability, location, and contact phone numbers to obtain equipment for response activities on a 24-hour basis • Identification of personnel and their location, telephone numbers, and responsibilities for use of equipment in response activities on a 24-hour basis 	SECTION 3.3, APPENDIX C
Response Activities (Section 4)	
<ul style="list-style-type: none"> • Responsibilities of, and actions to be taken by, operating personnel to initiate and supervise response actions pending the arrival of the Qualified Individual or other response resources identified in the response plan 	SECTION 4.1, TABLE 4.1
<ul style="list-style-type: none"> • Qualified Individual's responsibilities and authority, including notification of the response resources identified in the response plan 	SECTION 4.1, TABLE 4.1
<ul style="list-style-type: none"> • Procedures for coordinating the actions of the operator or Qualified Individual with the action of the OSC responsible for monitoring or directing those actions 	TABLE 4.1
<ul style="list-style-type: none"> • Oil spill response organizations (OSRO) available through contract or other approved means, to respond to a worst case discharge to the maximum extent practicable 	TABLE 2.5, APPENDIX C

OPA 90 REQUIREMENTS (49 CFR 194)	LOCATION
<ul style="list-style-type: none"> • For each organization identified under paragraph (d), a listing of: <ul style="list-style-type: none"> • Equipment and supplies available • Trained personnel necessary to continue operation of the equipment and staff the oil spill removal organization for the first seven days of the response 	APPENDIX C
List of Contacts (Section 5)	
<ul style="list-style-type: none"> • List of persons the Plan requires the operator to contact 	TABLE 1.1, TABLE 2.1
<ul style="list-style-type: none"> • Qualified individuals for the operator areas of operation 	TABLE 1.1
<ul style="list-style-type: none"> • Applicable insurance representatives or surveyors for the operator's areas of operation 	TABLE 1.1
<ul style="list-style-type: none"> • Persons or organizations to notify for activation of response resources 	TABLE 2.1, TABLE 2.2, TABLE 2.4
Training Procedures (Section 6)	
<ul style="list-style-type: none"> • Description of training procedures and programs of the operations 	SECTION 5
Drill Procedures (Section 7)	
<ul style="list-style-type: none"> • Announced and unannounced drills 	TABLE 5.2
<ul style="list-style-type: none"> • Types of drills and their frequencies; for example: <ul style="list-style-type: none"> • Manned pipeline emergency procedures and qualified individual notification drills conducted quarterly • Drills involving emergency actions by assigned operating or maintenance personnel and notification of qualified individual on pipeline facilities which are normally unmanned, conducted quarterly • Shore-based spill management team (SMT) tabletop drills conducted yearly • Oil spill removal organization field equipment deployment drills conducted yearly • A drill that exercises entire response plan for each Response Zone, would be conducted at least once every three years 	TABLE 5.2
Response Plan Review and Update Procedures (Section 8)	
<ul style="list-style-type: none"> • Procedures to meet §194.121 	SECTION 8.1
<ul style="list-style-type: none"> • Procedures to review plan after a worst case discharge and to evaluate and record the plan's effectiveness 	TABLE 5.3, SECTION 8.1
Response Zone Appendices (Section 9)	
<ul style="list-style-type: none"> • Name and telephone number of the qualified individual 	TABLE 1.1

<ul style="list-style-type: none"> • Notification procedures 	SECTION 2
OPA 90 REQUIREMENTS (49 CFR 194)	LOCATION
<ul style="list-style-type: none"> • Spill detection and mitigation procedures 	SECTION 3.0
<ul style="list-style-type: none"> • Name, address, and telephone number of oil spill response organizations 	TABLE 2.5
<ul style="list-style-type: none"> • Response activities and response resources including— <ul style="list-style-type: none"> • Equipment and supplies necessary to meet §194.115, and • The trained personnel necessary to sustain operation of the equipment and to staff the oil spill removal organization and spill management team for the first 7 days of the response 	TABLE 2.5, APPENDIX C
<ul style="list-style-type: none"> • Names and telephone numbers of Federal, state and local agencies which the operator expects to assume pollution response responsibilities 	TABLE 2.3, TABLE 2.4
<ul style="list-style-type: none"> • The worst case discharge volume 	SECTION 6.0
<ul style="list-style-type: none"> • The method used to determine the worst case discharge volume, with calculations 	SECTION 6.3
<ul style="list-style-type: none"> • A map that clearly shows: <ul style="list-style-type: none"> • Location of worst case discharge • Distance between each line section in the Response Zone: <ul style="list-style-type: none"> • Each potentially affected public drinking water intake, lake, river, and stream within a radius of five miles of the line section • Each potentially affected environmentally sensitive area within a radius of one mile of the line section 	APPENDIX E
<ul style="list-style-type: none"> • Piping diagram and plan-profile drawing of each line section; (may be kept separate from the response plan if the location is identified) 	APPENDIX E
<ul style="list-style-type: none"> • For every oil transported by each pipeline in the response zone, emergency response data that: <ul style="list-style-type: none"> • Include name, description, physical and chemical characteristics, health and safety hazards, and initial spill handling and firefighting methods • Meet 29 CFR 1910.1200 or 49 CFR 172.602 	SECTION 6.4

APPENDIX B

<p>*11. Were there fatalities? <input type="radio"/> Yes <input type="radio"/> No If Yes, specify the number in each category:</p> <p>*11.a Operator employees <u> / / / / / </u></p> <p>*11.b Contractor employees working for the Operator <u> / / / / / </u></p> <p>*11.c Non-Operator emergency responders <u> / / / / / </u></p> <p>*11.d Workers working on the right-of-way, but NOT associated with this Operator <u> / / / / / </u></p> <p>*11.e General public <u> / / / / / </u></p> <p>11.f Total fatalities (sum of above) <u> / / / / / </u></p>	<p>*12. Were there injuries requiring inpatient hospitalization? <input type="radio"/> Yes <input type="radio"/> No If Yes, specify the number in each category:</p> <p>*12.a Operator employees <u> / / / / / </u></p> <p>*12.b Contractor employees working for the Operator <u> / / / / / </u></p> <p>*12.c Non-Operator emergency responders <u> / / / / / </u></p> <p>*12.d Workers working on the right-of-way, but NOT associated with this Operator <u> / / / / / </u></p> <p>*12.e General public <u> / / / / / </u></p> <p>12.f Total injuries (sum of above) <u> / / / / / </u></p>
<p>13. Was the pipeline/facility shut down due to the incident? <input type="radio"/> Yes <input type="radio"/> No ⇨ Explain: _____</p> <p>If Yes, complete Questions 13.a and 13.b: <i>(use local time, 24-hr clock)</i></p> <p>13.a Local time and date of shutdown <u> / / / / / </u> <u> / / / </u> <u> / / / </u> <u> / / / </u> Hour Month Day Year</p> <p>13.b Local time pipeline/facility restarted <u> / / / / / </u> <u> / / / </u> <u> / / / </u> <u> / / / </u> <input type="radio"/> Still shut down* Hour Month Day Year <i>(*Supplemental Report required)</i></p> <p>*14. Did the gas ignite? <input type="radio"/> Yes <input type="radio"/> No</p> <p>*15. Did the gas explode? <input type="radio"/> Yes <input type="radio"/> No</p> <p>16. Number of general public evacuated: <u> / / / / / / </u></p> <p>17. Time sequence <i>(use local time, 24-hour clock)</i>:</p> <p>17.a Local time operator identified Incident <u> / / / / / </u> <u> / / / </u> <u> / / / </u> <u> / / / </u> Hour Month Day Year</p> <p>17.b Local time operator resources arrived on site <u> / / / / / </u> <u> / / / </u> <u> / / / </u> <u> / / / </u> Hour Month Day Year</p>	

PART B – ADDITIONAL LOCATION INFORMATION

*1. Was the Incident on Federal land? Yes No

*2. Location of Incident: *(select only one)*

- Operator-controlled property
- Public property
- Private property
- Utility Right-of-Way / Easement

*3. Area of Incident: *(select only one)*

- Underground Specify: Under soil Under a building Under pavement
 Exposed due to excavation In underground enclosed space (e.g., vault)
 Other _____
 Depth-of-Cover (in): / / / / /
- Aboveground Specify: Typical aboveground facility piping or appurtenance (e.g. valve or regulator station, outdoor meter set)
 Overhead crossing
 In or spanning an open ditch Inside a building
 In other enclosed space Other _____
- Transition Area Specify: Soil/air interface Wall sleeve Pipe support or other close contact area
 Other _____

*4. Did Incident occur in a crossing? Yes No

If Yes, specify type below:

- Bridge crossing ⇨ Specify: Cased Uncased
- Railroad crossing ⇨ *(Select all that apply)* Cased Uncased Bored/drilled
- Road crossing ⇨ *(Select all that apply)* Cased Uncased Bored/drilled
- Water crossing ⇨ *(Select all that apply)* Cased Uncased Bored/drilled

Name of body of water (If commonly known): _____

Approx. water depth (ft): / / / / /

PART D – ADDITIONAL CONSEQUENCE INFORMATION	
<p>*1. Class Location of Incident: <i>(select only one)</i></p> <p><input type="checkbox"/> Class 1 Location</p> <p><input type="checkbox"/> Class 2 Location</p> <p><input type="checkbox"/> Class 3 Location</p> <p><input type="checkbox"/> Class 4 Location</p>	
<p>*2. Estimated Property Damage :</p> <p>*2.a Estimated cost of public and non-Operator private property damage \$ / / / / / / / / / / / / / / / /</p> <p>*2.b Estimated cost of Operator's property damage & repairs \$ / / / / / / / / / / / / / / / /</p> <p>*2.c Estimated cost of Operator's emergency response \$ / / / / / / / / / / / / / / / /</p> <p>*2.d Estimated other costs \$ / / / / / / / / / / / / / / / /</p> <p style="padding-left: 20px;">Describe: _____</p> <p>2.e Total estimated property damage (sum of above) \$ / / / / / / / / / / / / / / / /</p> <p><u>Cost of Gas Released</u></p> <p>*2.f Estimated cost of gas released \$ / / / / / / / / / / / / / / / /</p>	
<p>*3. Estimated number of customers out of service:</p> <p>*3.a Commercial entities / / / / / / / / / /</p> <p>*3.b Industrial entities / / / / / / / / / /</p> <p>*3.c Residences / / / / / / / / / /</p>	

PART E – ADDITIONAL OPERATING INFORMATION	
*1. Estimated pressure at the point and time of the Incident (psig):	_ / _ / _ / _ / _
*2. Normal operating pressure at the point and time of the Incident (psig):	_ / _ / _ / _ / _
*3. Maximum Allowable Operating Pressure (MAOP) at the point and time of the Incident (psig):	_ / _ / _ / _ / _
*4. Describe the pressure on the system relating to the Incident: <i>(select only one)</i>	
<input type="checkbox"/> Pressure did not exceed MAOP <input type="checkbox"/> Pressure exceeded MAOP, but did not exceed 110% of MAOP <input type="checkbox"/> Pressure exceeded 110% of MAOP	
*5. Was a Supervisory Control and Data Acquisition (SCADA)-based system in place on the pipeline or facility involved in the Incident?	
<input type="checkbox"/> No <input type="checkbox"/> Yes ⇨	
*5.a Was it operating at the time of the Incident?	<input type="radio"/> Yes <input type="radio"/> No
*5.b Was it fully functional at the time of the Incident?	<input type="radio"/> Yes <input type="radio"/> No
*5.c Did SCADA-based information (such as alarm(s), alert(s), event(s), and/or volume or pack calculations) assist with the detection of the Incident?	<input type="radio"/> Yes <input type="radio"/> No
*5.d Did SCADA-based information (such as alarm(s), alert(s), event(s), and/or volume calculations) assist with the confirmation of the Incident?	<input type="radio"/> Yes <input type="radio"/> No
*6. How was the Incident initially identified for the Operator? <i>(select only one)</i>	
<input type="checkbox"/> SCADA-based information (such as alarm(s), alert(s), event(s), and/or volume or pack calculations) <input type="checkbox"/> Static Shut-in Test or Other Pressure or Leak Test <input type="checkbox"/> Controller <input type="checkbox"/> Air Patrol <input type="checkbox"/> Notification from Public <input type="checkbox"/> Notification from Third Party that caused the Incident	
<input type="checkbox"/> Local Operating Personnel, including contractors <input type="checkbox"/> Ground Patrol by Operator or its contractor <input type="checkbox"/> Notification from Emergency Responder <input type="checkbox"/> Other _____	
*6.a If "Controller", "Local Operating Personnel, including contractors", "Air Patrol", or "Ground Patrol by Operator or its contractor" is selected in Question 6, specify the following: <i>(select only one)</i>	
<input type="radio"/> Operator employee <input type="radio"/> Contractor working for the Operator	
*7. Was an investigation initiated into whether or not the controller(s) or control room issues were the cause of or a contributing factor to the Incident? <i>(select only one)</i>	
<input type="checkbox"/> Yes, but the investigation of the control room and/or controller actions has not yet been completed by the operator <i>(Supplemental Report required)</i> <input type="checkbox"/> No, the facility was not monitored by a controller(s) at the time of the Incident <input type="checkbox"/> No, the operator did not find that an investigation of the controller(s) actions or control room issues was necessary due to: <i>(provide an explanation for why the operator did not investigate)</i>	
<hr/> <hr/> <hr/>	
<input type="checkbox"/> Yes, Specify investigation result(s): <i>(select all that apply)</i>	
<input type="radio"/> Investigation reviewed work schedule rotations, continuous hours of service (while working for the Operator) and other factors associated with fatigue <input type="radio"/> Investigation did NOT review work schedule rotations, continuous hours of service (while working for the Operator) and other factors associated with fatigue <i>(provide an explanation for why not)</i>	
<hr/> <hr/>	
<input type="radio"/> Investigation identified no control room issues <input type="radio"/> Investigation identified no controller issues <input type="radio"/> Investigation identified incorrect controller action or controller error <input type="radio"/> Investigation identified that fatigue may have affected the controller(s) involved or impacted the involved controller(s) response <input type="radio"/> Investigation identified incorrect procedures <input type="radio"/> Investigation identified incorrect control room equipment operation <input type="radio"/> Investigation identified maintenance activities that affected control room operations, procedures, and/or controller response <input type="radio"/> Investigation identified areas other than those above ⇨ Describe: _____	
<hr/> <hr/> <hr/>	

PART F – DRUG & ALCOHOL TESTING INFORMATION

*1. As a result of this Incident, were any Operator employees tested under the post-accident drug and alcohol testing requirements of DOT's Drug & Alcohol Testing regulations?

No

Yes ⇨ *1.a Specify how many were tested: / / /

*1.b Specify how many failed: / / /

*2. As a result of this Incident, were any Operator contractor employees tested under the post-accident drug and alcohol testing requirements of DOT's Drug & Alcohol Testing regulations?

No

Yes ⇨ *2.a Specify how many were tested: / / /

*2.b Specify how many failed: / / /

PART G – APPARENT CAUSE

Select only one box from PART G in the shaded column on the left representing the APPARENT Cause of the Incident, and answer the questions on the right. Describe secondary, contributing, or root causes of the Incident in the narrative (PART H).

G1 – Corrosion Failure – *only one sub-cause can be picked from shaded left-hand column **External Corrosion**

- *1. Results of visual examination:
 Localized Pitting General Corrosion
 Other _____
- *2. Type of corrosion: (select all that apply)
 Galvanic Atmospheric Stray Current Microbiological Selective Seam
 Other _____
- *3. The type(s) of corrosion selected in Question 2 is based on the following: (select all that apply)
 Field examination Determined by metallurgical analysis
 Other _____
- *4. Was the failed item buried under the ground?
 Yes ⇨ *4.a Was failed item considered to be under cathodic protection at the time of the incident?
 Yes ⇨ Year protection started: / / / / /
 No
*4.b Was shielding, tenting, or disbonding of coating evident at the point of the incident?
 Yes No
*4.c Has one or more Cathodic Protection Survey been conducted at the point of the incident?
 Yes, CP Annual Survey ⇨ Most recent year conducted: / / / / /
 Yes, Close Interval Survey ⇨ Most recent year conducted: / / / / /
 Yes, Other CP Survey ⇨ Most recent year conducted: / / / / /
 No
 No ⇨ 4.d Was the failed item externally coated or painted? Yes No
- *5. Was there observable damage to the coating or paint in the vicinity of the corrosion?
 Yes No
6. Pipeline coating type, if steel pipe is involved: (select only one)
 Fusion Bonded Epoxy Coal Tar Asphalt
 Polyolefin Extruded Polyethylene Field Applied Epoxy
 Cold Applied Tape Paint Composite None
 Other _____
 Unknown

G5 – Pipe, Weld, or Joint Failure – *only one **sub-cause** can be selected from the shaded left-hand column

<input type="checkbox"/> Body of Pipe	1. Specify: <input type="radio"/> Dent <input type="radio"/> Gouge <input type="radio"/> Bend <input type="radio"/> Arc Burn <input type="radio"/> Crack <input type="radio"/> Other _____
<input type="checkbox"/> Butt Weld	2. Specify: <input type="radio"/> Pipe <input type="radio"/> Fabrication <input type="radio"/> Other _____
<input type="checkbox"/> Fillet Weld	3. Specify: <input type="radio"/> Branch <input type="radio"/> Hot Tap <input type="radio"/> Fitting <input type="radio"/> Repair Sleeve <input type="radio"/> Other _____
<input type="checkbox"/> Pipe Seam	4. Specify: <input type="radio"/> LF ERW <input type="radio"/> HF ERW <input type="radio"/> Flash Weld <input type="radio"/> DSAW <input type="radio"/> SAW <input type="radio"/> Spiral <input type="radio"/> Other _____
<input type="checkbox"/> Threaded Metallic Pipe	
<input type="checkbox"/> Mechanical Fitting	<p>5. Specify the mechanical fitting involved: <input type="radio"/> Stub type fitting <input type="radio"/> Nut follower type fitting <input type="radio"/> Bolted type fitting <input type="radio"/> Other _____</p> <p>6. Specify the type of mechanical fitting: <input type="radio"/> Service Tee <input type="radio"/> Coupling <input type="radio"/> Service Head Adapter <input type="radio"/> Basement Adapter <input type="radio"/> Riser <input type="radio"/> E bow <input type="radio"/> Other _____</p> <p>7. Manufacturer: _____</p> <p>8. Year manufactured: / / / / /</p> <p>9. Year installed: / / / / /</p> <p>10. Other attributes: _____</p> <p>11. Specify the two materials being joined:</p> <p>11.a First material being joined: <input type="checkbox"/> Steel <input type="checkbox"/> Cast/Wrought Iron <input type="checkbox"/> Ductile Iron <input type="checkbox"/> Copper <input type="checkbox"/> Plastic <input type="checkbox"/> Unknown <input type="checkbox"/> Other ⇒ Specify: _____</p> <p>11.b If Plastic ⇒ Specify: <input type="radio"/> Polyvinyl Chloride (PVC) <input type="radio"/> Polyethylene (PE) <input type="radio"/> Cross-linked Polyethylene (PEX) <input type="radio"/> Polybutylene (PB) <input type="radio"/> Polypropylene (PP) <input type="radio"/> Acrylonitrile Butadiene Styrene (ABS) <input type="radio"/> Polyamide (PA) <input type="radio"/> Cellulose Acetate Butyrate (CAB) <input type="radio"/> Other ⇒ Specify: _____</p> <p>11.c Second material being joined: <input type="checkbox"/> Steel <input type="checkbox"/> Cast/Wrought Iron <input type="checkbox"/> Ductile Iron <input type="checkbox"/> Copper <input type="checkbox"/> Plastic <input type="checkbox"/> Unknown <input type="checkbox"/> Other ⇒ Specify: _____</p> <p>11.d If Plastic ⇒ Specify: <input type="radio"/> Polyvinyl Chloride (PVC) <input type="radio"/> Polyethylene (PE) <input type="radio"/> Cross-linked Polyethylene (PEX) <input type="radio"/> Polybutylene (PB) <input type="radio"/> Polypropylene (PP) <input type="radio"/> Acrylonitrile Butadiene Styrene (ABS) <input type="radio"/> Polyamide (PA) <input type="radio"/> Cellulose Acetate Butyrate (CAB) <input type="radio"/> Other ⇒ Specify: _____</p> <p>12. If used on plastic pipe, did the fitting – as designed by the manufacturer – include restraint? <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown</p> <p>12.a If Yes, specify: <input type="radio"/> Cat. I <input type="radio"/> Cat. II <input type="radio"/> Cat. III <input type="radio"/> DOT 192.283</p>

<input type="checkbox"/> Compression Fitting	<p>13. Fitting type: _____</p> <p>14. Manufacturer: _____</p> <p>15. Year manufactured: / / / / /</p> <p>16. Year installed: / / / / /</p> <p>17. Other attributes _____</p> <p>18. Specify the two materials being joined:</p> <p>18.a First material being joined:</p> <p><input type="checkbox"/> Steel <input type="checkbox"/> Cast/Wrought Iron</p> <p><input type="checkbox"/> Ductile Iron <input type="checkbox"/> Copper <input type="checkbox"/> Plastic</p> <p><input type="checkbox"/> Unknown</p> <p><input type="checkbox"/> Other ⇒ Specify: _____</p> <p>18.b If Plastic ⇒ Specify : <input type="radio"/> Polyvinyl Chloride (PVC) <input type="radio"/> Polyethylene (PE)</p> <p><input type="radio"/> Cross-linked Polyethylene (PEX) <input type="radio"/> Polybutylene (PB)</p> <p><input type="radio"/> Polypropylene (PP) <input type="radio"/> Acrylonitrile Butadiene Styrene (ABS)</p> <p><input type="radio"/> Polyamide (PA) <input type="radio"/> Cellulose Acetate Butyrate (CAB)</p> <p><input type="radio"/> Other ⇒ Specify: _____</p> <p>18.c Second material being joined:</p> <p><input type="checkbox"/> Steel <input type="checkbox"/> Cast/Wrought Iron</p> <p><input type="checkbox"/> Ductile Iron <input type="checkbox"/> Copper <input type="checkbox"/> Plastic</p> <p><input type="checkbox"/> Unknown</p> <p><input type="checkbox"/> Other ⇒ Specify: _____</p> <p>18.d If Plastic ⇒ Specify: <input type="radio"/> Polyvinyl Chloride (PVC) <input type="radio"/> Polyethylene (PE)</p> <p><input type="radio"/> Cross-linked Polyethylene (PEX) <input type="radio"/> Polybutylene (PB)</p> <p><input type="radio"/> Polypropylene (PP) <input type="radio"/> Acrylonitrile Butadiene Styrene (ABS)</p> <p><input type="radio"/> Polyamide (PA) <input type="radio"/> Cellulose Acetate Butyrate (CAB)</p> <p><input type="radio"/> Other ⇒ Specify: _____</p>
<input type="checkbox"/> Fusion Joint	<p>19. Specify: <input type="radio"/> Butt, Heat Fusion <input type="radio"/> Butt, Electrofusion <input type="radio"/> Saddle, Heat Fusion</p> <p><input type="radio"/> Saddle, Electrofusion <input type="radio"/> Socket, Heat Fusion <input type="radio"/> Socket, Electrofusion</p> <p><input type="radio"/> Other _____</p> <p>20. Year installed: / / / / /</p> <p>21. Other attributes: _____</p> <p>22. Specify the two materials being joined:</p> <p>22.a First material being joined:</p> <p><input type="radio"/> Polyvinyl Chloride (PVC) <input type="radio"/> Polyethylene (PE)</p> <p><input type="radio"/> Cross-linked Polyethylene (PEX) <input type="radio"/> Polybutylene (PB)</p> <p><input type="radio"/> Polypropylene (PP) <input type="radio"/> Acrylonitrile Butadiene Styrene (ABS)</p> <p><input type="radio"/> Polyamide (PA) <input type="radio"/> Cellulose Acetate Butyrate (CAB)</p> <p><input type="radio"/> Other ⇒ Specify: _____</p> <p>22.b Second material being joined:</p> <p><input type="radio"/> Polyvinyl Chloride (PVC) <input type="radio"/> Polyethylene (PE)</p> <p><input type="radio"/> Cross-linked Polyethylene (PEX) <input type="radio"/> Polybutylene (PB)</p> <p><input type="radio"/> Polypropylene (PP) <input type="radio"/> Acrylonitrile Butadiene Styrene (ABS)</p> <p><input type="radio"/> Polyamide (PA) <input type="radio"/> Cellulose Acetate Butyrate (CAB)</p> <p><input type="radio"/> Other ⇒ Specify: _____</p>
<input type="checkbox"/> Other Pipe, Weld, or Joint Failure	<p>*23. Describe: _____</p>

Complete the following if any Pipe, Weld, or Joint Failure sub-cause is selected.

*24. Additional Factors: *(select all that apply)* Dent Gouge Pipe Bend Arc Burn Crack Lack of Fusion
 Lamination Buckle Wrinkle Misalignment Burnt Steel
 Other _____

25. Was the Incident a result of:

Construction defect, specify: ⇒ Poor workmanship Procedure not followed Poor construction/installation procedures

Material defect, specify: ⇒ Long seam Other _____

Design defect

Previous damage

*26. Has one or more pressure test been conducted since original construction at the point of the Incident?

Yes ⇒ Most recent year tested: / / / / / Test pressure (psig): / / / / / /

No

G6 – Equipment Failure– *only one **sub-cause** can be selected from the shaded left-hand column

<input type="checkbox"/> Malfunction of Control/Relief Equipment	*1. Specify: <i>(select all that apply)</i> <input type="radio"/> Control Valve <input type="radio"/> Instrumentation <input type="radio"/> SCADA <input type="radio"/> Communications <input type="radio"/> Block Valve <input type="radio"/> Check Valve <input type="radio"/> Relief Valve <input type="radio"/> Power Failure <input type="radio"/> Stopple/Control Fitting <input type="radio"/> Pressure Regulator <input type="radio"/> Other _____
<input type="checkbox"/> Threaded Connection Failure	2. Specify: <input type="radio"/> Pipe Nipple <input type="radio"/> Valve Threads <input type="radio"/> Threaded Pipe Collar <input type="radio"/> Threaded Fitting <input type="radio"/> Other _____
<input type="checkbox"/> Non-threaded Connection Failure	*3. Specify: <input type="radio"/> O-Ring <input type="radio"/> Gasket <input type="radio"/> Other Seal or Packing <input type="radio"/> Other _____
<input type="checkbox"/> Valve	4. Specify: <input type="radio"/> Manufacturing defect <input type="radio"/> Other _____ 4.a Valve type: _____ 4.b Manufactured by: _____ 4.c Year manufactured: / / / / /
<input type="checkbox"/> Other Equipment Failure	*5. Describe: _____ _____

G7 – Incorrect Operation – *only one **sub-cause** can be selected from the shaded left-hand column

<input type="checkbox"/> Damage by Operator or Operator's Contractor NOT Related to Excavation and NOT due to Motorized Vehicle/Equipment Damage	
<input type="checkbox"/> Valve Left or Placed in Wrong Position, but NOT Resulting in an Overpressure	
<input type="checkbox"/> Pipeline or Equipment Overpressured	
<input type="checkbox"/> Equipment Not Installed Properly	
<input type="checkbox"/> Wrong Equipment Specified or Installed	
<input type="checkbox"/> Other Incorrect Operation	*1. Descr be: _____

Complete the following if any Incorrect Operation sub-cause is selected.*2. Was this Incident related to: *(select all that apply)*

- Inadequate procedure
 No procedure established
 Failure to follow procedure
 Other:* _____

*3. What category type was the activity that caused the Incident:

- Construction
 Commissioning
 Decommissioning
 Right-of-Way activities
 Routine maintenance
 Other maintenance
 Normal operating conditions
 Non-routine operating conditions (abnormal operations or emergencies)

*4. Was the task(s) that led to the Incident identified as a covered task in your Operator Qualification Program? Yes No

*4.a If Yes, were the individuals performing the task(s) qualified for the task(s)?

- Yes, they were qualified for the task(s)
 No, but they were performing the task(s) under the direction and observation of a qualified individual
 No, they were not qualified for the task(s) nor were they performing the task(s) under the direction and observation of a qualified individual

G8 – Other Incident Cause – *only one **sub-cause** can be selected from the shaded left-hand column

<input type="checkbox"/> Miscellaneous	*1. Descr be: _____ _____
<input type="checkbox"/> Unknown	*2. Specify: <input type="radio"/> Investigation complete, cause of Incident unknown <input type="radio"/> Still under investigation, cause of Incident to be determined* <i>(*Supplemental Report required)</i>

INSTRUCTIONS FOR FORM PHMSA F 7100.1 (Rev. 06-2011)
INCIDENT REPORT – GAS DISTRIBUTION SYSTEMS

GENERAL INSTRUCTIONS

Each operator of a gas distribution system shall file Form PHMSA F 7100.1 for an incident that meets the criteria in 49 CFR §191.3 as soon as practicable but not more than 30 days after detection of the incident. Requirements for submitting reports are in §191.7 and §191.15.

Master meter operators are exempt from filing incident reports per §191.9(c).

The intentional and controlled release of gas for the purpose of maintenance or other routine operating activities need not be reported if the only reportable criterion is unintentional loss of gas of 3 million cubic feet or more as described in §191.3 under “Incident” (1)(iii).

Special considerations apply when a gas distribution system failure or release occurs involving secondary ignition. Secondary ignition is a fire where the origin of the fire is unrelated to the gas systems subject to Parts 191 or 192, such as electrical fires, arson, etc., and includes events where fire or explosion not originating from a gas distribution system failure or release was the primary *cause* of the gas distribution system failure or release, such as a house fire that subsequently resulted in – but was not caused by – a gas distribution system failure or release. An incident caused by secondary ignition is not to be reported unless a release of gas escaping from facilities subject to regulation under Parts 191 or 192 results in one or more of the consequences as described in §191.3 under "Incident" (1). The determination of consequences from a gas distribution system incident caused by secondary ignition, though, is an area of possible confusion when reporting incidents. This situation is particularly susceptible to confusion as compared to other Natural or Other Outside Force Damage because it is extremely difficult in most cases to establish whether and which consequences were attributable to the initiating fire (that is, the “secondary ignition” source itself) or to a subsequent fire due to a resulting gas distribution system failure or release. PHMSA is providing the following guidance for operators to use when secondary ignition is involved (sometimes referred to as “Fire First” incidents):

- A gas distribution system incident attributed to secondary ignition is to be reported to PHMSA if any fatalities or injuries are involved unless it can be established with reasonable certainty that all of the casualties either preceded the gas distribution system failure or release, or would have occurred whether or not the gas distribution system failure or release occurred.
- A gas distribution system incident attributed to secondary ignition is NOT to be reported to PHMSA if the only reportable criterion is unintentional loss of gas of 3 million cubic feet or more as described in §191.3 under "Incident" (1)(iii).
- A gas distribution system incident attributed to secondary ignition is NOT to be reported to PHMSA unless the damage to facilities subject to Parts 191 or 192 equals or exceeds \$50,000.

These considerations apply to several gas distribution system incident cause categories as indicated in pertinent sections of these instructions.

INSTRUCTIONS FOR FORM PHMSA F 7100.1 (Rev. 06-2011)
INCIDENT REPORT – GAS DISTRIBUTION SYSTEMS

PHMSA requires electronic reporting. Follow these instructions for electronic filing or to request an alternative reporting method. If you have questions about this report or these instructions, contact PHMSA's Information Resources Manager at 202-366-8075. If you need copies of Form PHMSA F 7100.1 and/or instructions, they can be found on the Pipeline Safety Community main page, <http://phmsa.dot.gov/pipeline>, by clicking the Library hyperlink and then selecting the Forms link under the "Mini-Menu" on the right side of the page. The applicable forms are listed in the section titled Accidents/Incidents/Annual Reporting Forms.

§191.3 Definitions.

* * * * *

***Incident* means any of the following events:**

(1) An event that involves a release of gas from a pipeline, or of liquefied natural gas, liquefied petroleum gas, refrigerant gas, or gas from an LNG facility, and that results in one or more of the following consequences:

- (i) A death, or personal injury necessitating in-patient hospitalization; or**
- (ii) Estimated property damage of \$50,000 or more, including loss to the operator and others, or both, but excluding cost of gas lost.**
- (iii) Unintentional estimated gas loss of three million cubic feet or more;**

(2) An event that results in an emergency shutdown of an LNG facility. Activation of an emergency shutdown system for reasons other than an actual emergency does not constitute an incident.

(3) An event that is significant, in the judgment of the operator, even though it did not meet the criteria of paragraphs (1) or (2) of this definition.

§191.5 Immediate notice of certain incidents.

(a) At the earliest practicable moment following discovery, each operator shall give notice in accordance with paragraph (b) of this section of each incident as defined in §191.3.

(b) Each notice required by paragraph (a) of this section must be made to the National Response Center either by telephone to 800-424-8802 (in Washington, DC, 202-267-2675) or electronically at <http://www.nrc.uscg.mil> and must include the following information:

- (1) Names of operator and person making report and their telephone numbers.**
- (2) The location of the incident.**
- (3) The time of the incident.**

INSTRUCTIONS FOR FORM PHMSA F 7100.1 (Rev. 06-2011)
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(4) The number of fatalities and personal injuries, if any.

(5) All other significant facts that are known by the operator that are relevant to the cause of the incident or extent of the damages.

§191.9 Distribution system: Incident report.

(a) Except as provided in paragraph (c) of this section, each operator of a distribution pipeline system shall submit Department of Transportation Form PHMSA F 7100.1 as soon as practicable but not more than 30 days after detection of an incident required to be reported under §191.5.

(b) When additional relevant information is obtained after the report is submitted under paragraph (a) of this section, the operator shall make supplementary reports as deemed necessary with a clear reference by date and subject to the original report.

(c) Master meter operators are not required to submit an incident report as required by this section.

* * * * *

Further information regarding when reports are identified as “Final” will be covered below under PART A – Key Report Information.

ONLINE REPORTING REQUIREMENTS

Incident Reports must be submitted online unless an alternate method is approved (see Alternate Reporting Methods below).

The following two separate PIN/Password requirements must be fulfilled prior to submitting data online:

1. You must have a PHMSA-provided Operator Identification Number (OPID) and Personal Identification Number (PIN). If you do not have one, complete and submit the form located on the PHMSA-Office of Pipeline Safety Online Data Entry and Operator Registration System New Operator Registration web site at <http://opsweb.phmsa.dot.gov> to obtain one.
2. You must ALSO have a Username and Password obtained by registering through the PHMSA Portal. If you have a PHMSA OPID and PIN, you may obtain a Username and Password through the PHMSA Portal. If you do not have a Username and Password for the PHMSA Portal, go to <https://portal.phmsa.dot.gov/pipeline> and click on *Create Account* and complete the form as required.

Important: Each operator without an OPID is to plan accordingly and allow for several weeks prior to the due date of the Report to obtain their OPID from PHMSA.

INSTRUCTIONS FOR FORM PHMSA F 7100.1 (Rev. 06-2011)
INCIDENT REPORT – GAS DISTRIBUTION SYSTEMS

REPORTING METHODS

Incident Reports must be submitted online unless an alternate method is approved (see Alternate Reporting Methods below). Use the following procedure for online reporting:

1. Navigate to the **Online Data Entry System (ODES 2.0)** at the following URL <http://pipelineonlinereporting.phmsa.dot.gov/>.
2. Enter Operator Identification Number (OPID) and PIN. *Note: The operator name that appears is assigned to the OPID and PIN, and is automatically populated by our database and cannot be changed by the operator at the time of filing.*
3. Under “**Create Reports**” on the left side of the screen, select “Gas Distribution” and proceed with entering your data. *Note: Data fields marked with a single asterisk are considered required fields that must be completed before the system will accept your initial submission.*
4. Click “**Submit**” when finished with your data entry to have your report uploaded to PHMSA’s database as an official submission of an Incident Report; or click “**Save**” which doesn’t submit the report to PHMSA but stores it in a draft status to allow you to come back to complete your data entry and report submission at a later time. *Note: The “Save” feature will allow you to start a report and save a draft of it which you can print out and/or save as a PDF to email to colleagues in order to gather additional information and then come back to accurately complete your data entry before submitting it to PHMSA.*
5. Once you click “**Submit**”, the system will return you to the initial view of the screen that lists your [Saved Incident/Accident Reports] in the top portion of the screen and your [Submitted Incident/Accident Reports] in the bottom portion of the screen. *Note: To confirm that your report was successfully submitted to PHMSA, look for it in the bottom portion of the screen where you can also view a PDF of what you submitted.*

Supplemental Report Filing – Follow Steps 1 and 2 above, and then select a previously submitted report from the [Submitted Incident/Accident Reports] list in the bottom portion of the screen by double clicking on the desired report. The report will default to a “Read Only” mode that is pre-populated with the data you entered and submitted previously. To create a Supplemental Report, click on “Create Supplemental” found in the upper right corner of the screen. At this point, you can amend your data and make an official submission of the report to PHMSA as either a Supplemental Report or as a Supplemental Report *plus* Final Report (see “Specific Instructions, PART A, Report Type”), or you can use the “**Save**” feature to create a draft of your Supplemental Report to be submitted at some future date. Reports that were saved will appear in the [Saved Incident/Accident Reports] list in the top portion of the screen and reports that were submitted will appear in the [Submitted Incident/Accident Reports] list in the bottom portion of the screen.

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If you submit your report online, **DO NOT MAIL OR FAX** the completed report to DOT as this may result in duplicate entries.

Alternate Reporting Methods

Operators for whom electronic reporting imposes an undue burden and hardship may submit a written request for an alternate reporting method. Operators must follow the requirements in §191.7(d) to request an alternate reporting method and must comply with any conditions imposed as part of PHMSA's approval of an alternate reporting method.

RETRACTING A 30-DAY WRITTEN REPORT

An operator who reports an incident in accordance with §191.9 (oftentimes referred to as a 30-day written report) and upon subsequent investigation determines that the event did not meet the criteria in §191.3 may request that their report be retracted. Requests to retract a 30-day written report are to be emailed to InformationResourcesManager@phmsa.dot.gov. Requests are to include the following information:

- a. The Report ID (the unique 8-digit identifier assigned by PHMSA)
- b. Operator name
- c. PHMSA-issued OPID number
- d. The number assigned by the National Response Center (NRC) when an immediate notice was made in accordance with §191.5. If Supplemental Reports were made to the NRC for the event, list all NRC report numbers associated with the event.
- e. Date of the event
- f. Location of the event
- g. A brief statement as to why the report should be retracted.

Note: PHMSA no longer requests that operators rescind erroneously reported “Immediate Notices” filed with the NRC in accordance with §191.5 (oftentimes referred to as “Telephonic Reports”).

INSTRUCTIONS FOR FORM PHMSA F 7100.1 (Rev. 06-2011)
INCIDENT REPORT – GAS DISTRIBUTION SYSTEMS

SPECIAL INSTRUCTIONS

Certain data fields must be completed before an Original Report will be accepted. The data fields that must be completed for an Original Report to be accepted are indicated on the online form. Your Original Report will not be able to be submitted online until the required information has been provided, although your partially completed form can be saved online so that you can return at a later time to provide the missing information.

1. An entry should be made in each applicable space or check box, unless otherwise directed by the section instructions.
2. If the data is unavailable, enter “Unknown” for text fields and leave numeric fields and fields using check boxes or “radio” buttons blank.
3. Estimate data only if necessary. Provide an estimate in lieu of answering a question with “Unknown” or leaving the field blank. Estimates should be based on best-available information and reasonable effort.
4. For unknown or estimated data entries, the operator should file a Supplemental Report when additional or more accurate information becomes available.
5. If the question is not applicable, enter “N/A” for text fields and leave numeric fields and fields using check boxes or “radio” buttons blank. Do not enter zero unless this is the actual value being submitted for the data in question.
6. For questions requiring numeric answers, all preceding and/or unused data fields should be filled in using zeroes. When decimal points or commas are required and not already shown in the data field, **the decimal point or comma should be placed in a separate field** in the data field.

Examples:

(PART C, Question 3.a,) Nominal diameter of pipe (in):	/0/0/2/4/	(24 inches)
	/3/./5/	(3.5 inches)

7. If **OTHER** is checked for any answer to a question, include an explanation or description on the line provided, making it clear why “Other” was the necessary selection.
8. Pay close attention to each question for the phrase:
 - a. *(select all that apply)*
 - b. *(select only one)*

If the phrase is not provided for a given question, then “select only one” should apply. “Select only one” means that you should select the single, primary, or most applicable answer. **DO NOT SELECT MORE ANSWERS THAN REQUESTED.** “Select all that apply” requires that all applicable answers (one or more than one) be selected.

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9. **Date format** = mm/dd/yyyy

10. **Time format:** All times are reported as a 24-hour clock:

Time format Examples:

- a. (0000) = midnight = /0/0/0/0/
- b. (0800) = 8:00 a.m. = /0/8/0/0/
- c. (1200) = Noon = /1/2/0/0/
- d. (1715) = 5:15 p.m. = /1/7/1/5/
- e. (2200) = 10:00 p.m. = /2/2/0/0/

Local time always refers to time at the site of the incident. Note that time zones at the incident site may be different than the time zone for the person discovering or reporting the event. For example, if a release occurs at an gas distribution system facility in Denver, Colorado at 2:00 pm MST, but a supervisor located in Houston is filing the report after having been notified at 3:00 pm CST, the time of the incident should be reported as 1400 hours based on the time in Denver, which is the physical site of the incident.

SPECIFIC INSTRUCTIONS

PART A – KEY REPORT INFORMATION

Report Type: *(select all that apply)*

Check the appropriate report box or boxes to indicate the type of report being filed. Depending on the descriptions below, the following combinations of boxes – and only one of these combinations - may be selected:

- Original Report only
- Original Report *plus* Final Report
- Supplemental Report only
- Supplemental Report *plus* Final Report

Original Report

Select this type of report if this is the **FIRST** report filed for this incident, and not enough information is available at this time to conclude that this is also a Final Report where no further information will be forthcoming. Select Original Report in cases where further information may be forthcoming, such as when final property damage numbers or apparent failure cause is not immediately available.

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Original Report *plus* **Final Report**

Select **both** Original Report and Final Report if ALL of the information requested is known and can be provided at the time the initial report is filed, including final property damage costs and apparent failure cause information. Selecting both these types of reports will indicate that further information is not expected to be forthcoming through a Supplemental Report. If, however, for some reason new, updated, and/or corrected information becomes available unexpectedly, the operator is to still file a Supplemental Report indicating such and explaining the circumstances in PART H – Narrative Description of the Incident.

Supplemental Report

Select this type of report only if you have already filed an Original Report AND you are now providing new, updated, and/or corrected information. Multiple Supplemental Reports are to be submitted, as necessary, in order to provide new, updated, and/or corrected information *when it becomes available* and, per §191.15(c), each Supplemental Report containing new, updated, and/or corrected information is to be filed as soon as practicable. Submission of new, updated, and/or corrected information is NOT to be delayed in order to accumulate “enough” to “warrant” a Supplemental Report, or to complete a Final Report. ***Supplemental Reports must be filed as soon as practicable following the Operator’s awareness of new, updated, and/or corrected information.*** Failure to comply with these requirements can result in enforcement actions, including the assessment of civil penalties not to exceed \$100,000 for each violation for each day that such violation persists up to a maximum of \$1,000,000.

In those cases in which investigations are ongoing, operators should file a Supplemental Report within one year even in those instances where no new, updated, and/or corrected information has been obtained, indicating such in PART H – Narrative Description of the Incident.

For Supplemental Reports filed online, all data previously submitted will automatically populate in the form. Page through the form to make edits and additions where needed.

Supplemental Report *plus* **Final Report**

If an Original Report has already been filed AND new, updated, and/or corrected information is now being submitted via a Supplemental Report, AND the operator is reasonably certain that no further information will be forthcoming, then Final Report is to also be selected along with Supplemental Report. (See also the requirements stated above under “Supplemental Report”.)

Important: If an operator files one of the two types of Final Reports (either Original *plus* Final or Supplemental *plus* Final) and then subsequently finds that new, updated, and/or corrected information needs to be provided, the operator is to submit another Supplemental Report, selecting the appropriate report types (Supplemental or Supplemental *plus* Final) for the newly submitted report and explaining the circumstances in PART H – Narrative Description of the Incident.

INSTRUCTIONS FOR FORM PHMSA F 7100.1 (Rev. 06-2011)
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In PART A, answer Questions 1 thru 17 by providing the requested information or by making the appropriate selection.

1. Operator’s OPS -Issued Operator Identification Number (OPID)

The Pipeline and Hazardous Materials Safety Administration (PHMSA) assigns the Operator Identification Number (OPID). Most OPIDs are 5 digits. Older OPIDs may contain fewer digits. If your OPID contains fewer than 5 digits, insert leading zeros to fill all blanks. (For example, enter 00395 instead of 395.) Contact PHMSA’s Information Resources Manager at 202-366-8075 if you need assistance with an OPID. Business hours are 8:30 AM to 5:00 PM Eastern Standard Time.

2. Name of Operator

This is the company name used when registering for an OPID and PIN in PHMSA’s Online Data Entry System. For online entries, the Name of Operator will be automatically filled in based on the OPID entered in Question 1. If the name that appears automatically after entering the OPID is not correct or does not coincide with the OPID entered, contact PHMSA’s Information Resources Manager at 202-366-8075.

3. Address of Operator

Enter the address of the operator’s business office to which any correspondence related to the Incident Report is to be sent.

4. Local time (24-hour clock) and date of the Incident

Enter the date of the incident and the local time the incident occurred.

See “Special Instructions”, numbers 9 and 10 for examples of **Date format** and **Time format** expressed as a 24-hour clock.

5. Location of Incident

- a. Provide the street address of the incident (enter “unknown” if no street address)
- b. Provide the name of the city where the incident occurred.
- c. Provide the name of the county or parish where the incident occurred.
- d. Enter the 2-digit state abbreviation where the incident occurred.
- e. Enter the zip code where the incident occurred.
- f. The latitude and longitude of the incident are to be reported as Decimal Degrees with a minimum of 5 decimal places (e.g. Lat: 38.89664; Long: -77.04327), using the NAD83 or WGS84 datums.

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If you have coordinates in degrees/minutes or degrees/minutes/seconds use the formula below to convert to decimal degrees:

$$\text{degrees} + (\text{minutes}/60) + (\text{seconds}/3600) = \text{decimal degrees}$$

$$\text{e.g. } 38^{\circ} 53' 47.904'' = 38 + (53/60) + (47.904/3600) = 38.89664^{\circ}$$

All locations in the United States will have a negative longitude coordinate, **which has already been included on the data entry form so that operators do not have to enter the negative sign.**

If you cannot locate the incident with a GPS or some other means, there are online tools that may assist you at <http://www.getlatlon.com/> or <http://viewer.nationalmap.gov/viewer/>. Any questions regarding the required format, conversion, or how to use the tools noted above can be directed to Amy Nelson (202-493-0591 or amy.nelson@dot.gov).

6. National Response Center (NRC) Report Number

§191.5 requires that incidents meeting the criteria outlined in §191.3 be reported directly to the **24-hour National Response Center (NRC) at 1-800-424-8802** at the earliest practicable moment (generally within 2 hours). The NRC assigns numbers to each call. The number assigned to that Immediate Notice (sometimes referred to as the “Telephonic Report”) is to be entered in Question 6.

7. Local time (24-hr clock) and date of initial telephonic report to the National Response Center

Enter the time and date of the Immediate Notice of incident to the NRC. The time is to be shown by 24-hour clock notation, and is to reflect the time in the time zone where the incident was physically located. (See “Special Instructions”, numbers 9 and 10.)

8. Incident resulted from

Indicate whether the incident resulted from intentional or unintentional release of gas or from reasons other than release of gas.

9. Gas released:

Select the type of gas released.

10. Estimated volume of gas released

Estimate the amount of gas that was released (in thousands of standard cubic feet, MCF) from the beginning of the incident until such time as gas is no longer being released from the gas distribution system or until intentional and controlled blowdown has commenced. Estimates are to be based on best-available information. *Important Note: Volumes consumed by fire and/or explosion are to be included in the estimated volume reported.*

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11. Were there fatalities?

If a person dies at the time of the incident or within 30 days of the initial incident date due to injuries sustained as a result of the incident, report as a fatality. If a person dies subsequent to an injury more than 30 days past the incident date, report as an injury. (Note: This aligns with the Department of Transportation's general guidelines for all jurisdictional modes for reporting deaths and injuries.)

Contractor employees working for the operator are individuals hired to work for or on behalf of the operator of the gas distribution system. These individuals are not to be reported as “Operator employees”.

Non-Operator emergency responders are individuals responding to render professional aid at the incident scene including on-duty and volunteer fire fighters, rescue workers, EMTs, police officers, etc. “Good Samaritans” that stop to assist are to be reported as “General public.”

Workers Working on the Right of Way, but NOT Associated with this Operator means people authorized to work in or near the right-of-way, but not hired by or working on behalf of the operator of the gas distribution system. This includes all work conducted within the right-of-way including work associated with other underground facilities sharing the right-of-way, building/road construction in or across the right-of-way, or farming. This category most often includes employees of other underground facilities operators, or their contractors, working in or near a shared right-of-way. For distribution pipelines not located in a defined right-of-way, this category should be left blank.

12. Were there injuries requiring inpatient hospitalization?

Injuries requiring inpatient hospitalization are injuries sustained as a result of the incident and requiring hospital admission *and* at least one overnight stay.

See Question 11 for additional definitions that apply.

13. Was the pipeline/facility shut down due to the Incident?

Report any shutdowns that occur as a result of the incident, including but not limited to those required for damage assessment, temporary repair, permanent repair, and clean-up.

If No is selected, explain the reason that no shutdown was needed in the space provided.

If Yes is selected, complete questions 13.a and 13.b.

13.a. Local time (24hr clock) and date of shutdown

13.b. Local time pipeline/facility restarted

The time is to be shown by 24-hour clock notation, and is to reflect the time in the time zone where the incident was physically located. (See “Special Instructions”,

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numbers 9 and 10.) Enter the time and date of the shutdown that is associated with the onset or occurrence of the incident in 13.a and the time and date of restart in 13.b. The intent with this data is to capture the total time that the gas distribution system or facility is shutdown due to the incident. If the gas distribution system or facility has not been restarted at the time of reporting, select “Still shut down” for Question 13.b and then include the restart time and date in a future Supplemental Report.

14. Did the Gas Ignite?

Ignite means the released gas caught fire.

15. Did the Gas Explode?

Explode means the ignition of the released gas occurred with a sudden and violent release of energy.

16. Number of general public evacuated

The number of people evacuated is to be estimated based on operator knowledge, or police, fire department, or other emergency responder reports. If there was no evacuation involving the general public, report zero (0). If an estimate is not possible for some reason, leave the field blank but include an explanation of why it was not possible to provide a number in PART H – Narrative Description of the Incident.

17. Time sequence (use local time, 24-hour clock)

Enter the time and date the operator became aware of the incident (i.e., when the operator first identified that the incident had occurred, and NOT when the operator determined that the incident met the reporting criteria of §191.3) and the time operator personnel or contract resources (i.e., personnel or equipment) arrived on site. The time is to be shown by 24-hour clock notation, and is to reflect the time in the time zone where the incident was physically located. (See “Special Instructions”, numbers 9 and 10.)

PART B – ADDITIONAL LOCATION INFORMATION

1. Was the incident on Federal Land?

Federal Lands means all lands the United States owns, including military reservations, except lands in National Parks and lands held in trust for Native Americans. Incidents at Federal buildings, such as Federal Court Houses, Custom Houses, and other Federal office buildings and warehouses, are NOT to be reported as being on Federal Lands.

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2. Location of incident

Operator-controlled property would normally apply to an operator’s facility, which may or may not have controlled access, but which is oftentimes fenced or otherwise marked with discernible boundaries. This “operator-controlled property” does not refer to the pipeline right-of-way/easement, which is a separate choice for this question.

3. Area of incident

This refers to the location on the gas distribution system at which gas was released, resulting in the incident. It does not refer to adjacent locations in which released gas may have accumulated or ignited.

Underground means pipe, components, or other facilities installed below the natural ground level, road bed, or below the underwater natural bottom.

Under pavement includes under streets, sidewalks, paved roads, driveways, and parking lots.

Exposed due to Excavation means that a normally buried facility had been exposed by any party (operator, operator’s contractor, or third party) preparatory to or as a result of excavation. The cause of the release, however, may or may not necessarily be related to excavation damage. This category could include a corrosion leak not previously evidenced by stained vegetation, but found during excavation, or a release caused by a non-excavation vehicle where contact happened to occur while the facility was exposed for excavation repair or examination. Natural forces might also damage a facility that happened to be temporarily exposed. In each case, the cause is to be appropriately reported in PART G of this form.

Aboveground means pipe, components, or other facilities that are above the natural grade.

Typical aboveground facility piping includes any pipe or components installed aboveground such as those at regulating stations or valve sites.

Transition area means the junction of differing material or media between pipes, components, or facilities such as those installed at a belowground-aboveground junction (soil/air interface), another environmental interface, or in close contact to supporting elements such as those at water crossings and meter stations.

4. Did Incident occur in a crossing?

Use **Bridge Crossing** if the pipeline is suspended above a body of water or roadways, railroad right-of-way, etc. either on a separately designed pipeline bridge or as a part of or connected to a road, railroad, or passenger bridge.

Use **Railroad Crossing** or **Road Crossing**, as appropriate, if the pipeline is buried beneath rail bed or road bed.

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Use **Water Crossing** if the pipeline is in the water, beneath the water, in contact with the natural ground of the lake bed, etc., or buried beneath the bed of a lake, reservoir, stream, or creek, whether the crossing happens to be flowing water at the time of the incident or not.. The name of the body of water is to be provided if it is commonly known and understood among the local population. (The purpose of this information is to allow persons familiar with the area in which the incident occurred to identify the location and understand it in its local context. Research to identify names that are not commonly used is not necessary since such names would not fulfill the intended purpose. If a body of water does not have a name that is commonly used and understood in the local area, this field may be left blank).

For **Approximate Water Depth (ft)** of the lake, reservoir, etc., estimate the typical water depth at the location and time of the incident, ignoring seasonal, weather-related, and other factors which may affect the water depth from time to time.

PART C – ADDITIONAL FACILITY INFORMATION

1. Indicate the type of pipeline system:

Designate the type of gas distribution system on which the incident occurred.

2. Part of system involved in Incident

This should be the part of the system principally involved in the incident, from which gas was released resulting in reportable consequences. If the failure occurred on an item not provided in this section, select “Other” and specify in the space provided the item involved in the incident.

3. When “Main” or “Service” is selected as the “Part of system involved in incident,” (from PART C, Question 2), provide the following:

Nominal diameter of pipe is also called **Nominal pipe size**. It is the diameter in whole number inches (except for pipe less than 4”) used to describe the pipe size; for example, 8-5/8 pipe has a nominal pipe size of 8”. Decimals are unnecessary for this measure (except for pipe less than 4”).

Pipe Specification is the specification to which the pipe or component was manufactured, such as API 5L or ASTM A106.

4. Material involved in incident:

Identify the type of material involved and provide additional information as indicated.

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5. Type of release involved:

Mechanical puncture means a puncture of the facility, typically by a piece of equipment such as would occur if the facility were pierced by directional drilling or a backhoe bucket tooth. Not all excavation-related damage will be a “mechanical puncture.” (Precise measurement of size – e.g., micrometer – is not needed. Approximate measurements can be provided in inches and one decimal.)

Leak means a failure resulting in an unintentional release of gas that is often small in size, usually resulting a low flow release of low volume, although large volume leaks can and do occur on occasion.

Rupture means a loss of containment that immediately impairs the operation of the gas distribution system or facility. Facility ruptures often result in a higher flow release of larger volume. The terms “circumferential” and “longitudinal” refer to the general direction or orientation of the rupture relative the pipe’s axis. They do not exclusively refer to a failure involving a circumferential weld such as a girth weld, or to a failure involving a longitudinal weld such as a pipe seam. (Precise measurement of size – e.g., micrometer – is not needed. Approximate measurements can be provided in inches and decimals.)

PART D – ADDITIONAL CONSEQUENCE INFORMATION

2. Estimated Property Damage

All relevant costs available at the time of submission must be included in the initial written Incident Report as well as being updated as needed on Supplemental Reports. This includes (but is not limited to) costs due to property damage to the operator’s facilities and to the property of others, facility repair and replacement, gas distribution service restoration and relighting, leak locating, and environmental cleanup and damage. Do NOT include cost of gas lost. Additionally, do NOT include costs incurred for facility repair, replacement, or changes that are NOT related to the incident and which are typically done solely for convenience. An example of doing work solely for convenience is working on non-leaking facilities unearthed because of the incident. Litigation and other legal expenses related to the incident are not reportable.

Operators are to report costs based on the best estimate available at the time a report is submitted. It is likely that an estimate of final repair costs may not be available when the initial report must be submitted (30 days, per §191.9). The best available estimate of these costs is to be included in the initial report. For convenience, this estimate can be revised, if needed, when Supplemental Reports are filed for other reasons, however, when no other changes are forthcoming, Supplemental Reports are to be filed as new cost information becomes available. If Supplemental Reports are not submitted for other reasons, a Supplemental Report is to be filed for the purpose of updating or correcting the estimated cost if these costs differ from those already reported by 20 percent or \$20,000, whichever is greater.

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Public and non-operator private property damage estimates generally include physical damage to the property of others, the cost of investigation and remediation of a site not owned or operated by the Company, laboratory costs, third party expenses such as engineers or scientists, and other reasonable costs, excluding litigation and other legal expenses related to the incident.

Operator's property damage estimates generally include physical damage to the property of Operator or Owner Company such as the estimated installed value of the damaged pipe, coating, component, materials, or equipment due to the incident, excluding the cost of any gas lost. Also to be excluded are litigation and other legal expenses related to the incident.

When estimating the **Cost of repairs** to company facilities, the standard shall be the cost necessary to safely restore property to its predefined level of service. Property damage estimates include the cost to access, excavate, and repair the facility using methods, materials, and labor necessary to re-establish operations at a predetermined level. These costs may include the cost of repair sleeves or clamps, re-routing of piping, or the removal from service of an appurtenance or facility component. When more comprehensive repairs or improvements are justified but not required for continued operation, the cost of such repairs or replacement is not attributable to the incident. Costs associated with improvements to the gas distribution system to mitigate the risk of future failures are not included.

Estimated cost of **Operator's emergency response** includes emergency response operations necessary to return the incident site to a safe state, actions to minimize the volume of gas released, conduct reconnaissance, and to identify the extent of incident impacts. They include materials, supplies, labor, and benefits. Costs related to stakeholder outreach, media response, etc. are not to be included.

Other costs are to include any and all costs which are not included above. Cost of any gas lost is NOT to be reported here, but is to be reported under **Cost of Gas Released**. Operators are to NOT use this category to report any costs which belong in cost categories separately listed above.

Costs are to be reported in only one category and are not to be double-counted. Costs can be split between two or more categories when they overlap more than one reporting category.

Cost of Gas Released

Cost of gas released is to be based on the volume reported in PART A, Question 10.

3. Estimated number of customers out of service:

Count number of individual services in each category that were affected, not number of persons served.

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PART E – ADDITIONAL OPERATING INFORMATION

2. Normal operating pressure at point and time of the incident (psig)

If the normal operating pressure of a distribution system varies throughout the year (e.g., seasonally), report the normal operating pressure at the time the incident occurred.

5. Was a Supervisory Control and Data Acquisition (SCADA)-based system in place on the pipeline or facility involved in the incident?

This does not mean a system designed or used exclusively for leak detection.

5.a. Was it operating at the time of the Incident?

Was the SCADA system in operation at the time of the incident?

5.b. Was it fully functional at the time of the Incident?

Was the SCADA system capable of performing all of its functions, whether or not it was actually in operation at the time of the incident? If no, describe functions that were not operational in PART H – Narrative Description of the Incident.

5.c and d. Did SCADA-based information (such as alarm(s), alert(s), event(s), and/or volume or pack calculations) assist with the detection or confirmation of the Incident?

Select Yes if SCADA-based information was used to confirm the incident even if the initial report or identification may have come from other sources. Use of SCADA data for subsequent estimation of amount of gas lost, etc. is not considered use to confirm the incident.

Select No if SCADA-based information was not used to assist with identification of the incident.

6. How was the Incident initially identified for the Operator? (*select only one*)

Controller means a qualified individual whose function within a shift is to remotely monitor and/or control the operations of entire or multiple sections of distribution pipelines or systems via a SCADA system from a control room, and who has operational authority and accountability for the daily remote operational functions of gas distribution systems.

Local Operating Personnel including contractors means employees or contractors working on behalf of the operator outside the control room.

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7. Was an investigation initiated into whether or not the controller(s) or control room issues were the cause of or a contributing factor to the Incident?

Select only one of the choices to indicate whether an investigation was/is being conducted (Yes) or was not conducted (No). If an investigation has been completed, select all the factors that apply in describing the results of the investigation.

Cause means an action or lack of action that directly resulted in the gas distribution system incident.

Contributing factor means an action or lack of action that when added to the existing circumstances heightened the likelihood of the release or added to the impact of the release.

Controller Error means that the controller failed to identify a circumstance indicative of a release event, such as an abnormal operating condition, alarm, pressure drop, change in flow rate, or other similar event.

Incorrect Controller action means that the controller errantly operated the means for controlling an event. Examples include opening or closing the wrong valve, or hitting the wrong switch or button.

PART F – DRUG & ALCOHOL TESTING INFORMATION

Requirements for post-accident drug and alcohol tests are in 49 CFR §199.105 and §199.225 respectively. If the incident circumstances were such that tests were not required by these sections, and if no tests were conducted, select No. If tests were administered, select Yes and report separately the number of operator employees and contractors working for the operator who were tested and the number of each that failed such tests.

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PART G – APPARENT CAUSE

PART G – Apparent Cause

Select the one, single sub-cause listed under sections G1 thru G8 that best describes the apparent cause of the Incident. These sub-causes are contained in the shaded column on the left under each main cause category. Answer the corresponding questions that accompany your selected sub-cause, and describe any secondary, contributing, or root causes of the Incident in PART H – Narrative Description of the Incident.

G1 – Corrosion Failure

Corrosion includes a release or failure caused by galvanic, atmospheric, stray current, microbiological, or other corrosive action. A corrosion release or failure is not limited to a hole in the pipe or other piece of equipment. If the bonnet or packing gland on a valve or flange on piping deteriorates or becomes loose and leaks due to corrosion and failure of bolts, it is classified as Corrosion. (Note: If the bonnet, packing, or other gasket has deteriorated to failure, whether before or after the end of its expected life, but not due to corrosive action, it is to be classified under G6 - Equipment Failure.)

External Corrosion

4.a. Under cathodic protection means cathodic protection in accordance with §192.455, §192.457, and §192.463. Recognizing that older facilities may have had cathodic protection added over a number of years, provide an estimate if exact year cathodic protection started is unknown.

Internal Corrosion

10. Location of corrosion

A **low point in pipe** includes portions of the pipe contour in which water might settle out. This includes, but is not limited to, the low point of vertical bends at a crossing of a foreign line or road/railroad, etc., an elbow, a drop out or low point drain.

11. Was the gas/fluid treated with corrosion inhibitors or biocides?

Select Yes if corrosion inhibitors or biocides were included in the gas/fluid transported.

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Either External or Internal Corrosion

14. Has one or more hydrotest or other pressure test been conducted since original construction at the point of the Incident?

Information from the initial post-construction hydrostatic test is not to be reported.

G2 – Natural Force Damage

Natural Force Damage includes a release or failure resulting from earth movement, earthquakes, landslides, subsidence, lightning, heavy rains/floods, washouts, flotation, mudslide, scouring, temperature, frost heave, frozen components, high winds, or similar natural causes.

Earth Movement NOT due to Heavy Rains/Floods refers to incidents caused by land shifts such as earthquakes, landslides, or subsidence, but not mudslides which are presumed to be initiated by heavy rains or floods.

Heavy Rains/Floods refer to all water-related natural force causes. While mudslides involve earth movement, report them here since typically they are an effect of heavy rains or floods.

Lightning includes both damage and/or fire caused by a direct lightning strike and damage and/or fire as a secondary effect from a lightning strike in the area. An example of such a secondary effect would be a forest fire started by lightning that results in damage to a gas distribution system asset which results in an incident. (See also the discussion of “secondary ignition” under the *General Instructions*.)

Temperature includes weather-related temperature and thermal stress effects, either heat or cold, where temperature was the initiating cause.

Thermal stress refers to mechanical stress induced in a pipe or component when some or all of its parts are not free to expand or contract in response to changes in temperature.

Frozen components would include incidents where components are inoperable because of freezing and those due to cracking of a piece of equipment due to expansion of water during a freeze cycle.

High Winds includes damage caused by wind induced forces. Select this category if the damage is due to the force of the wind itself. Damage caused by impact from objects blown by wind are to be reported under section G4 - Other Outside Force Damage.

Other Natural Force Damage. Select this sub-cause for types of Natural Force Damage not included otherwise, and describe in the space provided. If necessary, provide additional explanation in PART H – Narrative Description of the Incident.

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Answer Questions 6 and 6.a if the incident occurred in conjunction with an extreme weather event such as a hurricane, tropical storm, or tornado. If an extreme weather event related to something other than a hurricane, tropical storm, or tornado was involved, indicate Other and describe the event in the space provided.

G3 – Excavation Damage

Excavation Damage includes a release or failure resulting directly from excavation damage by operator's personnel (oftentimes referred to as “first party” excavation damage) or by the operator's contractor (oftentimes referred to as “second party” excavation damage) or by people or contractors not associated with the operator (oftentimes referred to as “third party” excavation damage). Also, this section includes a release or failure determined to have resulted from previous damage due to excavation activity. For damage from outside forces OTHER than excavation which results in a release, use G2 - Natural Force Damage or G4 - Other Outside Force, as appropriate. Also, for a strike, physical contact, or other damage to a gas distribution system or facility that apparently was NOT related to excavation and that results in a delayed or eventual release, report the incident under G4 as “Previous Mechanical Damage NOT related to Excavation.”

Excavation Damage by Operator (First Party) refers to incidents caused as a result of excavation by a direct employee of the operator.

Excavation Damage by Operator's Contractor (Second Party) refers to incidents caused as a result of excavation by the operator's contractor or agent or other party working for the operator.

Excavation Damage by Third Party refers to incidents caused by excavation damage resulting from actions by personnel or other third parties not working for or acting on behalf of the operator or its agent.

Previous Damage due to Excavation Activity refers to incidents that were apparently caused by prior excavation activity and that then resulted in a delayed or eventual release. Indications of prior excavation activity might come from the condition of the pipe when it is examined, or from records of excavation at the site, or through metallurgical analysis or other inspection and/or testing methods. Dents and gouges in the 10:00-to-2:00 o'clock positions on the pipe, for instance, may indicate an earlier strike, as might marks from the bucket or tracks of an earth moving machine or similar pieces of equipment.

2. Has one or more pressure test been conducted since original construction at the point of the incident?

Information from the initial post-construction hydrostatic test is not to be reported.

4. – 14. Complete these questions for any excavation damage sub-cause. Instructions for answering these questions can be found at CGA's web site, <https://www.damagereporting.org/dr/control/userGuide.do>.

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G4 – Other Outside Force Damage

Other Outside Force Damage includes, but are not limited to, a release or failure resulting from non-excavation-related outside forces, such as nearby industrial, man-made, or other fire or explosion; damage by vehicles or other equipment; failures due to mechanical damage; and, intentional damage including vandalism and terrorism.

Nearby Industrial, Man-made or Other Fire/Explosion as Primary Cause of Incident applies to situations where the fire occurred before - and *caused* - the release. (See also the discussion of “secondary ignition” under the *General Instructions*.) Examples of such an incident would be an explosion or fire that originated at a house or neighboring installation (chemical plant, tank farm, or other industrial facility) or structure, debris, or brush/trees that results in a release at the operator’s gas distribution system or facility. This includes forest, brush, or ground fires that are caused by human activity. If the fire, however, is known to have been started as a result of a lightning strike, the incident’s cause is to be classified under G2 - Natural Force Damage. Arson events directed at harming the gas distribution system or the operator are to be reported as G4 - Intentional Damage (see below). This sub-cause is NOT to be used if the release occurred first and then the gas released from the gas distribution system or facility ignited.

Damage by Car, Truck, or Other Motorized Vehicle/Equipment NOT Engaged in Excavation. An example of this sub-cause would be damage to a meter set caused by vehicle impact. Other motorized vehicles or equipment include tractors, backhoes, bulldozers and other tracked vehicles, and heavy equipment that can move. Include under this sub-cause incidents caused by vehicles operated by the gas distribution system operator, the gas distribution system’s contractor, or a third party and specify the vehicle/equipment operator’s affiliation from one of these three groups. Gas distribution system incidents resulting from vehicular traffic loading or other contact are to also be reported in this category. If the activity that caused the incident involved digging, drilling, boring, grading, cultivation, or similar excavation activities, report under G3 - Excavation Damage.

Damage by Boats, Barges, Drilling Rigs, or Other Maritime Equipment or Vessels Set Adrift or Which Have Otherwise Lost Their Mooring. This sub-cause includes impacts by maritime equipment or vessels (including their anchors or anchor chains or other attached equipment) that have lost their moorings and are carried into the gas distribution system or facility by the current. This sub-cause also includes maritime equipment or vessels set adrift as a result of severe weather events and carried into the gas distribution system or facility by waves, currents, or high winds. In such cases, also indicate the type of severe weather event. Do NOT report in this sub-cause incidents which are caused by impact of maritime equipment or vessels while they are engaged in their normal or routine activities; such incidents are to be reported as “Routine or Normal Fishing or Other Maritime Activity NOT Engaged in Excavation” under this section G4 (see below) so long as those activities are not excavation activities. If those activities are excavation activities such as dredging or bank stabilization or renewal, the incident is to be reported under G3 - Excavation Damage.

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Routine or Normal Fishing or Other Maritime Activity NOT Engaged in Excavation. This sub-cause includes incidents due to shrimping, purseining, oil drilling, or oilfield workover rigs, including anchor strikes, and other routine or normal maritime-related activities UNLESS the movement of the maritime asset was inadvertent and due to a severe weather event (this type of incident is to be reported under “Damage by Boats, Barges, Drilling Rigs, or Other Maritime Equipment or Vessels Set Adrift or Which Have Otherwise Lost Their Mooring” in this section G4); or, the incident was caused by excavation activity such as dredging of waterways or bodies of water (this type of incident is to be reported under G3 - Excavation Damage”).

Electrical Arcing from Other Equipment or Facility such as a pole transformer or adjacent facility’s electrical equipment.

Previous Mechanical Damage NOT Related to Excavation. This sub-cause covers incidents where damage occurred at some time prior to the release that was apparently NOT related to excavation activities, and would include prior outside force damage of an unknown nature, prior natural force damage, prior damage from other outside forces, and any other previous mechanical damage other than that which was apparently related to prior excavation. Incidents resulting from previous damage sustained during construction, installation, or fabrication of the pipe, weld, or joint from which the release eventually occurred are to be reported under G5 – Pipe, Weld, or Joint Failure. (See this sub-cause for typical indications of previous construction, installation, or fabrication damage.) Incidents resulting from previous damage sustained as a result of excavation activities should be reported under G3 – Previous Damage due to Excavation Activity. (See this sub-cause for typical indications of prior excavation activity.)

Intentional Damage

Vandalism means willful or malicious destruction of the operator’s gas distribution system or facility or equipment. This category would include arson, pranks, systematic damage inflicted to harass the operator, motor vehicle damage that was inflicted intentionally, and a variety of other intentional acts. (See also the discussion of “secondary ignition” under the *General Instructions*.)

Terrorism, per 28 CFR §0.85 General Functions, includes the unlawful use of force and violence against persons or property to intimidate or coerce a government, the civilian population, or any segment thereof, in furtherance of political or social objectives. Operators selecting this item are encouraged to also notify the FBI.

Theft of commodity or Theft of equipment means damage by any individual or entity, by any mechanism, specifically to steal, or attempt to steal, the transported gas or gas distribution system equipment.

Other Describe in the space provided and, if necessary, provide additional explanation in PART H – Narrative Description of the Incident.

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Other Outside Force Damage. Select this sub-cause for types of Other Outside Force Damage not included otherwise, and describe in the space provided. If necessary, provide additional explanation in PART H – Narrative Description of the Incident.

G5 – Pipe, Weld, or Joint Failure

Use this section to report failures **only for main or service pipe, or welds, joints, or connections joining main pipe or service pipe.**

This section includes releases in or failures of main or service pipe, or welds, joints, or connections joining main pipe or service pipe due to faulty manufacturing procedures, defects resulting from poor construction, installation, or fabrication practices, and in-service stresses such as vibration, fatigue, and environmental cracking.

Mechanical Fitting, Question 7, Manufacturer Compression Fitting, Question 14, Manufacturer

Operators should take care in identifying the manufacturer. Some types of fittings are commonly referred to as “Dresser fittings” (for example) even though the particular fitting may have been manufactured by a different company. Operators should report here the company that actually manufactured the involved fitting.

Fitting means a device, usually metal, for joining lengths of pipe into various piping systems. It includes couplings, ells, tees, crosses, reducers, unions, caps and plugs.

Material defect means an inherent flaw in the material or weld that occurred in the manufacture or at a point prior to construction, fabrication or installation.

Design defect means an aspect inherent in a component to which a subsequent failure has been attributed that is not associated with errors in installation, i.e., is not a construction defect. This could include, for example, errors in engineering design.

14. Has one or more hydrotest or other pressure test been conducted since original construction at the point of the Incident?

Information from the initial post-construction hydrostatic test is not to be reported. Records of test pressure from past pressure tests may not be available. In such cases, the operator is to estimate the test pressure using best available information.

G6 – Equipment Failure

This section applies to failures of items **other than main or service pipe, or welds, joints, or connections joining main pipe or service pipe.**

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Equipment Failure includes a release or failure resulting from: malfunction of control/relief equipment including valves, regulators, or other instrumentation; failures of compressors, or compressor-related equipment; failures of various types of connectors, connections, and appurtenances; failures of the body of equipment, vessel plate, or other material (including those caused by construction, material, or design defects or anomalies); and, all other equipment-related failures.

Malfunction of Control/Relief Equipment. Examples of this type of incident cause include: overpressurization resulting from malfunction of control or alarm device; malfunction of relief valve; valves failing to open or close on command; or valves which opened or closed when not commanded to do so. If overpressurization or some other aspect of this incident was caused by incorrect operation, the incident is to be reported under G7 - Incorrect Operation.

ESD System Failure means failure of an emergency shutdown system.

Other Equipment Failure. Select this sub-cause for types of Equipment Failure not included otherwise, and describe in the space provided. If necessary, provide additional explanation in PART H – Narrative Description of the Incident.

G7 – Incorrect Operation

Incorrect Operation includes a release or failure resulting from operating, maintenance, repair, or other errors by facility personnel, including, but not limited to improper valve selection or operation, inadvertent overpressurization, or improper selection or installation of equipment.

Other Incorrect Operation. Select this sub-cause for types of Incorrect Operation not included otherwise, and describe in the space provided. If necessary, provide additional explanation in PART H – Narrative Description of the Incident.

G8 – Other Incident Cause

This section is provided for incidents whose cause is currently unknown, or where investigation into the cause has been exhausted and the final judgment as to the cause remains unknown, or where a cause has been determined which does not fit into any of the main cause categories listed in sections G1 thru G7.

If the incident cause is known but doesn't fit in any category in sections G1 through G7, select **Miscellaneous** and enter a description of the incident cause, continuing with a more thorough explanation in PART H - Narrative Description of the Incident.

If the incident cause is unknown at time of filing this report, select **Unknown** in this section and select one reason from the accompanying two choices. Once the operator's investigation into the incident cause is completed, the operator is to file a Supplemental Report as soon as practicable

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either reporting the apparent cause or stating definitively that the cause remains Unknown, along with any other new, updated, and/or corrected information pertaining to the incident. This Supplemental Report is to include all new, updated, and/or corrected information pertaining to *all* portions of the report form known at this time, and not only that information related to the apparent cause.

Important Note: Whether the investigation is completed or not, or if the cause continues to be unknown, Supplemental Reports are to be filed reflecting new, updated, and/or corrected information *as and when this information becomes available*. In those cases in which investigations are ongoing for an extended period of time, operators are to file a Supplemental Report within one year of their last report for the incident even in those instances where no new, updated, and/or corrected information has been obtained, with an explanation that the cause remains under investigation in PART H – Narrative Description of the Incident. Additionally, final determination of the apparent cause and/or closure of the investigation does NOT preclude the need for the operator’s filing of additional Supplemental Reports as and when new, updated, and/or corrected information becomes available.

PART H – NARRATIVE DESCRIPTION OF THE INCIDENT

Concisely describe the incident, including the facts, circumstances, and conditions that may have contributed directly or indirectly to causing the incident. Include secondary, contributing, or root causes when possible, or any other factors associated with the cause that are deemed pertinent. Use this section to clarify or explain unusual conditions, to provide sketches or drawings, and to explain any estimated data. Operators submitting reports on-line will be afforded the opportunity to attach/upload files (in PDF or JPG format only) containing sketches, drawings, or additional data.

If you selected Miscellaneous in section G8, the narrative is to describe the incident in detail, including all known or suspected causes and possible contributing factors.

PART I – PREPARER AND AUTHORIZED SIGNATURE

The Preparer is the person who compiled the data and prepared the responses to the report and who is to be contacted for more information (preferably the person most knowledgeable about the information in the report or who knows how to contact the person or persons most knowledgeable). Enter the Preparer’s e-mail address if the Preparer has one, and the phone and fax numbers used by the Preparer.

An Authorized Signature must be obtained from an officer, manager, or other person whom the operator has designated to review and approve the report. This individual is responsible for assuring the accuracy and completeness of the reported data. In addition to their title, a phone

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number and email address are to be provided for the individual signing as the Authorized Signature.

INSTRUCTIONS FOR FORM PHMSA F 7000-1 (Rev. 10-2011)
ACCIDENT REPORT – HAZARDOUS LIQUID PIPELINE SYSTEMS

GENERAL INSTRUCTIONS

Each operator of a hazardous liquid pipeline system shall file Form PHMSA F 7000-1 for an accident that meets the criteria in 49 CFR §195.50 as soon as practicable but not more than 30 days after discovery of the accident. Requirements for submitting reports are in §195.54 and §195.58.

Hazardous liquid releases during maintenance activities are not to be reported if the spill was less than 5 barrels, not otherwise reportable under 49 CFR §195.50, did not result in water pollution as described by 49 CFR §195.52(a)(4), was confined to company property or pipeline right-of-way, and was cleaned up promptly. Any spill of 5 gallons or more to water shall be reported.

Special considerations apply when a pipeline failure or release occurs involving secondary ignition. Secondary ignition is a fire where the origin of the fire is unrelated to the pipelines systems subject to Part 195, such as electrical fires, arson, etc., and includes events where fire or explosion not originating from a pipeline system failure or release was the primary *cause* of the pipeline system failure or release, such as a refinery fire that subsequently resulted in – but was not caused by – a hazardous liquid pipeline system failure or release. An accident caused by secondary ignition is not to be reported unless a release of hazardous liquid escaping from facilities subject to regulation under Part 195 results in one or more of the consequences as described in §195.50. The determination of consequences from a pipeline accident caused by secondary ignition, though, is an area of possible confusion when reporting accidents. This situation is particularly susceptible to confusion as compared to other Natural or Other Outside Force Damage because it is extremely difficult in most cases to establish whether and which consequences were attributable to the initiating fire (that is, the “secondary ignition” source itself) or to a subsequent fire due to a resulting pipeline system failure or release. PHMSA is providing the following guidance for operators to use when secondary ignition is involved (sometimes referred to as “Fire First” accidents):

- A pipeline accident attributed to secondary ignition is to be reported to PHMSA if any fatalities or injuries are involved unless it can be established with reasonable certainty that all of the casualties either preceded the pipeline system failure or release, or would have occurred whether or not the pipeline system failure or release occurred.
- A pipeline accident attributed to secondary ignition is NOT to be reported to PHMSA unless the damage to facilities subject to Part 195 exceeds \$50,000.

These considerations apply to several pipeline accident cause categories as indicated in pertinent sections of these instructions.

PHMSA requires electronic reporting. Follow these instructions for electronic filing or to request an alternative reporting method. If you have questions about this report or these instructions, contact PHMSA’s Information Resources Manager at 202-366-8075. If you need copies of Form PHMSA F 7000-1 and/or instructions they can be found on the

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Pipeline Safety Community main page, <http://phmsa.dot.gov/pipeline>, by clicking the Library hyperlink and then selecting the Forms link under the “Mini-Menu” on the right side of the page. The applicable forms are listed in the section titled Accidents/Incidents/Annual Reporting Forms.

195.50 Reporting accidents.

An accident report is required for each failure in a pipeline system subject to this part in which there is a release of the hazardous liquid or carbon dioxide transported resulting in any of the following:

(a) Explosion or fire not intentionally set by the operator.

(b) Release of 5 gallons (19 liters) or more of hazardous liquid or carbon dioxide, except that no report is required for a release of less than 5 barrels (0.8 cubic meters) resulting from a pipeline maintenance activity if the release is:

- (1) Not otherwise reportable under this section;**
- (2) Not one described in §195.52(a)(4);**
- (3) Confined to company property or pipeline right-of-way; and**
- (4) Cleaned up promptly;**

(c) Death of any person;

(d) Personal injury necessitating hospitalization;

(e) Estimated property damage, including cost of clean-up and recovery, value of lost product, and damage to the property of the operator or others, or both, exceeding \$50,000.

195.52 Immediate notice of certain accidents.

(a) Notice requirements. At the earliest practicable moment following discovery of a release of the hazardous liquid or carbon dioxide transported resulting in an event described in §195.50, the operator of the system must give notice, in accordance with paragraph (b) of this section, of any failure that:

- (1) Caused a death or a personal injury requiring hospitalization;**
- (2) Resulted in either a fire or explosion not intentionally set by the operator;**
- (3) Caused estimated property damage, including cost of cleanup and recovery, value of lost product, and damage to the property of the operator or others, or both, exceeding \$50,000;**

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- (4) Resulted in pollution of any stream, river, lake, reservoir, or other similar body of water that violated applicable water quality standards, caused a discoloration of the surface of the water or adjoining shoreline, or deposited a sludge or emulsion beneath the surface of the water or upon adjoining shorelines; or
- (5) In the judgment of the operator was significant even though it did not meet the criteria of any other paragraph of this section.
- (b) Information required. Each notice required by paragraph (a) of this section must be made to the National Response Center either by telephone to 800-424-8802 (in Washington, DC, 202-267-2675) or electronically at <http://www.nrc.uscg.mil> and must include the following information:
- (1) Name, address and identification number of the operator.
 - (2) Name and telephone number of the reporter.
 - (3) The location of the failure.
 - (4) The time of the failure.
 - (5) The fatalities and personal injuries, if any.
 - (6) Initial estimate of amount of product released in accordance with paragraph (c) of this section.
 - (7) All other significant facts known by the operator that are relevant to the cause of the failure or extent of the damages.
- (c) Calculation. A pipeline operator must have a written procedure to calculate and provide a reasonable initial estimate of the amount of released product.
- (d) New information. An operator must provide an additional telephonic report to the NRC if significant new information becomes available during the emergency response phase of a reported event at the earliest practicable moment after such additional information becomes known.

§ 195.54 Accident reports.

- (a) Each operator that experiences an accident that is required to be reported under §195.50 must, as soon as practicable, but not later than 30 days after discovery of the accident, file an accident report on DOT Form 7000-1, or a facsimile.
- (b) Whenever an operator receives any changes in the information reported or additions to the original report on DOT Form 7000-1, it shall file a supplemental report within 30 days.

Further information regarding when reports are identified as “Final” will be covered below under PART A – Key Report Information.

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ONLINE REPORTING REQUIREMENTS

Accident Reports must be submitted online unless an alternate method is approved (see Alternate Reporting Methods below).

The following two separate PIN/Password requirements must be fulfilled prior to submitting data online:

1. You must have a PHMSA-provided Operator Identification Number (OPID) and Personal Identification Number (PIN). If you do not have one, complete and submit the form located on the PHMSA-Office of Pipeline Safety Online Data Entry and Operator Registration System New Operator Registration web site at <http://opsweb.phmsa.dot.gov> to obtain one.
2. You must ALSO have a Username and Password obtained by registering through the PHMSA Portal. If you have a PHMSA OPID and PIN, you may obtain a Username and Password through the PHMSA Portal. If you do not have a Username and Password for the PHMSA Portal, go to <https://portal.phmsa.dot.gov/pipeline> and click on *Create Account* and complete the form as required.

Important: Each operator without an OPID is to plan accordingly and allow for several weeks prior to the due date of the Report to obtain their OPID from PHMSA.

REPORTING METHODS

Accident Reports must be submitted online unless an alternate method is approved (see Alternate Reporting Methods below). Use the following procedure for online reporting:

1. Navigate to the **Online Data Entry System (ODES 2.0)** at the following URL <http://pipelineonlinereporting.phmsa.dot.gov/>.
2. Enter Operator Identification Number (OPID) and PIN. *Note: The operator name that appears is assigned to the OPID and PIN, and is automatically populated by our database and cannot be changed by the operator at the time of filing.*
3. Under “**Create Reports**” on the left side of the screen, select “Hazardous Liquid Accident Report” and proceed with entering your data. *Note: Data fields marked with a single asterisk are considered required fields that must be completed before the system will accept your initial submission.*
4. Click “**Submit**” when finished with your data entry to have your report uploaded to PHMSA’s database as an official submission of an Accident Report; or click “**Save**” which doesn’t submit the report to PHMSA but stores it in a draft status to allow you to come back to complete your data entry and report submission at a later time. *Note: The “Save” feature will allow you to start a report and save a draft of it which you can print out and/or save as a PDF to email to colleagues in order to*

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gather additional information and then come back to accurately complete your data entry before submitting it to PHMSA.

5. Once you click “**Submit**”, the system will return you to the initial view of the screen that lists your [Saved Incident/Accident Reports] in the top portion of the screen and your [Submitted Incident/Accident Reports] in the bottom portion of the screen. *Note: To confirm that your report was successfully submitted to PHMSA, look for it in the bottom portion of the screen where you can also view a PDF of what you submitted.*

Supplemental Report Filing – Follow Steps 1 and 2 above, and then select a previously submitted report from the [Submitted Incident/Accident Reports] list in the bottom portion of the screen by double clicking on the desired report. The report will default to a “Read Only” mode that is pre-populated with the data you entered previously. To create a Supplemental Report, click on “Create Supplemental” found in the upper right corner of the screen. At this point, you can amend your data and make an official submission of the report to PHMSA as either a Supplemental Report or as a Supplemental Report *plus* Final Report (see “Specific Instructions, PART A, Report Type”), or you can use the “**Save**” feature to create a draft of your Supplemental Report to be submitted at some future date. Reports that were saved will appear in the [Saved Incident/Accident Reports] list in the top portion of the screen and reports that were submitted will appear in the [Submitted Incident/Accident Reports] list in the bottom portion of the screen.

If you submit your report online, DO NOT MAIL OR FAX a hardcopy of the completed report to DOT as this may result in duplicate entries.

Alternate Reporting Methods

Operators for whom electronic reporting imposes an undue burden and hardship may submit a written request for an alternate reporting method. Operators must follow the requirements in §195.58(d) to request an alternate reporting method and must comply with any conditions imposed as part of PHMSA’s approval of an alternate reporting method.

RETRACTING A 30-DAY WRITTEN REPORT

An operator who reports an accident in accordance with §195.54 (oftentimes referred to as a 30-day written report) and upon subsequent investigation determines that the event did not meet the criteria in §195.50 may request that the report be retracted. Requests to retract a 30-day written report are to be emailed to InformationResourcesManager@dot.gov. Requests are to include the following information:

- a. The Report ID (the unique 8-digit identifier assigned by PHMSA)
- b. Operator name
- c. PHMSA-issued OPID number

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- d. The number assigned by the National Response Center (NRC) when an immediate notice was made in accordance with §191.5. If Supplemental Reports were made to the NRC for the event, list all NRC report numbers associated with the event.
- e. Date of the event
- f. Location of the event
- g. A brief statement as to why the report should be retracted.

Note: PHMSA no longer requests that operators rescind erroneously reported “Immediate Notices” filed with the NRC in accordance with §195.52 (oftentimes referred to as “Telephonic Reports”).

SPECIAL INSTRUCTIONS

Certain data fields must be completed before an Original Report will be accepted. The data fields that must be completed for an Original Report to be accepted are indicated on the online form. Your Original Report will not be able to be submitted online until the required information has been provided, although your partially completed form can be saved online so that you can return at a later time to provide the missing information.

1. An entry should be made in each applicable space or check box, unless otherwise directed by the section instructions.
2. If the data is unavailable, enter “Unknown” for text fields and leave numeric fields and fields using check boxes or “radio” buttons blank.
3. Estimate data only if necessary. Provide an estimate in lieu of answering a question with “Unknown” or leaving the field blank. Estimates should be based on best-available information and reasonable effort.
4. For unknown or estimated data entries, the operator should file a Supplemental Report when additional information becomes available.
5. If the question is not applicable, please enter “N/A” for text fields and leave numeric fields and fields using check boxes or “radio” buttons blank. Do not enter zero unless this is the actual value being submitted for the data in question.

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6. For questions requiring numeric answers, all preceding and/or unused data fields should be filled in using zeroes. When decimal points or commas are required and not already shown in the data field, **the decimal point or comma should be placed in a separate block** in the data field.

Examples:

(Part C, item 3.a,) Nominal diameter of pipe (in):	<u>/0/0/2/4/</u>	(24 inches)
	<u>/3/./5/</u>	(3.5 inches)
(Part C, item 3.b), Wall thickness (in)	<u>/0/./3/1/2/</u>	(0.312 inches)
(Part C, item 3.c), SMYS	<u>/0/5/2/./0/0/0/</u>	(52,000 psi)

7. If **OTHER** is checked for any answer to a question, include an explanation or description on the line provided, making it clear why “Other” was the necessary selection.
8. Pay close attention to each question for the phrase:
- a. *(select all that apply)*
 - b. *(select only one)*

If the phrase does not exist for a given question, then “select only one” should apply. “Select only one” means that you should select the single, primary, or most applicable answer. **DO NOT SELECT MORE ANSWERS THAN REQUESTED.** “Select all that apply” requires that all applicable answers (one or more than one) be selected.

9. **Date format** = mm/dd/yy or for year = /yyyy/
10. **Time format:** All times are reported as a 24-hour clock:

Time format Examples:

a. (0000) = midnight	=	<u>/0/0/0/0/</u>
b. (0800) = 8:00 a.m.	=	<u>/0/8/0/0/</u>
c. (1200) = Noon	=	<u>/1/2/0/0/</u>
d. (1715) = 5:15 p.m.	=	<u>/1/7/1/5/</u>
e. (2200) = 10:00 p.m.	=	<u>/2/2/0/0/</u>

Local time always refers to time at the site of the accident. Note that time zones at the accident site may be different than the time zone for the person discovering or reporting the event. For example, if a release occurs at an gas transmission facility in Denver, Colorado at 2:00 pm MST, but an individual located in Houston is filing the report after having been notified at 3:00 pm CST, the time of the accident is to be reported as 1400 hours based on the time in Denver, which is the physical site of the accident.

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SPECIFIC INSTRUCTIONS

PART A – GENERAL REPORT INFORMATION

Report Type: (select all that apply)

Select the appropriate report box or boxes to indicate the type of report being filed. Depending on the descriptions below, the following combinations of boxes - and only one of these combinations - may be selected:

- Original Report only
- Original Report *plus* Final Report
- Supplemental Report only
- Supplemental Report *plus* Final Report

Original Report

Select this type of report if this is the **FIRST** report filed for this accident, and not enough information is available at this time to conclude that this is also a Final Report where no further information will be forthcoming. Select Original Report in cases where further information may be forthcoming, such as when final property damage numbers or apparent failure cause is not immediately available).

Original Report *plus* **Final Report**

Select **both** Original Report and Final Report if **ALL** of the information requested is known and can be provided at the time the initial report is filed, including final property damage costs and apparent failure cause information. Selecting both these types of reports will indicate that further information is not expected to be forthcoming through a Supplemental Report. If, however, for some reason new, updated, and/or corrected information becomes available unexpectedly, the operator is to still file a Supplemental Report indicating such and explaining the circumstances in PART H – Narrative Description of the Accident.

Supplemental Report

Select this type of report only if you have already filed an Original Report **AND** you are now providing new, updated, and/or corrected information. Multiple Supplemental Reports are to be submitted, as necessary, in order to provide new, updated, and/or corrected information ***when it becomes available*** and, per §191.15(c), each Supplemental Report containing new, updated, and/or corrected information is to be filed as soon as practicable. Submission of new, updated, and/or corrected information is **NOT** to be delayed in order to accumulate “enough” to “warrant” a Supplemental Report, or to complete a Final Report.

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Supplemental Reports must be filed as soon as practicable following the Operator's awareness of new, updated, and/or corrected information. Failure to comply with these requirements can result in enforcement actions, including the assessment of civil penalties not to exceed \$100,000 for each violation for each day that such violation persists up to a maximum of \$1,000,000.

In cases where an accident results in long-term remediation, an operator may cease filing Supplemental Reports in the following situations and, instead, file a Final Report even when additional remediation costs and recovery of released commodity are still occurring:

1. When the accident response consists only of long-term remediation and/or monitoring which is being conducted under the auspices of an authorized governmental agency or entity.
2. When the estimated final costs and volume of commodity recovered can be predicted with a reasonable degree of certainty.
3. When the volume of commodity recovered over time is consistently decreasing to the point where an estimated total volume of commodity recovered can be predicted with a reasonable degree of accuracy.
4. When the operator can justify (and explain in the Part H – Narrative) that the continuation of Supplemental Report filings in the future will not provide any essential information which will be critically different than that contained in a Final Report filed currently.

In any of these cases, though, if the reported total volume of commodity released or other previously reported data other than “Estimated cost of Operator’s environmental remediation” or “Estimated volume of commodity recovered” is found to be inaccurate, a Supplemental Report is still required.

In those cases in which investigations are ongoing, operators should file a Supplemental Report within one year even in those instances where no new, updated, and/or corrected information has been obtained, indicating such in PART H – Narrative Description of Accident.

For Supplemental Reports filed online, all data previously submitted will automatically populate in the form. Page through the form to make edits and additions where needed.

Supplemental Report *plus* **Final Report**

If an Original Report has already been filed AND new, updated, and/or corrected information is now being submitted via a Supplemental Report, AND the operator is reasonably certain that no further information will be forthcoming, then Final Report is to also be selected along with Supplemental Report. (See also the requirements stated above under “Supplemental Report”.)

Important: If an operator files one of the two types of Final Reports (either Original *plus* Final or Supplemental *plus* Final) and then subsequently finds that new, updated, and/or corrected information needs to be provided, the operator is to submit another Supplemental Report, selecting the appropriate report types (Supplemental or Supplemental *plus* Final)

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for the newly submitted report and explaining the circumstances in PART H – Narrative Description of the Accident.

Required Fields for Small Releases:

If the release is at least 5 gallons but is less than 5 barrels with no additional consequences (see below), complete only the fields indicated by light-grey shading. If the spill is to water as described in §195.52(a)(4) or is otherwise reportable under §195.50, then the entire Form PHMSA F 7000-1 must be completed.

The entire form must be completed for any release that:

- Involves death or personal injury requiring hospitalization; or
- Involves fire or explosion; or
- Is 5 barrels or more; or
- Has property damage greater than \$50,000; or
- Results in pollution of a body of water; or
- In the judgment of the operator was significant even though it did not meet these criteria.

In Part A, answer Questions 1 thru 18 by providing the requested information or by making the appropriate selection.

1. Operator's OPS -Issued Operator Identification Number (OPID)

The Pipeline and Hazardous Materials Safety Administration (PHMSA) assigns the Operator Identification Number (OPID). Most OPIDs are 5 digits. Older OPIDs may contain fewer digits. If your OPID contains fewer than 5 digits, insert leading zeros to fill all blanks. Contact PHMSA's Information Resources Manager at 202-366-8075 if you need assistance with an OPID. Business hours are 8:30 AM to 5:00 PM Eastern Standard Time.

2. Name of Operator

This is the company name used when registering for an OPID and PIN in PHMSA's Online Data Entry System. For online entries, the Name of Operator will be automatically filled in based on the OPID entered in Question 1. If the name that appears does not coincide with the OPID entered, contact PHMSA's Information Resources Manager at 202-366-8075.

3. Address of Operator

Enter the address of the operator's business office to which any correspondence related to the accident report should be sent.

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4. Local time (24-hour clock) and date of the Accident

Enter the date of the accident and the local time the accident occurred.

See “Special Instructions”, numbers 9 and 10 for examples of **Date format** and **Time format** expressed as a 24-hour clock.

5. Location of Accident

The latitude and longitude of the accident are to be reported as Decimal Degrees with a minimum of 5 decimal places (e.g. Lat: 38.89664 Long: -77.04327), using the NAD83 or WGS84 datums.

If you have coordinates in degrees/minutes or degrees/minutes/seconds use the formula below to convert to decimal degrees:

$$\text{degrees} + (\text{minutes}/60) + (\text{seconds}/3600) = \text{decimal degrees}$$

e.g. $38^{\circ} 53' 47.904'' = 38 + (53/60) + (47.904/3600) = 38.89664^{\circ}$

All locations in the United States will have a negative longitude coordinate, **which has already been included on the data entry form so that operators do not have to enter the negative sign.**

If you cannot locate the accident with a GPS or some other means, there are online tools that may assist you at <http://www.getlatlon.com/> or <http://viewer.nationalmap.gov/viewer/>. Any questions regarding the required format, conversion, or how to use the tools noted above can be directed to Amy Nelson (202-493-0591 or amy.nelson@dot.gov).

6. National Response Center (NRC) Report Number

Accidents meeting the criteria outlined in §195.52 are to be reported directly to the **24-hour National Response Center (NRC) at 1-800-424-8802** at the earliest practicable moment (generally within 2 hours). The NRC assigns numbers to each call. The number assigned to that Immediate Notice (sometimes referred to as the “Telephonic Report”) is to be entered in Question 6.

7. Local time (24-hr clock) and date of initial telephonic report to the National Response Center

Enter the time and date of the Immediate Notice of the accident to the NRC. The time is to be shown by 24-hour clock notation, and is to reflect the time in the time zone where the accident was physically located. (See “Special Instructions”, numbers 9 and 10.)

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8. Commodity Released

Select only one primary description of the commodity and then, where applicable, the secondary description of the commodity, based on the predominant volume released. Only releases of transported commodities are reportable.

Crude Oil

Refined and/or Petroleum Product (non-HVL) which is a Liquid at Ambient Conditions

Refined and/or Petroleum Product includes gasoline, diesel, jet fuel, kerosene, fuel oils, or other refined or petroleum products which are a liquid at ambient conditions. They are flammable, toxic, or corrosive products obtained from distilling or processing of crude oil, unfinished oils, natural gas liquids, blend stocks, and other miscellaneous hydrocarbon compounds. For a non-HVL petrochemical feedstock, such as propylene, report as “other” and specify the name of the commodity (e.g., “propylene”) in the space provided.

HVL or Other Flammable or Toxic Fluid which is a Gas at Ambient Conditions

Highly Volatile Liquids (HVLs) are hazardous liquids or liquid mixtures which will form a vapor cloud when released to the atmosphere and have a vapor pressure exceeding 276 kPa at 37.8 C.

Other Flammable or Toxic Fluids are those defined under 49 CFR 173.120 Class 3—Definitions

Other flammable or toxic fluids which fall under this category include gases at ambient conditions, such as anhydrous ammonia (NH₃) and propane. For a petrochemical feedstock, such as ethane or ethylene, which is also classified as a highly volatile liquid, report as “Other HVL” and specify the appropriate name (e.g., “ethane” or “ethylene”) in the space provided.

CO₂ (Carbon Dioxide)

Biofuel/Alternate Fuel (including ethanol blends)

Fuel Grade Ethanol is denatured ethanol before it has been mixed with a petroleum product or other hydrocarbon; sometimes also referred to as neat ethanol.

Ethanol Blend is ethanol plus a petroleum product such as gasoline. Such mixtures may be referred to as E10 or E85, for example, representing a 10% or 85% blend respectively. In the space provided, specify the percentage of ethanol in the mixture. Blends greater than 95% ethanol should be reported as Fuel Grade Ethanol.

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Biodiesel is a diesel liquid distilled from biological feedstocks vs. crude oil. Biodiesel is typically shipped as a blend mixed with a petroleum product. Report the percentage biodiesel in the blend as shown. For pure biodiesel, report 100.

General Information for Questions 9, 10, and 11:

Estimate volumes in barrels. Barrel means a unit of measurement equal to 42 U.S. standard gallons. If less than 1 barrel, report to 1 decimal place using the conversion table below. De minimus volumes, including but not limited to those which sometimes result in some form of ignition, are to be reported as 0.1 barrels.

If estimated volume is	Report	If estimated volume is	Report
<5 gallons	0.1 barrels	24-27 gallons	0.6 barrels
5-10 gallons	0.2 barrels	28-31 gallons	0.7 barrels
11-14 gallons	0.3 barrels	32-35 gallons	0.8 barrels
15-18 gallons	0.4 barrels	36-39 gallons	0.9 barrels
19-23 gallons	0.5 barrels	40-42 gallons	1.0 barrels

General Information for Questions 9 and 10:

Important Note: Volumes consumed by fire and/or explosion are to be included in the estimated volumes reported.

9. Estimated volume of commodity released unintentionally

An estimate of the volume released may be based on a variety and/or combination of inputs, including:

- calculations made by hydraulic engineers
- volume added to the pipeline segment to repack the line when the line is placed back in service
- measured volume of free phase commodity recovered, with allowances for commodity that is not recovered.
- volume calculated to be absorbed by soil or water
- volume calculated to have been lost to evaporation (e.g., for gasoline spills)

Estimate the amount of commodity that was released from the beginning of the accident until such time as the commodity is no longer being released from the system.

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10. Estimated volume of intentional and/or controlled release/blowdown

Estimate the amount of commodity that was released during any intentional release or controlled blowdown conducted as part of responding to or recovering from the accident. Intentional and controlled blowdown implies a level of control of the site and situation by the operator such that the area and the public are protected during the controlled release.

11. Estimated volume of commodity recovered

Recovered means the commodity is no longer in the environment. The commodity could have been removed by: absorbent pads or similar mechanisms; transferring to temporary storage such as a vacuum truck, a frac tank, or similar vessel; soil removal; bio-remediation; or other similar means of removal or recovery. The volume can be estimated based on a variety or combination of the measurement of free phase commodity recovered, the amount calculated to be absorbed by soil or water that was removed from the environment, measurement of oil extracted from absorbent pads, etc.

12. Were there fatalities?

If a person dies at the time of the accident or within 30 days of the initial accident date due to injuries sustained as a result of the accident, report as a fatality. If a person dies subsequent to an injury more than 30 days past the accident date, report as an injury. (Note: This aligns with the Department of Transportation's general guidelines for all jurisdictional transportation modes for reporting deaths and injuries.)

Contractor employees working for the operator are individuals hired to work for or on behalf of the operator of the pipeline. These individuals are not to be reported as “Operator employees”.

Non-Operator emergency responders are individuals responding to render professional aid at the accident scene including on-duty and volunteer fire fighters, rescue workers, EMTs, police officers, etc. “Good Samaritans” that stop to assist should be reported as “General public.”

Workers Working on the Right of Way, but NOT Associated with this Operator means people authorized to work in or near the right-of-way, but not hired by or working on behalf of the operator of the pipeline. This includes all work conducted within the right-of-way including work associated with other underground facilities sharing the right-of-way, building/road construction in or across the right-of-way, or farming. This category most often includes employees of other pipelines or underground facilities operators, or their contractors, working in or near a shared right-of-way. Workers performing work near, but not on, the right-of-way and who are affected should be reported as “General public”.

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13. Were there injuries requiring inpatient hospitalization?

Injuries requiring inpatient hospitalization are injuries sustained as a result of the accident which require both hospital admission *and* at least one overnight stay.

See Question 12 for additional definitions that apply.

14. Was the pipeline/facility shut down due to the Accident?

Report any shutdowns that occur as a result of the accident, including but not limited to those required for damage assessment, temporary repair, permanent repair, and clean-up.

If No is selected, explain the reason that no shutdown was needed in the space provided.

If Yes is selected, complete questions 14.a and 14.b.

14.a. Local time (24hr clock) and date of shutdown

14.b. Local time pipeline/facility restarted

The time is to be shown by 24-hour clock notation, and is to reflect the time in the time zone where the accident was physically located. (See “Special Instructions”, numbers 9 and 10.) Enter the time and date of the shutdown that is associated with the onset or occurrence of the accident in 14.a and the time and date of restart in 14.b. The intent with this data is to capture the total time that the pipeline or facility is shutdown due to the accident. If the pipeline or facility has not been restarted at the time of reporting, select “Still shut down” for Question 14.b and then include the restart time and date in a future Supplemental Report.

15. Did the Commodity Ignite?

Ignite means the released commodity caught fire.

16. Did the Commodity Explode?

Explode means the ignition of the released commodity occurred with a sudden and violent release of energy.

17. Number of general public evacuated

The number of people evacuated is to be estimated based on operator knowledge, or police, fire department, or other emergency responder reports. If there was no evacuation involving the general public, report zero (0). If an estimate is not possible for some reason, leave the field blank but include an explanation of why it was not possible to provide a number in PART H – Narrative Description of the Accident.

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18. Time sequence (use local time, 24-hour clock)

Enter the time and date the operator became aware of the accident (i.e., when the operator first identified that the accident had occurred, and NOT when the operator determined that the accident met the reporting criteria of §195.50) and the time operator personnel or contract resources (i.e., personnel or equipment) arrived on site. The time is to be shown by 24-hour clock notation, and is to reflect the time in the time zone where the accident was physically located. (See “Special Instructions”, numbers 9 and 10.)

PART B – ADDITIONAL LOCATION INFORMATION

1. Was the origin of the accident onshore?

Answer Yes or No as appropriate and complete only the designated questions.

If Onshore

2 – 5. Accident Location

Provide the state, zip code, city, and county/parish in which the accident occurred.

6. Operator-designated Location

This is intended to be the designation that the operator would use to identify the location of the accident on its pipeline system. Enter the appropriate milepost/valve station or survey station number. This designator is intended to allow PHMSA personnel to both return to the physical location of the accident using the operator’s own maps and identification systems as well as to identify the “paper” location of the accident when reviewing operator maps and records.

7. Pipeline/Facility Name

Multiple pipeline systems and/or facilities are often operated by a single operator. This information identifies the particular pipeline system or pipeline facility name commonly used by the operator on which the accident occurred, for example, the “West Line 24” Pipeline”, or “Gulf Coast Pipeline”, or “Wooster Terminal”.

8. Segment name/ID

Within a given pipeline system and/or facility, there are typically multiple segment or station identifiers, names, or ID’s which are commonly used by the operator. The information reported here helps locate and/or record the more precise accident location, for example, “Segment 4-32”, or “MP 4.5 to Wayne County Line”, or “Dublin Pump Station”, or “Witte Meter Station”.

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9. Was the Accident on Federal Lands other than Outer Continental Shelf?

Federal Lands other than Outer Continental Shelf means all lands the United States owns, including military reservations, except lands in National Parks and lands held in trust for Native Americans. Accidents at Federal buildings, such as Federal Court Houses, Custom Houses, and other Federal office buildings and warehouses, are NOT to be reported as being on Federal Lands.

10. Location of Accident

Operator-controlled Property would normally apply to an operator's facility, which may or may not have controlled access, but which is often fenced or otherwise marked with discernible boundaries. This "operator-controlled property" does not refer to the pipeline right-of-way, which is a separate choice for this question.

11. Area of Accident (as found)

This refers to the location on the pipeline at which commodity was released, resulting in the accident. It does not refer to adjacent locations in which released commodity may have accumulated or ignited.

Underground means pipe, components, or other facilities installed below the natural ground level, road bed, or below the underwater natural bottom.

Under pavement includes under streets, sidewalks, paved roads, driveways, and parking lots.

Exposed due to Excavation means that a normally buried pipeline had been exposed by any party (operator, operator's contractor, or third party) preparatory to or as a result of excavation. The cause of the release, however, may or may not necessarily be related to excavation damage. This category could include a corrosion leak not previously evidenced by stained vegetation, but found during an ILI dig, or a release caused by a non-excavation vehicle where contact happened to occur while the pipeline was exposed for a repair or examination. Natural forces might also damage a pipeline that happened to be temporarily exposed. In each case, the cause should be appropriately reported in PART G of this form.

Aboveground means pipe, components, or other facilities that are above the natural grade.

Typical aboveground facility piping includes any pipe or components installed aboveground such as those at pump stations, valve sites, and breakout tank farms.

Transition area means the junction of differing material or media between pipes, components, or facilities such as those installed at a belowground-aboveground junction (soil/air interface), another environmental interface, or in close contact to supporting elements such as those at water crossings, pump stations and break out tank farms.

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12. Did Accident occur in a crossing?

Use **Bridge Crossing** if the pipeline is suspended above a body of water or roadway, railroad right-of-way, etc., either on a separately designed pipeline bridge or as a part of or connected to a road, railroad, or passenger bridge.

Use **Railroad Crossing** or **Road Crossing**, as appropriate, if the pipeline is buried beneath rail bed or road bed.

Use **Water Crossing** if the pipeline is in the water, beneath the water, in contact with the natural ground of the lake bed, etc., or buried beneath the bed of a lake, reservoir, stream or creek, whether the crossing happens to be flowing water at the time of the accident or not. The name of the body of water should be provided if it is commonly known and understood among the local population. (The purpose of this information is to allow persons familiar with the area in which the accident occurred to identify the location and understand it in its local context. Research to identify names that are not commonly used is not necessary since such names would not fulfill the intended purpose. If a body of water does not have a name that is commonly used and understood in the local area, this field may be left blank).

For **Approximate Water Depth (ft)** of the lake, reservoir, etc., estimate the typical water depth at the location of the accident, ignoring seasonal, weather-related, and other factors which may affect the water depth from time to time.

If Offshore

13. Approximate water depth (ft.), at the point of the Accident

This is to be the estimated depth from the surface of the water to the seabed at the point of the accident regardless of whether the pipeline is below/on the bottom, underwater but suspended above the bottom, or above the surface (e.g., on a platform).

14. Origin of the Accident

Area and Tract/Block numbers are to be provided for either State or OCS waters, whichever is applicable.

For Nearest County/Parish, as with the name of an onshore body of water (see Question 12 above), the data collected is intended to allow persons familiar with the area in which the accident occurred to identify the location and understand it in its local context. Accordingly, it is not necessary to take measurements to determine which county/parish is “nearest” in cases where the accident location is approximately equidistant from two (or more). In such cases, the name of one of the nearby counties/parishes is to be provided.

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PART C – ADDITIONAL FACILITY INFORMATION

1. Is the pipeline or facility [Interstate or Intrastate]?

As defined in section 195.2, **Interstate pipeline** means a pipeline or that part of a pipeline that is used in transportation of hazardous liquids or carbon dioxide in interstate or foreign commerce.

As defined in section 195.2, **Intrastate pipeline** means a pipeline or that part of a pipeline to which Part 195 applies that is not an interstate pipeline.

Operators may refer to Appendix A of Part 195 for further guidance.

3. Item involved in Accident

Pipe (whether pipe body or pipe seam) means the pipe through which the commodity is transported, not including auxiliary piping, tubing or instrumentation.

Nominal diameter of pipe is also called **Nominal pipe size**. It is the diameter in whole number inches (except for pipe less than 4”) used to describe the pipe size; for example, 8-5/8 pipe has a nominal pipe size of 8”. Decimals are unnecessary for this measure (except for pipe less than 4”).

Enter **pipe wall thickness** in inches. Wall thickness is typically less than an inch, and is standard among different pipeline types and manufacturers. Accordingly, use three decimal places to report wall thickness: 0.312, 0.281, etc.

SMYS means specified minimum yield strength and is the yield strength prescribed by the specification under which the material is purchased from the manufacturer.

Pipe Specification is the specification to which the pipe was manufactured, such as API 5L or ASTM A106.

Pipe seam means the longitudinal seam (longitudinal weld) created during manufacture of the joint of pipe.

Pipe Seam Type Abbreviations

SAW means submerged arc weld

ERW means electric-resistance weld

DSAW means double submerged arc weld

Auxiliary piping means piping, usually small in diameter that supports the operation of the mainline or facility piping and does not include tubing. Examples of auxiliary piping include discharge and drain lines, sample lines, etc.

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If the accident occurred on an item not provided in this section, select “Other” and specify the item that failed in the space provided.

6. Type of Accident involved (*select only one*)

Mechanical puncture means a puncture of the pipeline, typically by a piece of equipment such as would occur if the pipeline were pierced by directional drilling or a backhoe bucket tooth. Not all excavation-related damage will be a “mechanical puncture.” (Precise measurement of size – e.g., micrometer – is not needed. Approximate measurements can be provided in inches and one decimal.)

Leak means a failure resulting in an unintentional release of the transported commodity that is often small in size, usually resulting in a low flow release of low volume, although large volume leaks can and do occur on occasion.

Rupture means a loss of containment that immediately impairs the operation of the pipeline. Pipeline ruptures often result in a higher flow release of larger volume. The terms “circumferential” and “longitudinal” refer to the general direction or orientation of the rupture relative the pipe’s axis. They do not exclusively refer to a failure involving a circumferential weld such as a girth weld, or to a failure involving a longitudinal weld such as a pipe seam. (Precise measurement of size – e.g., micrometer – is not needed. Approximate measurements can be provided in inches and one decimal.)

PART D – ADDITIONAL CONSEQUENCE INFORMATION

Per 195.450, High Consequence Area means:

1. A *commercially navigable waterway*, which means a waterway where a substantial likelihood of commercial navigation exists;
2. A *high population area*, which means an urbanized area as defined and delineated by the Census Bureau that contains 50,000 or more people and has a population density of at least 1,000 people per square mile;
3. An *other populated area*, which means a place as defined and delineated by the Census Bureau that contains a concentrated population, such as an incorporated or unincorporated city, town, village, or other designated residential or commercial area;
4. An *unusually sensitive area*, as defined in §195.6

* * * * *

5.b Estimated amount released in or reaching water

An estimate of the volume released in or reaching water may be based on a variety and/or combination of inputs, including those mentioned above for PART A, Questions 9 and 10.

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5.c Name of body of water, if commonly known:

The name of the body of water should be provided if it is commonly known and understood among the local population. (The purpose of this information is to allow persons familiar with the area in which the accident occurred to identify the location and understand it in its local context. Research to identify names that are not commonly used is not necessary since such names would not fulfill the intended purpose. If a body of water does not have a name that is commonly used and understood in the local area, this field should be left blank).

6. At the location of this Accident, had the pipeline segment or facility been identified as one that “could affect” a High Consequence Area (HCA) as determined in the Operator’s Integrity Management Program?

This question should be answered based on the classification of the involved segment in the operator’s integrity management (IM) program at the time of the accident, whether or not consequences to an HCA ensued. It is possible that a release on a pipeline segment that “could affect” an HCA might not actually affect an HCA. It is also possible that releases from segments thought not able to affect an HCA might have such an affect. This could indicate a deficiency in the operator’s IM program for identifying segments that can affect HCAs, and all of this information is useful for PHMSA’s overall evaluations concerning the efficacy of IM regulation.

7. Did the released commodity reach or occur in one or more High Consequence Area (HCA)?

Guidance available from the pipeline industry for its own spill reporting system is pertinent here. Please see <http://committees.api.org/pipeline/ppts/docs/Advisories/2004-1AdvisoryHCAReporting.pdf>

Generally, a spilled commodity will have “reached” an HCA if the spill zone intersects the boundaries of the HCA polygon as mapped by the National Pipeline Mapping System. The HCA maps should be available as a part of each operator’s Integrity Management Program as per §195.452.

7.a. HCA Type (select all that apply)

Refer to the definitions in §192.450, reproduced above. Leave this question blank if the released commodity did not reach or occur in a High Consequence Area.

8. Estimated Property Damage

All relevant costs available at the time of submission must be included on the initial written Accident Report as well as being updated as needed on Supplemental Reports. This includes (but is not limited to) costs due to property damage to the operator’s facilities and to the property of others, commodity lost, facility repair and replacement, and environmental cleanup and damage. Do NOT include costs incurred for facility repair, replacement, or change that are NOT related to the accident and which are typically done

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solely for convenience. An example of doing work solely for convenience is working on non-leaking facilities unearthed because of the accident. Litigation and other legal expenses related to the accident are not reportable.

Operators are to report costs based on the best estimate available at the time a report is submitted. It is likely that an estimate of final repair costs may not be available when the initial report must be submitted (30 days, per §195.54). The best available estimate of these costs should be included in the initial report. For convenience, this estimate can be revised, if needed, when Supplemental Reports are filed for other reasons, however, when no other changes are forthcoming, Supplemental Reports are to be filed as new cost information becomes available. If Supplemental Reports are not submitted for other reasons, a Supplemental Report is to be filed for the purpose of updating or correcting the estimated cost if these costs differ from those already reported by 20 percent or \$20,000, whichever is greater.

Public and Non-operator private property damage estimates generally include physical damage to the property of others, the cost of environmental investigation and remediation of a site not owned or operated by the operator, laboratory costs, third party expenses such as engineers or scientists, and other reasonable costs, excluding litigation and other legal expenses related to the accident.

Cost of commodity lost includes the cost of the commodity not recovered and/or the cost of recovered commodity downgraded to a lower value or re-processed, and is to be based on the volume reported in PART A, Questions 9, 10, and 11.

Operator's property damage estimates generally include physical damage to the property of the operator or owner company such as the estimated installed or replacement value of the damaged pipe, coating, component, materials, or equipment due to the accident, excluding litigation and other legal expenses related to the accident.

When estimating the **Cost of repairs** to company facilities, the standard shall be the cost necessary to safely restore property to its predefined level of service. Property damage estimates include the cost to access, excavate, and repair the pipeline using methods, materials, and labor necessary to re-establish operations at a predetermined level. These costs may include the cost of repair sleeves or clamps, re-routing of piping, or the removal from service of an appurtenance, tank, or pipeline component. When more comprehensive repairs or improvements are justified but not required for continued operation, the cost of such repairs or replacement is not attributable to the accident. Costs associated with improvements to the pipeline or other facilities to mitigate the risk of future failures are not included.

The following examples are provided for clarity and guidance:

Tank accident - Property damage estimates would include the cost to remove the tank from service, sufficiently clean the tank, repair the tank to a standard operating capability, and then return the tank to service. Costs

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associated with improvements to the tank to mitigate the risk of future failures are not included.

Pipeline accident - Property damage estimates include the cost to access, excavate and repair the pipeline using methods, materials, and labor necessary to re-establish operations at a predetermined level. Costs associated with improvements to the pipeline to mitigate the risk of future failures are not included.

Estimated costs of **Operator's emergency response** include emergency response operations necessary to return the accident site to a safe state, actions to minimize the volume of commodity released, conduct reconnaissance, identify the extent of accident impacts, and contain, control, mitigate, recover, and remove the commodity from the environment, to the maximum extent practicable. They include materials, supplies, labor, and benefits. Costs related to stakeholder outreach, media response, etc. are not to be included. The estimated costs of long-term remediation activities should be included in Environmental Remediation estimates.

Environmental remediation includes the estimated cost to remediate a site such as those associated with engineering, scientists, laboratory costs, and the installation, operation, and maintenance of long-term recovery systems, etc.

Other costs are to include any and all costs which are not included above. Operators are to NOT use this category to report any costs which belong in cost categories separately listed above.

Costs are to be reported in only one category and are not to be double-counted. Costs can be split between two or more categories when they overlap more than one reporting category.

PART E – ADDITIONAL OPERATING INFORMATION

4. Not including pressure reductions required by PHMSA regulations (such as for repairs and pipe movement), was the system or facility relating to the Accident operating under an established pressure restriction with pressure limits below those normally allowed by the MOP?

Consider both voluntary and mandated pressure restrictions. A pressure restriction is to be considered mandated by PHMSA or a state regulator if it was directed by an order or other formal correspondence. Pressure reductions imposed by the operator as a result of regulatory requirements, e.g., a pressure reduction taken because an anomaly identified during an IM assessment could not be repaired within the required schedule (§195.452(h)(3)), is not to be considered mandated by PHMSA.

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5.a. Type of upstream valve used to initially isolate release source

Identify the type of valve used to initially isolate the release on the upstream side. In general, this will be the first upstream valve selected by the operator to minimize the release volume but may not be the closest to the accident site or the one that was eventually used for the final isolation of the release site for repair.

5.b. Type of downstream valve used to initially isolate release source

Identify the type of valve used to initially isolate the release on the downstream side. In general, this will be the first downstream valve selected by the operator to minimize the release volume but may not be the closest to the accident site or the one that was eventually used for the final isolation of the release site for repair.

5.c. Length of segment isolated between valves (ft)

Identify the length in feet between the valves identified in Questions 5.a and 5.b that were initially used to isolate the spill area.

5.f. Function of pipeline system

Gathering means a crude oil pipeline 8-5/8 inches or less nominal outside diameter that transports petroleum from a production facility.

Trunkline/Transmission means all other pipeline assets not meeting the gathering definition.

SMYS means specified minimum yield strength and is the yield strength prescribed by the specification under which the material is purchased from the manufacturer.

6. Was a Supervisory Control and Data Acquisition (SCADA)-based system in place on the pipeline or facility involved in the Accident?

This does not mean a system designed or used exclusively for leak detection.

6.a. Was it operating at the time of the Accident?

Was the SCADA system in operation at the time of the accident?

6.b. Was it fully functional at the time of the Accident?

Was the SCADA system capable of performing all of its functions, whether or not it was actually in operation at the time of the accident? If No, describe functions that were not operational in PART H – Narrative Description of the Accident.

6.c and d. Did SCADA-based information (such as alarm(s), alert(s), event(s), and/or volume calculations) assist with the detection (or confirmation) of the Accident?

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Select Yes if SCADA-based information was used to confirm the accident even if the initial report or identification may have come from other sources. Use of SCADA data for subsequent estimation of amount of commodity lost, etc. is not considered use to confirm the accident.

Select No if SCADA-based information was not used to assist with identification of the accident.

7. Was a CPM leak detection system in place on the pipeline or facility involved in the Accident?

This means a system designed and used exclusively for leak detection.

Follow instructions for Question 6 above.

8. How was the Accident initially identified for the Operator? (*select only one*)

Controller per the definition in API RP 1168 means a qualified individual whose function within a shift is to remotely monitor and/or control the operations of entire or multiple sections of pipeline systems via a SCADA system from a pipeline control room, and who has operational authority and accountability for the daily remote operational functions of pipeline systems.

Local Operating Personnel including contractors means employees or contractors working on behalf of the operator outside the control room.

9. Was an investigation initiated into whether or not the controller(s) or control room issues were the cause of or a contributing factor to the Accident?

Select only one of the choices to indicate whether an investigation was/is being conducted (Yes) or was not conducted (No). If an investigation has been completed, select all the factors that apply in describing the results of the investigation.

Cause means an action or lack of action that directly led to or resulted in the pipeline accident.

Contributing factor means an action or lack of action that when added to the existing pipeline circumstances heightened the likelihood of the release or added to the impact of the release.

Controller Error means that the controller failed to identify a circumstance indicative of a release event, such as an abnormal operating condition, alarm, pressure drop, change in flow rate, or other similar event.

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Incorrect Controller action means that the controller errantly operated the means for controlling an event. Examples include opening or closing the wrong valve, or hitting the wrong switch or button.

PART F – DRUG & ALCOHOL TESTING INFORMATION

Requirements for post-accident drug and alcohol tests are in 49 CFR §199.105 and §195.225 respectively. If the accident circumstances were such that tests were not required by these regulations, and if no tests were conducted, select No. If tests were administered, select Yes and report separately the number of operator employees and number of contractors working for the operator who were tested and the number of each that failed such tests.

PART G – APPARENT CAUSE

PART G – Apparent Cause

Select the one, single sub-cause listed under sections G1 thru G8 that best describes the apparent cause of the Accident. These sub-causes are contained in the shaded column on the left under each main cause category. Answer the corresponding questions that accompany your selected sub-cause, and describe any secondary, contributing, or root causes of the Accident in PART H – Narrative Description of the Accident.

G1 – Corrosion Failure

Corrosion includes a release or failure caused by galvanic, atmospheric, stray current, microbiological, or other corrosive action. A corrosion release or failure is not limited to a hole in the pipe or other piece of equipment. If the bonnet or packing gland on a valve or flange on piping deteriorates or becomes loose and leaks due to corrosion and failure of bolts, it is to be classified as Corrosion. (Note: If the bonnet, packing, or other gasket has deteriorated to failure, whether before or after the end of its expected life, but not due to corrosive action, it is to be classified under G6 - Equipment Failure.)

External Corrosion

4.a. Under cathodic protection means cathodic protection in accordance with §195.563 or §195.573(b). Recognizing that older pipelines may have had cathodic protection added over a number of years, provide an estimate if the exact year cathodic protection started is unknown.

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Internal Corrosion

9. Location of corrosion

A **low point in pipe** includes portions of the pipe contour in which water might settle out. This includes, but is not limited to, the low point of vertical bends at a crossing of a foreign line or road/railroad, etc., an elbow, a drop out or low point drain.

10. Was the commodity treated with corrosion inhibitors or biocides?

Select Yes if corrosion inhibitors or biocides were included in the commodities transported.

12. Were cleaning/dewatering pigs (or other operations) routinely utilized?

13. Were corrosion coupons routinely utilized?

For purposes of these Questions 12 and 13, “routinely” refers to an action that is performed on more than a sporadic or one-time basis as part of a regular program with the intent to ensure that water build-up and/or settling and internal corrosion do not occur.

Either External or Internal Corrosion

14. List the year of the most recent inspections

Complete this question only when any corrosion failure sub-cause is selected AND the item involved in the accident (as reported in PART C, Question 3) is “Tank/Vessel”. Do not complete if the item involved is Pipe, Weld, or any other item.

15.a. If Yes, for each tool used, select type of internal inspection tool and indicate most recent year run

Magnetic Flux Leakage Tool is an in-line inspection tool using an imposed magnetic flux to detect instances of pipe wall loss from corrosion. Includes low- and high-resolution MFL tools. Does not include transverse flux MFL tools, which are a separate choice in this question.

Ultrasonic refers to an in-line inspection tool that uses ultrasonic technology to measure wall thickness and detect instances of wall loss.

Transverse Field/Triaxial tools are specialized magnetic flux leakage tools that use a flux oriented to improve ability to detect crack anomalies.

Combination Tool refers to any in-line inspection tool that uses a combination of these inspection technologies in a single tool.

16. Has one or more hydrotest or other pressure test been conducted since original construction at the point of the Accident?

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Information from the initial post-construction hydrostatic test is not to be reported.

17. Has one or more Direct Assessment been conducted on this segment?

This refers to direct assessment as defined in §195.553. Instances in which one or more indirect monitoring tools (e.g., close interval survey, DCVG) have been used that might be used as part of direct assessment but which were not used as part of the direct assessment process defined in §195.553 do NOT constitute a Direct Assessment for purposes of this question.

G2 – Natural Force Damage

Natural Force Damage includes a release or failure resulting from earth movement, earthquakes, landslides, subsidence, lightning, heavy rains/floods, washouts, flotation, mudslide, scouring, temperature, frost heave, frozen components, high winds, or similar natural causes.

Earth Movement, NOT due to Heavy Rains/Floods refers to accidents caused by land shifts such as earthquakes, subsidence, or landslides, but not mudslides which are presumed to be initiated by heavy rains or floods.

Heavy Rains/Floods refer to all water-related natural force causes. While mudslides involve earth movement, report them here since typically they are an effect of heavy rains or floods.

Lightning includes both damage and/or fire caused by a direct lightning strike and damage and/or fire as a secondary effect from a lightning strike in the area. An example of such a secondary effect would be a forest fire started by lightning that results in damage to a pipeline system asset which results in an accident. (See also the discussion of “secondary ignition” under the *General Instructions*.)

Temperature includes weather-related temperature and thermal stress effects, either heat or cold, where temperature was the initiating cause.

Thermal stress refers to mechanical stress induced in a pipe or component when some or all of its parts are not free to expand or contract in response to changes in temperature.

Frozen components would include accidents where components are inoperable because of freezing and those due to cracking of a piece of equipment due to expansion of water during a freeze cycle.

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High Winds includes damage caused by wind-induced forces. Select this category if the damage is due to the force of the wind itself. Damage caused by impact from objects blown by wind would be reported under G4 - Other Outside Force Damage.

Other Natural Force Damage. Select this sub-cause for types of Natural Force Damage not included otherwise, and describe in the space provided. If necessary, provide additional explanation in PART H – Narrative Description of the Accident.

Answer Questions 6 and 6.a if the accident occurred in conjunction with an extreme weather event such as a hurricane, tropical storm, or tornado. If an extreme weather event related to something other than a hurricane, tropical storm, or tornado was involved, indicate Other and describe the event in the space provided.

G3 – Excavation Damage

Excavation Damage includes a release or failure resulting directly from excavation damage by operator's personnel (oftentimes referred to as “first party” excavation damage) or by the operator’s contractor (oftentimes referred to as “second party” excavation damage) or by people or contractors not associated with the operator (oftentimes referred to as “third party” excavation damage). Also, this section includes a release or failure determined to have resulted from previous damage due to excavation activity. For damage from outside forces OTHER than excavation which results in a release, use G2 - Natural Force Damage or G4 - Other Outside Force, as appropriate. Also, for a strike, physical contact, or other damage to a pipeline or facility that apparently was NOT related to excavation and that results in a delayed or eventual release, report the accident under G4 as “Previous Mechanical Damage NOT related to Excavation.”

Excavation Damage by Operator (First Party) refers to accidents caused as a result of excavation by a direct employee of the operator.

Excavation Damage by Operator’s Contractor (Second Party) refers to accidents caused as a result of excavation by the operator’s contractor or agent or other party working for the operator.

Excavation Damage by Third Party refers to accidents caused by excavation damage resulting from actions by personnel or other third parties not working for or acting on behalf of the operator or its agent.

Previous Damage due to Excavation Activity refers to accidents that were apparently caused by prior excavation activity and that then resulted in a delayed or eventual release. Indications of prior excavation activity might come from the condition of the pipe when it is examined, or from records of excavation at the site, or through metallurgical analysis or other inspection and/or testing methods. Dents and gouges in the 10:00-to-2:00 o’clock positions on the pipe, for instance, may indicate an earlier strike, as might marks from the bucket or tracks of an earth moving machine or similar pieces of equipment.

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1.a. If Yes, for each tool used, select type of internal inspection tool and indicate most recent year run

Magnetic Flux Leakage Tool is an in-line inspection tool using an imposed magnetic flux to detect instances of pipe wall loss from corrosion. Includes low- and high-resolution MFL tools. Does not include transverse flux MFL tools, which are a separate choice in this question.

Ultrasonic refers to an in-line inspection tool that uses ultrasonic technology to measure wall thickness and detect instances of wall loss.

Transverse Field/Triaxial tools are specialized magnetic flux leakage tools that use a flux oriented to improve ability to detect crack anomalies.

Combination Tool refers to any in-line inspection tool that uses a combination of these inspection technologies in a single tool.

3. Has one or more hydrotest or other pressure test been conducted since original construction at the point of the Accident?

Information from the initial post-construction hydrostatic test is not to be reported.

4. Has one or more Direct Assessment been conducted on this segment?

This refers to direct assessment as defined in §195.553. Instances in which one or more indirect monitoring tools (e.g., close interval survey, DCVG) have been used that might be used as part of direct assessment but which were not used as part of the direct assessment process defined in §195.553 do not constitute a Direct Assessment for purposes of this question.

7. – 17. Complete these questions for any excavation damage sub-cause. Instructions for answering these questions can be found at CGA's web site, <https://www.damagereporting.org/dr/control/userGuide.do>.

G4 – Other Outside Force Damage

Other Outside Force Damage includes, but are not limited to, a release or failure resulting from non-excavation-related outside forces, such as nearby industrial, man-made, or other fire or explosion; damage by vehicles or other equipment; failures due to mechanical damage; and, intentional damage including vandalism and terrorism.

Nearby Industrial, Man-made or other Fire/Explosion as Primary Cause of Accident applies to situations where the fire occurred before - and *caused* - the release. (See also the discussion of “secondary ignition” under the *General Instructions*.) Examples of such an accident would be an explosion or fire at a neighboring facility or installation (chemical

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plant, tank farm, other industrial facility) or structure, debris, or brush/trees that results in a release at the operator's pipeline or facility. This includes forest, brush, or ground fires that are caused by human activity. If the fire, however, is known to have been started as a result of a lightning strike, the accident's cause is to be classified under G2 - Natural Force Damage. Arson events directed at harming the pipeline or the operator should be reported as G4 - Intentional Damage (see below). This sub-cause is NOT to be used if the release occurred first and then the gas released from the pipeline system or facility ignited.

Damage by Car, Truck, or Other Motorized Vehicle/Equipment NOT Engaged in Excavation. An example of this sub-cause would be a stopple tee that releases commodity when damaged by a pickup truck maneuvering near the pipeline. Other motorized vehicles or equipment include tractors, backhoes, bulldozers and other tracked vehicles, and heavy equipment that can move. Include under this sub-cause accidents caused by vehicles operated by the pipeline operator, the pipeline operator's contractor, or a third party, and

specify the vehicle/equipment operator's affiliation from one of these three groups. Pipeline accidents resulting from vehicular traffic loading or other contact should also be reported in this category. If the activity that caused the release involved digging, drilling, boring, grading, cultivation or similar activities, report under G3 - Excavation Damage.

Damage by Boats, Barges, Drilling Rigs, or Other Maritime Equipment or Vessels Set Adrift or Which Have Otherwise Lost Their Mooring. This sub-cause includes impacts by maritime equipment or vessels (including their anchors or anchor chains or other attached equipment) that have lost their moorings and are carried into the pipeline facility by the current. This sub-cause also includes maritime equipment or vessels set adrift as a result of severe weather events and carried into the pipeline facility by waves, currents, or high winds. In such cases, also indicate the type of severe weather event. Do NOT report in this sub-cause accidents which are caused by the impact of maritime equipment or vessels while they are engaged in their normal or routine activities; such accidents are to be reported as "Routine or Normal Fishing or Other Maritime Activity NOT Engaged in Excavation" under this section G4 (see below) so long as those activities are not excavation activities. If those activities are excavation activities such as dredging or bank stabilization or renewal, the accident is to be reported under G3 - Excavation Damage.

Routine or Normal Fishing or Other Maritime Activity NOT Engaged in Excavation. This sub-cause includes accidents due to shrimping, purseining, oil drilling, or oilfield workover rigs, including anchor strikes, and other routine or normal maritime-related activities UNLESS the movement of the maritime asset was due to a severe weather event (this type of accident should be reported under "Damage by Boats, Barges, Drilling Rigs, or Other Maritime Equipment or Vessels Set Adrift or Which Have Otherwise Lost Their Mooring" in this section G4); or the accident was caused by excavation activity such as dredging of waterways or bodies of water (this type of accident is to be reported under G3 - Excavation Damage).

Electrical Arcing from Other Equipment or Facility such as a pole transformer or adjacent facility's electrical equipment.

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Previous Mechanical Damage NOT Related to Excavation. This sub-cause covers accidents where damage occurred at some time prior to the release that was apparently NOT related to excavation activities, and would include prior outside force damage of an unknown nature, prior natural force damage, prior damage from other outside forces, and any other previous mechanical damage other than that which was apparently related to prior excavation. Accidents resulting from previous damage sustained during construction, installation, or fabrication of the pipe or weld from which the release eventually occurred are to be reported under G5 - Material Failure of Pipe or Weld. (See this sub-cause for typical indications of previous construction, installation, or fabrication damage.) Accidents resulting from previous damage sustained as a result of excavation activities should be reported under G3 – Previous Damage due to Excavation Activity. (See this sub-cause for typical indications of prior excavation activity.)

Intentional Damage

Vandalism means willful or malicious destruction of the operator’s pipeline facility or equipment. This category would include arson, pranks, systematic damage inflicted to harass the operator, motor vehicle damage that was inflicted intentionally, and a variety of other intentional acts. (See also the discussion of “secondary ignition” under the *General Instructions*.)

Terrorism, per 28 CFR §0.85 General Functions, includes the unlawful use of force and violence against persons or property to intimidate or coerce a government, the civilian population, or any segment thereof, in furtherance of political or social objectives. Operators selecting this item are encouraged to also notify the FBI.

Theft of commodity or Theft of equipment means damage by any individual or entity, by any mechanism, specifically to steal, or attempt to steal, the transported commodity or pipeline equipment.

Other Describe in the space provided and, if necessary, provide additional explanation in PART H – Narrative Description of the Accident.

Other Outside Force Damage. Select this sub-cause for types of Other Outside Force Damage not included otherwise, and describe in the space provided. If necessary, provide additional explanation in PART H – Narrative Description of the Accident.

G5 – Material Failure of Pipe or Weld

Use this section to report material failures **only if** “Item Involved in accident” (PART C, Question 3) is “**Pipe**” (whether “**Pipe Body**” or “**Pipe Seam**”) or “**Weld**.” Indicate how the sub-cause was determined or if the sub-cause is still being investigated.

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This section includes releases in or failures from defects or anomalies within the material of the pipe body or within the pipe seam or other weld due to faulty manufacturing procedures, defects resulting from poor construction, installation, or fabrication practices, and in-service stresses such as vibration, fatigue, and environmental cracking.

Construction-, Installation-, or Fabrication-related includes a release or failure caused by a dent, gouge, excessive stress, or some other defect or anomaly introduced during the process of constructing, installing, or fabricating pipe and pipe welds, including welding or other activities performed at the facility. Included are releases from or failures of wrinkle bends, field welds, and damage sustained in transportation to the construction or fabrication site. Not included are failures due to seam defects, which are to be reported as Original Manufacturing-related (see below).

Original Manufacturing-related (NOT girth weld or other welds formed in the field) includes a release or failure caused by a defect or anomaly introduced during the process of

manufacturing pipe, including seam defects and defects in the pipe body. This option is not appropriate for wrinkle bends, field welds, girth welds, or other joints fabricated in the field. Use this option for failures such as those due to defects of the longitudinal weld or inclusions in the pipe body.

If **Construction, Installation, Fabrication-related** or **Original Manufacturing-related** is selected, then select any contributing factors. Examples of Mechanical Stress include failures related to overburden or loss of support.

G6 – Equipment Failure

This section applies to failures of items **other than “Pipe” (“Pipe Body” or “Pipe Seam”) or “Weld”**.

Equipment Failure includes a release or failure resulting from: malfunction of control/relief equipment including valves, regulators, or other instrumentation; failures of compressors, or compressor-related equipment; failures of various types of connectors, connections, and appurtenances; failures of the body of equipment, vessel plate, or other material (including those caused by construction-, installation-, or fabrication-related and original manufacturing-related defects or anomalies); and, all other equipment-related failures.

Malfunction of Control/Relief Equipment. Examples of this type of accident cause include: overpressurization resulting from malfunction of a control or alarm device; relief valve malfunction; valves failing to open or close on command; or valves which opened or closed when not commanded to do so. If overpressurization or some other aspect of this accident was caused by incorrect operation, the accident should be reported under G7 - Incorrect Operation.

ESD System Failure means failure of an emergency shutdown system.

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Other Equipment Failure. Select this sub-cause for types of Equipment Failure not included otherwise, and describe in the space provided. If necessary, provide additional explanation in PART H – Narrative Description of the Accident.

G7 – Incorrect Operation

Incorrect Operation includes a release or failure resulting from operating, maintenance, repair, or other errors by facility personnel, including, but not limited to improper valve selection or operation, inadvertent overpressurization, or improper selection or installation of equipment.

Other Incorrect Operation. Select this sub-cause for types of Incorrect Operation not included otherwise, and describe in the space provided. If necessary, provide additional explanation in PART H – Narrative Description of the Accident.

G8 – Other Accident Cause

This section is provided for accidents whose cause is currently unknown, or where investigation into the cause has been exhausted and the final judgment as to the cause remains unknown, or where a cause has been determined which does not fit into any of the main cause categories listed in sections G1 thru G7.

If the accident cause is known but doesn't fit into any category in sections G1 thru G7, select **Miscellaneous** and enter a description of the accident cause, continuing with a more thorough explanation in PART H - Narrative Description of the Accident.

If the accident cause is unknown at the time of filing this report, select **Unknown** in this section and specify one reason from the accompanying two choices. Once the operator's investigation into the accident cause is completed, the operator is to file a Supplemental Report as soon as practicable either reporting the apparent cause or stating definitively that the cause remains Unknown, along with any other new, updated, and/or corrected information pertaining to the accident. This Supplemental Report is to include all new, updated, and/or corrected information pertaining to *all* portions of the report form known at this time, and not only that information related to the apparent cause.

Important Note: Whether the investigation is completed or not, or if the cause continues to be unknown, Supplemental Reports are to be filed reflecting new, updated, and/or corrected information *as and when this information becomes available*. In those cases in which investigations are ongoing for an extended period of time, operators are to file a Supplemental Report within one year of their last report for the accident even in those instances where no new, updated, and/or corrected information has been obtained, with an explanation that the cause remains under investigation in PART H – Narrative Description of Accident. Additionally, final determination of the apparent cause and/or closure of the

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investigation does NOT preclude the need for the operator's filing of additional Supplemental Reports as and when new, updated, and/or corrected information becomes available.

PART H – NARRATIVE DESCRIPTION OF THE ACCIDENT

Concisely describe the accident, including the facts, circumstances, and conditions that may have contributed directly or indirectly to causing the accident. Include secondary, contributing, or root causes when possible, or any other factors associated with the cause that are deemed pertinent. Use this section to clarify or explain unusual conditions, to provide sketches or drawings, and to explain any estimated data. Operators submitting reports on-line will be afforded the opportunity to attach/upload files (in PDF or JPG format only) containing sketches, drawings, or additional data.

If you selected Miscellaneous in section G8, the narrative is to describe the accident in detail, including all known or suspected causes and possible contributing factors.

PART I – PREPARER AND AUTHORIZED SIGNATURE

The Preparer is the person who compiled the data and prepared the responses to the report and who is to be contacted for more information (preferably the person most knowledgeable about the information in the report or who knows how to contact the person most knowledgeable). Enter the Preparer's e-mail address if the Preparer has one, and the phone and fax numbers used by the Preparer.

An Authorized Signature must be obtained from an officer, manager, or other person whom the operator has designated to review and approve the report. This individual is responsible for assuring the accuracy and completeness of the reported data. In addition to their title, a phone number and email address are to be provided for the individual signing as the Authorized Signature.

New Jersey

<p>A discharge occurring at a facility for which a DPCC/DCR, Risk Management Plan, Emergency Contingency Plan, or Response Plan has been approved, AND:</p> <p>a) The discharge has not migrated off-site of entered any waters of the state; AND</p> <p>b) The discharge is stopped, contained, cleaned-up and removed within 24 hours of discovery; AND</p> <p>c) The owner or operator documents actions taken and maintains records and makes available for review for three years</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>New Jersey Department of Environmental Protection (877) 927-6337 or (877) WARN-DEP (24-hour)</p>	<p>N/A</p>	<p>N/A</p>	<p>New Jersey Department of Environmental Protection (877) 927-6337 or (877) WARN-DEP (24-hour)</p>	<p>New Jersey Department of Environmental Protection (877) 927-6337 or (877) WARN-DEP (24-hour)</p>
<p>If it is determined that all of the above requirements cannot be met, and the owner or operator notifies NJDEP immediately upon making this determination, but no later than 24 hours from discovery of discharge</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>New Jersey Department of Environmental Protection (877) 927-6337 or (877) WARN-DEP (24-hour)</p>	<p>N/A</p>	<p>N/A</p>	<p>New Jersey Department of Environmental Protection (877) 927-6337 or (877) WARN-DEP (24-hour)</p>	<p>New Jersey Department of Environmental Protection (877) 927-6337 or (877) WARN-DEP (24-hour)</p>

Continued

1) Name, title, affiliation, address and telephone number of person making notification; 2) Specific location of the discharge; 3) Common name of discharged substance; 4) Estimate of the quantity of material discharged; 5) Date and time the discharge began, was discovered, and ended; 6) Actions proposed to contain, clean up, and remove the substances discharged; 7) Name and address of any person responsible for discharge

within 15 minutes, notify the state of any discharges

NOTE: Notification MUST be within 15 minutes, or else the person responsible for the discharge will have to show, by clear and convincing evidence, that any delay was reasonable

See requirements listed on Page 2

New Jersey Department of Environmental Protection Bureau of Discharge Prevention P.O. Box 424 Trenton, NJ 08625-0424 ATTN: Discharge Confirmation Report

New Jersey Department of Environmental Protection (877) 927-6337 or (877) WARN-DEP (24-hour)

New Jersey Administrative Code: N.J.A.C. 7:1E, Subchapter 5

New Jersey

Hazardous Waste

<p>immediately report any releases that could threaten human health or the environment outside the facility, or when the release has reached surface water</p>	<p>National Response Center (800) 424-8802 New Jersey Department of Environmental Protection (877) 927-6337 or (877) WARN-DEP (24-hour)</p>	<p>1) Name and telephone number of reporter; 2) Name and address of facility; 3) Time and type of incident; 4) Name and quantity of materials involved; 5) The extent of injuries, if any; 6) Possible hazards to human health or the environment, outside the facility</p>	<p>A written report of the incident must be submitted to the DEP within 15 days, addressing the items from the telephone notification, and additionally describing the quantity and disposition of any recovered material. Contact the MDEQ for Mailing Addresses</p>	<p>New Jersey Administrative Code: N.J.A.C. 7:26G-6.1, incorporating 40 CFR 262.34(a), referring to 40 CFR 265.56; N.J.A.C. 7:26G-8.1, incorporating 40 CFR 264.56(d)(2); N.J.A.C. 7:26G-9.1, incorporating 40 CFR 265.56(d)(2)</p>
<p>If a release is considered a potential danger to persons offsite</p>	<p>911 & Local Emergency Planning Commission</p>	<p>Pertinent information for protection of public and emergency responders (material, hazards, wind direction, etc.)</p>	<p>As Requested</p>	<p>Dept. of Environmental Protection verbal instruction</p>
<p>Butane and Ethane</p> <p>A written confirmation is required within 30 days. Provide the following information: 1) Name, address, phone number of persons who reported discharge; 2) Name, address, phone number of the person submitting the written confirmation, along with the relationship to item #1 above (if different individuals); 3) Name, address, phone number for each owner and operator of the facility, vessel or vehicle that discharged; 4) Source of the discharge; 5) Location of the discharge; a) For discharges from site on land, the name of the site, street address, tax lot and block, municipality, county, and comma-delimited State Plane coordinates of the point of discharge b) For discharges to water, the name of the water body, and comma-delimited State Plane coordinates of the place the discharge came from c) For all discharges that affect areas not under the control of the owner or operator, a map of the areas affected by the discharge 6) A list of the common name and CAS number for each substance discharged; 7) A list of the quantities of each substance discharged; 8) Date and time at which the discharge began, date and time when the discharge was discovered, date and time at which the discharge ended, and date and time at which the Department was notified 9) Detailed description of measures taken to contain, clean up, and remedy the discharge, including summary of costs incurred; 10) Description of corrective actions or preventative measures taken or proposed to minimize the possibility of recurrence; 11) A detailed description of the measures taken to contain, clean up and remove the site of the discharge, summary of costs incurred, and proof of proper disposal of all hazardous substances discharged; 12) Description of samples taken at or around the site of the discharge, whether before, during, or after any containment, cleanup or removal. The samples shall conform to state quality assurance requirements; 13) For major facilities, a certification of financial responsibility as required for the facility under state law; 14) Any information needed to supplement that already given to the Department or to correct any false, inaccurate or misleading information already provided; 15) Any other information the Department may request; 16) Certifications as to accuracy and knowledge of information as required in N.J.A.C. 7:1E-4.11</p>				

PART B – ADDITIONAL LOCATION INFORMATION	
<p>*1. Was the origin of the Accident onshore? <input type="radio"/> Yes (Complete Questions 2-12) <input type="radio"/> No (Complete Questions 13-15)</p>	
<p>If Onshore:</p> <p>*2. State: / / /</p> <p>*3. Zip Code: / / / - / / / /</p> <p>4. _____ 5. _____ City County or Parish</p> <p>6. Operator-designated location: (select only one) <input type="checkbox"/> Milepost/Valve Station (specify in shaded area below) <input type="checkbox"/> Survey Station No. (specify in shaded area below) / / / / / / / / / / / / / / / /</p> <p>7. Pipeline/Facility name:</p> <p>8. Segment name/ID:</p> <p>*9. Was Accident on Federal land, other than the Outer Continental Shelf (OCS)? <input type="radio"/> Yes <input type="radio"/> No</p> <p>*10. Location of Accident: (select only one) <input type="checkbox"/> Totally contained on Operator-controlled property <input type="checkbox"/> Originated on Operator-controlled property, but then flowed or migrated off the property <input type="checkbox"/> Pipeline right-of-way</p> <p>*11. Area of Accident (as found): (select only one) <input type="checkbox"/> Tank, including attached appurtenances <input type="checkbox"/> Underground ⇨ Specify: <input type="radio"/> Under soil <input type="radio"/> Under a building <input type="radio"/> Under pavement <input type="radio"/> Exposed due to excavation <input type="radio"/> In underground enclosed space (e.g., vault) <input type="radio"/> Other _____ Depth-of-Cover (in): / / / / / / / / <input type="checkbox"/> Aboveground ⇨ Specify: <input type="radio"/> Typical aboveground facility piping or appurtenance <input type="radio"/> Overhead crossing <input type="radio"/> In or spanning an open ditch <input type="radio"/> Inside a building <input type="radio"/> Inside other enclosed space <input type="radio"/> Other _____ <input type="checkbox"/> Transition Area ⇨ Specify: <input type="radio"/> Soil/air interface <input type="radio"/> Wall sleeve <input type="radio"/> Pipe support or other close contact area <input type="radio"/> Other _____</p> <p>*12. Did Accident occur in a crossing?: <input type="radio"/> Yes <input type="radio"/> No If Yes, specify type below: <input type="checkbox"/> Bridge crossing ⇨ Specify: <input type="radio"/> Cased <input type="radio"/> Uncased <input type="checkbox"/> Railroad crossing ⇨ (select all that apply) <input type="radio"/> Cased <input type="radio"/> Uncased <input type="radio"/> Bored/drilled <input type="checkbox"/> Road crossing ⇨ (select all that apply) <input type="radio"/> Cased <input type="radio"/> Uncased <input type="radio"/> Bored/drilled <input type="checkbox"/> Water crossing ⇨ Specify: <input type="radio"/> Cased <input type="radio"/> Uncased Name of body of water, if commonly known: _____ Approx. water depth (ft) at the point of the Accident: / / / / / / / / (select only one of the following) <input type="radio"/> Shoreline/Bank crossing <input type="radio"/> Below water, pipe in bored/drilled crossing <input type="radio"/> Below water, pipe buried below bottom (NOT in bored/drilled crossing) <input type="radio"/> Below water, pipe on or above bottom</p>	<p>If Offshore:</p> <p>*13. Approximate water depth (ft.) at the point of the Accident: / / / / / / / /</p> <p>*14. Origin of Accident: <input type="checkbox"/> In State waters ⇨ Specify: State: / / / / Area: _____ Block/Tract #: / / / / / / / / Nearest County/Parish: _____ <input type="checkbox"/> On the Outer Continental Shelf (OCS) ⇨ Specify: Area: _____ Block #: / / / / / / / /</p> <p>*15. Area of Accident: (select only one) <input type="checkbox"/> Shoreline/Bank crossing or shore approach <input type="checkbox"/> Below water, pipe buried or jetted below seabed <input type="checkbox"/> Below water, pipe on or above seabed <input type="checkbox"/> Splash Zone of riser <input type="checkbox"/> Portion of riser outside of Splash Zone, including riser bend <input type="checkbox"/> Platform</p>

*5. Material involved in Accident: *(select only one)*

- Carbon Steel
 Material other than Carbon Steel ➡ Specify: _____

*6. Type of Accident involved: *(select only one)*

- Mechanical Puncture ➡ Approx. size: /_/_/_/_/_/_/_/_/_/_/ in. (axial) by /_/_/_/_/_/_/_/_/_/_/ in. (circumferential)
 Leak ➡ Select Type: Pinhole Crack Connection Failure Seal or Packing Other

- Rupture ➡ Select Orientation: Circumferential Longitudinal Other _____
 Approx. size: /_/_/_/_/_/_/_/_/_/_/ in. (widest opening) by /_/_/_/_/_/_/_/_/_/_/ in. (length circumferentially or axially)

- Overfill or Overflow
 Other ➡ Describe: _____

PART E – ADDITIONAL OPERATING INFORMATION	
*1. Estimated pressure at the point and time of the Accident (psig):	____/____/____/____/____/____
*2. Maximum Operating Pressure (MOP) at the point and time of the Accident (psig) :	____/____/____/____/____/____
*3. Describe the pressure on the system or facility relating to the Accident: <i>(select only one)</i>	
<input type="checkbox"/> Pressure did not exceed MOP	
<input type="checkbox"/> Pressure exceeded MOP, but did not exceed 110% of MOP	
<input type="checkbox"/> Pressure exceeded 110% of MOP	
*4. Not including pressure reductions required by PHMSA regulations (such as for repairs and pipe movement), was the system or facility relating to the Accident operating under an established pressure restriction with pressure limits below those normally allowed by the MOP?	
<input type="checkbox"/> No	
<input type="checkbox"/> Yes ⇨ <i>(Complete 4.a and 4.b below)</i>	
*4.a Did the pressure exceed this established pressure restriction?	<input type="radio"/> Yes <input type="radio"/> No
*4.b Was this pressure restriction mandated by PHMSA or the State?	<input type="radio"/> PHMSA <input type="radio"/> State <input type="radio"/> Not mandated
*5. Was "Onshore Pipeline, Including Valve Sites" OR "Offshore Pipeline, Including Riser and Riser Bend" selected in PART C, Question 2?	
<input type="checkbox"/> No	
<input type="checkbox"/> Yes ⇨ <i>(Complete 5.a – 5.f below)</i>	
5.a Type of upstream valve used to initially isolate release source:	<input type="radio"/> Manual <input type="radio"/> Automatic <input type="radio"/> Remotely Controlled
5.b Type of downstream valve used to initially isolate release source:	<input type="radio"/> Manual <input type="radio"/> Automatic <input type="radio"/> Remotely Controlled <input type="radio"/> Check Valve
5.c Length of segment initially isolated between valves (ft):	____/____/____/____/____/____
5.d Is the pipeline configured to accommodate internal inspection tools?	
<input type="checkbox"/> Yes	
<input type="checkbox"/> No ⇨ Which physical features limit tool accommodation? <i>(select all that apply)</i>	
<input type="radio"/> Changes in line pipe diameter	
<input type="radio"/> Presence of unsuitable mainline valves	
<input type="radio"/> Tight or mitered pipe bends	
<input type="radio"/> Other passage restrictions (i.e. unbarred tee's, projecting instrumentation, etc.)	
<input type="radio"/> Extra thick pipe wall (applicable only for magnetic flux leakage internal inspection tools)	
<input type="radio"/> Other ⇨ Describe: _____	
5.e For this pipeline, are there operational factors which significantly complicate the execution of an internal inspection tool run?	
<input type="checkbox"/> No	
<input type="checkbox"/> Yes ⇨ Which operational factors complicate execution? <i>(select all that apply)</i>	
<input type="radio"/> Excessive debris or scale, wax, or other wall build-up	
<input type="radio"/> Low operating pressure(s)	
<input type="radio"/> Low flow or absence of flow	
<input type="radio"/> Incompatible commodity	
<input type="radio"/> Other ⇨ Describe: _____	
5.f Function of pipeline system: <i>(select only one)</i>	
<input type="checkbox"/> > 20% SMYS Regulated Trunkline/Transmission	<input type="checkbox"/> > 20% SMYS Regulated Gathering
<input type="checkbox"/> ≤ 20% SMYS Regulated Trunkline/Transmission	<input type="checkbox"/> ≤ 20% SMYS Regulated Gathering
<input type="checkbox"/> ≤ 20% SMYS "Unregulated" Trunkline/Transmission	<input type="checkbox"/> ≤ 20% SMYS "Unregulated" Gathering

*6. Was a Supervisory Control and Data Acquisition (SCADA)-based system in place on the pipeline or facility involved in the Accident?

- No
- Yes ➔
 - 6.a Was it operating at the time of the Accident? Yes No
 - 6.b Was it fully functional at the time of the Accident? Yes No
 - 6.c Did SCADA-based information (such as alarm(s), alert(s), event(s), and/or volume calculations) assist with the detection of the Accident? Yes No
 - 6.d Did SCADA-based information (such as alarm(s), alert(s), event(s), and/or volume calculations) assist with the confirmation of the Accident? Yes No

*7. Was a CPM leak detection system in place on the pipeline or facility involved in the Accident?

- No
- Yes ➔
 - 7.a Was it operating at the time of the Accident? Yes No
 - 7.b Was it fully functional at the time of the Accident? Yes No
 - 7.c Did CPM leak detection system information (such as alarm(s), alert(s), event(s), and/or volume calculations) assist with the detection of the Accident? Yes No
 - 7.d Did CPM leak detection system information (such as alarm(s), alert(s), event(s), and/or volume calculations) assist with the confirmation of the Accident? Yes No

*8. How was the Accident initially identified for the Operator? (select only one)

- CPM leak detection system or SCADA-based information (such as alarm(s), alert(s), event(s), and/or volume calculations)
- Static Shut-in Test or Other Pressure or Leak Test
- Controller Local Operating Personnel, including contractors
- Air Patrol Ground Patrol by Operator or its contractor
- Notification from Public Notification from Emergency Responder
- Notification from Third Party that caused the Accident Other _____

*8.a If "Controller", "Local Operating Personnel, including contractors", "Air Patrol", or "Ground Patrol by Operator or its contractor" is selected in Question 8, specify the following: (select only one)

- Operator employee
- Contractor working for the Operator

*9. Was an investigation initiated into whether or not the controller(s) or control room issues were the cause of or a contributing factor to the Accident? (select only one)

- Yes, but the investigation of the control room and/or controller actions has not yet been completed by the Operator (Supplemental Report required)
- No, the facility was not monitored by a controller(s) at the time of the Accident
- No, the Operator did not find that an investigation of the controller(s) actions or control room issues was necessary due to: (provide an explanation for why the Operator did not investigate)

Yes, specify investigation result(s): (select all that apply)

- Investigation reviewed work schedule rotations, continuous hours of service (while working for the Operator) and other factors associated with fatigue
- Investigation did NOT review work schedule rotations, continuous hours of service (while working for the Operator) and other factors associated with fatigue (provide an explanation for why not)

- Investigation identified no control room issues
- Investigation identified no controller issues
- Investigation identified incorrect controller action or controller error
- Investigation identified that fatigue may have affected the controller(s) involved or impacted the involved controller(s) response
- Investigation identified incorrect procedures
- Investigation identified incorrect control room equipment operation
- Investigation identified maintenance activities that affected control room operations, procedures, and/or controller response
- Investigation identified areas other than those above ➔ Descr be: _____

PART F – DRUG & ALCOHOL TESTING INFORMATION

*1. As a result of this Accident, were any Operator employees tested under the post-accident drug and alcohol testing requirements of DOT's Drug & Alcohol Testing regulations?

No

Yes ⇨ *1.a Specify how many were tested: / / /

*1.b Specify how many failed: / / /

*2. As a result of this Accident, were any Operator contractor employees tested under the post-accident drug and alcohol testing requirements of DOT's Drug & Alcohol Testing regulations?

No

Yes ⇨ *2.a Specify how many were tested: / / /

*2.b Specify how many failed: / / /

PART G – APPARENT CAUSE *Select only one box from PART G in the shaded column on the left representing the APPARENT Cause of the Accident, and answer the questions on the right. Describe secondary, contributing, or root causes of the Accident in the narrative (PART H).*

G1 - Corrosion Failure – *only one sub-cause can be picked from shaded left-hand column

<input type="checkbox"/> External Corrosion	<p>*1. Results of visual examination: <input type="radio"/> Localized Pitting <input type="radio"/> General Corrosion <input type="radio"/> Other _____</p> <p>*2. Type of corrosion: <i>(select all that apply)</i> <input type="radio"/> Galvanic <input type="radio"/> Atmospheric <input type="radio"/> Stray Current <input type="radio"/> Microbiological <input type="radio"/> Selective Seam <input type="radio"/> Other _____</p> <p>*3. The type(s) of corrosion selected in Question 2 is based on the following: <i>(select all that apply)</i> <input type="radio"/> Field examination <input type="radio"/> Determined by metallurgical analysis <input type="radio"/> Other _____</p> <p>*4. Was the failed item buried under the ground? <input type="radio"/> Yes ⇒ *4.a Was failed item considered to be under cathodic protection at the time of the Accident? <input type="radio"/> Yes ⇒ Year protection started: <u> / / / / / / </u> <input type="radio"/> No *4.b Was shielding, tenting, or disbonding of coating evident at the point of the Accident? <input type="radio"/> Yes <input type="radio"/> No *4.c Has one or more Cathodic Protection Survey been conducted at the point of the Accident? <input type="radio"/> Yes, CP Annual Survey ⇒ Most recent year conducted: <u> / / / / / </u> <input type="radio"/> Yes, Close Interval Survey ⇒ Most recent year conducted: <u> / / / / / </u> <input type="radio"/> Yes, Other CP Survey ⇒ Most recent year conducted: <u> / / / / / </u> <input type="radio"/> No <input type="radio"/> No ⇒ 4.d Was the failed item externally coated or painted? <input type="radio"/> Yes <input type="radio"/> No</p> <p>*5. Was there observable damage to the coating or paint in the vicinity of the corrosion? <input type="radio"/> Yes <input type="radio"/> No</p>
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<input type="checkbox"/> Internal Corrosion	<p>*6. Results of visual examination: <input type="radio"/> Localized Pitting <input type="radio"/> General Corrosion <input type="radio"/> Not cut open <input type="radio"/> Other _____</p> <p>*7. Cause of corrosion: <i>(select all that apply)</i> <input type="radio"/> Corrosive Commodity <input type="radio"/> Water drop-out/Acid <input type="radio"/> Microbiological <input type="radio"/> Erosion <input type="radio"/> Other _____</p> <p>*8. The cause(s) of corrosion selected in Question 7 is based on the following: <i>(select all that apply)</i> <input type="radio"/> Field examination <input type="radio"/> Determined by metallurgical analysis <input type="radio"/> Other _____</p> <p>*9. Location of corrosion: <i>(select all that apply)</i> <input type="radio"/> Low point in pipe <input type="radio"/> E bow <input type="radio"/> Other _____</p> <p>*10. Was the commodity treated with corrosion inhibitors or biocides? <input type="radio"/> Yes <input type="radio"/> No</p> <p>11. Was the interior coated or lined with protective coating? <input type="radio"/> Yes <input type="radio"/> No</p> <p>12. Were cleaning/dewatering pigs (or other operations) routinely utilized? <input type="radio"/> Not applicable - Not mainline pipe <input type="radio"/> Yes <input type="radio"/> No</p> <p>13. Were corrosion coupons routinely utilized? <input type="radio"/> Not applicable - Not mainline pipe <input type="radio"/> Yes <input type="radio"/> No</p>
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Complete the following if any Corrosion Failure sub-cause is selected AND the "Item Involved in Accident" (from PART C, Question 3) is Tank/Vessel.

14. List the year of the most recent inspections:
 14.a API Std 653 Out-of-Service Inspection / / / / / No Out-of-Service Inspection completed
 14.b API Std 653 In-Service Inspection / / / / / No In-Service Inspection completed

Complete the following if any Corrosion Failure sub-cause is selected AND the "Item Involved in Accident" (from PART C, Question 3) is Pipe or Weld.

15. Has one or more internal inspection tool collected data at the point of the Accident?

Yes No

15.a. If Yes, for each tool used, select type of internal inspection tool and indicate most recent year run:

- Magnetic Flux Leakage Tool / / / / /
- Ultrasonic / / / / /
- Geometry / / / / /
- Caliper / / / / /
- Crack / / / / /
- Hard Spot / / / / /
- Combination Tool / / / / /
- Transverse Field/Triaxial / / / / /
- Other _____ / / / / /

16. Has one or more hydrotest or other pressure test been conducted since original construction at the point of the Accident?

Yes ⇨ Most recent year tested: / / / / / Test pressure (psig): / / / / /

No

17. Has one or more Direct Assessment been conducted on this segment?

Yes, and an investigative dig was conducted at the point of the Accident ⇨ Most recent year conducted: / / / / /

Yes, but the point of the Accident was not identified as a dig site ⇨ Most recent year conducted: / / / / /

No

18. Has one or more non-destructive examination been conducted at the point of the Accident since January 1, 2002?

Yes No

18.a. If Yes, for each examination conducted since January 1, 2002, select type of non-destructive examination and indicate most recent year the examination was conducted:

- Radiography / / / / /
- Guided Wave Ultrasonic / / / / /
- Handheld Ultrasonic Tool / / / / /
- Wet Magnetic Particle Test / / / / /
- Dry Magnetic Particle Test / / / / /
- Other _____ / / / / /

G2 - Natural Force Damage - *only one sub-cause can be picked from shaded left-hand column

<input type="checkbox"/> Earth Movement, NOT due to Heavy Rains/Floods	1. Specify: <input type="radio"/> Earthquake <input type="radio"/> Subsidence <input type="radio"/> Landslide <input type="radio"/> Other _____
<input type="checkbox"/> Heavy Rains/Floods	2. Specify: <input type="radio"/> Washout/Scouring <input type="radio"/> Flotation <input type="radio"/> Mudslide <input type="radio"/> Other _____
<input type="checkbox"/> Lightning	3. Specify: <input type="radio"/> Direct hit <input type="radio"/> Secondary impact such as resulting nearby fires
<input type="checkbox"/> Temperature	4. Specify: <input type="radio"/> Thermal Stress <input type="radio"/> Frost Heave <input type="radio"/> Frozen Components <input type="radio"/> Other _____
<input type="checkbox"/> High Winds	
<input type="checkbox"/> Other Natural Force Damage	*5. Describe: _____

Complete the following if any Natural Force Damage sub-cause is selected.

*6. Were the natural forces causing the Accident generated in conjunction with an extreme weather event? Yes No

*6.a. If Yes, specify: (select all that apply) Hurricane Tropical Storm Tornado
 Other _____

*17. Description of the CGA-DIRT Root Cause (*select only the one predominant first level CGA-DIRT Root Cause and then, where available as a choice, the one predominant second level CGA-DIRT Root Cause as well*):

One-Call Notification Practices Not Sufficient: (*select only one*)

- No notification made to the One-Call Center
- Notification to One-Call Center made, but not sufficient
- Wrong information provided

Locating Practices Not Sufficient: (*select only one*)

- Facility could not be found/located
- Facility marking or location not sufficient
- Facility was not located or marked
- Incorrect facility records/maps

Excavation Practices Not Sufficient: (*select only one*)

- Excavation practices not sufficient (other)
- Failure to maintain clearance
- Failure to maintain the marks
- Failure to support exposed facilities
- Failure to use hand tools where required
- Failure to verify location by test-hole (pot-holing)
- Improper backfilling

One-Call Notification Center Error

Abandoned Facility

Deteriorated Facility

Previous Damage

Data Not Collected

Other / None of the Above (*explain*) _____

G6 - Equipment Failure - *only one sub-cause can be picked from shaded left-hand column	
<input type="checkbox"/> Malfunction of Control/Relief Equipment	1. Specify: <i>(select all that apply)</i> <input type="radio"/> Control Valve <input type="radio"/> Instrumentation <input type="radio"/> SCADA <input type="radio"/> Communications <input type="radio"/> Block Valve <input type="radio"/> Check Valve <input type="radio"/> Relief Valve <input type="radio"/> Power Failure <input type="radio"/> Stopples/Control Fitting <input type="radio"/> ESD System Failure <input type="radio"/> Other _____
<input type="checkbox"/> Pump or Pump-related Equipment	2. Specify: <input type="radio"/> Seal/Packing Failure <input type="radio"/> Body Failure <input type="radio"/> Crack in Body <input type="radio"/> Appurtenance Failure <input type="radio"/> Other _____
<input type="checkbox"/> Threaded Connection/Coupling Failure	3. Specify: <input type="radio"/> Pipe Nipple <input type="radio"/> Valve Threads <input type="radio"/> Mechanical Coupling <input type="radio"/> Threaded Pipe Collar <input type="radio"/> Threaded Fitting <input type="radio"/> Other _____
<input type="checkbox"/> Non-threaded Connection Failure	4. Specify: <input type="radio"/> O-Ring <input type="radio"/> Gasket <input type="radio"/> Seal (NOT pump seal) or Packing <input type="radio"/> Other _____
<input type="checkbox"/> Defective or Loose Tubing or Fitting	
<input type="checkbox"/> Failure of Equipment Body (except Pump), Tank Plate, or other Material	
<input type="checkbox"/> Other Equipment Failure	*5. Describe: _____ _____
Complete the following if any Equipment Failure sub-cause is selected.	
*6. Additional factors that contributed to the equipment failure: <i>(select all that apply)</i> <input type="radio"/> Excessive v bration <input type="radio"/> Overpressurization <input type="radio"/> No support or loss of support <input type="radio"/> Manufacturing defect <input type="radio"/> Loss of electricity <input type="radio"/> Improper installation <input type="radio"/> Mismatched items (different manufacturer for tubing and tubing fittings) <input type="radio"/> Dissimilar metals <input type="radio"/> Breakdown of soft goods due to compatibility issues with transported commodity <input type="radio"/> Valve vault or valve can contributed to the release <input type="radio"/> Alarm/status failure <input type="radio"/> Misalignment <input type="radio"/> Thermal stress <input type="radio"/> Other _____	

G7 - Incorrect Operation - *only one sub-cause can be picked from shaded left-hand column	
<input type="checkbox"/> Damage by Operator or Operator's Contractor NOT Related to Excavation and NOT due to Motorized Vehicle/Equipment Damage	
<input type="checkbox"/> Tank, Vessel, or Sump/Separator Allowed or Caused to Overfill or Overflow	1. Specify: <input type="radio"/> Valve misalignment <input type="radio"/> Incorrect reference data/calculation <input type="radio"/> Miscommunication <input type="radio"/> Inadequate monitoring <input type="radio"/> Other _____
<input type="checkbox"/> Valve Left or Placed in Wrong Position, but NOT Resulting in a Tank, Vessel, or Sump/Separator Overflow or Facility Overpressure	
<input type="checkbox"/> Pipeline or Equipment Overpressured	
<input type="checkbox"/> Equipment Not Installed Properly	
<input type="checkbox"/> Wrong Equipment Specified or Installed	
<input type="checkbox"/> Other Incorrect Operation	*2. Describe: _____
Complete the following if any Incorrect Operation sub-cause is selected.	
*3. Was this Accident related to: <i>(select all that apply)</i>	
<input type="radio"/> Inadequate procedure <input type="radio"/> No procedure established <input type="radio"/> Failure to follow procedure <input type="radio"/> Other: _____	
*4. What category type was the activity that caused the Accident:	
<input type="radio"/> Construction <input type="radio"/> Commissioning <input type="radio"/> Decommissioning <input type="radio"/> Right-of-Way activities <input type="radio"/> Routine maintenance <input type="radio"/> Other maintenance <input type="radio"/> Normal operating conditions <input type="radio"/> Non-routine operating conditions (abnormal operations or emergencies)	
*5. Was the task(s) that led to the Accident identified as a covered task in your Operator Qualification Program? <input type="radio"/> Yes <input type="radio"/> No	
*5.a If Yes, were the individuals performing the task(s) qualified for the task(s)?	
<input type="radio"/> Yes, they were qualified for the task(s) <input type="radio"/> No, but they were performing the task(s) under the direction and observation of a qualified individual <input type="radio"/> No, they were not qualified for the task(s) nor were they performing the task(s) under the direction and observation of a qualified individual	
G8 – Other Accident Cause - *only one sub-cause can be picked from shaded left-hand column	
<input type="checkbox"/> Miscellaneous	*1. Describe: _____ _____
<input type="checkbox"/> Unknown	*2. Specify: <input type="radio"/> Investigation complete, cause of Accident unknown <input type="radio"/> Still under investigation, cause of Accident to be determined* <i>(*Supplemental Report required)</i>

Texas

NOTE: In addition to the Texas reporting criteria below, **ALL** releases should be **IMMEDIATELY REPORTED** to the regional HES Environmental Specialist. Any release resulting in greater than 5,000 lbs of VOC requires 24-hour notification to the state. [Texas Administrative Code, Title 30, Section 101.201]

Crude Oil Spills

When to Report	Notification Numbers	What to Report	Written Follow-Up Reports	Mailing Address for Follow-Up Reports	Citation
<p>Reportable Quantities:</p> <p>a) For spills or discharges onto land: <u>210 gallons (5 bbl)</u></p> <p>b) For spills or discharges directly into water in the state: <u>a quantity sufficient to create a sheen</u></p>	<p>Inland Crude Spills: Texas Railroad Commission – Oil & Gas Division (see appendix for numbers)</p> <p>Crude Spills Impacting Coastal Waters: Texas General Land Office (GLO) (800) 832-8224 (CHEMTEL, 24-Hour)</p>	<p>1) Company/operator name; 2) Location of leak or incident; 3) Time and date of accident/incident; 4) Fatalities and/or personal injuries; 5) Phone number of operator; 6) Other significant facts relevant to the accident/incident.</p>	<p>Complete and send in the TXRRC – Division of Oil & Gas “Crude Oil, Gas Well Liquids, or Associated Products Loss Report”</p> <p>(see appendix for form)</p>	<p>See appendix for mailing addresses</p>	<p>(Texas Administrative Code, Title 30, Section 327.4(b))</p>

Texas

Petroleum Product and Used Oil

When to Report	Notification Numbers	What to Report	Written Follow-Up Reports	Mailing Address for Follow-Up Reports	Citation
<p>Reportable Quantities:</p> <p>a) For spills or discharges onto land: <u>25 gallons</u></p> <p>b) For spills or discharges to land from PST exempted facilities: <u>210 gallons (5 barrels)</u></p> <p>c) For spills or discharges directly into water in the state: <u>quantity sufficient to create a sheen</u></p>					<p>(Texas Administrative Code, Title 30, Section 327.4(b))</p>
<p>Report Immediately (within 1 hour) any actual or threatened spill or release into the environment (use the RQ guidelines above)</p>	<p>Texas Commission on Environmental Quality (800) 832-8224 (CHEMTEL, 24-Hour)</p> <p>OR TCEQ Regional Office (see appendix)</p>	<p>The spill report shall include:</p> <ol style="list-style-type: none"> 1) The substance and quantity actually discharged or potentially dischargeable and the rate of discharge; 2) The time, location (via latitude and longitude, N.A.D. 27 or N.A.D. 83, or by state plane coordinates indicating zone or by Universal Transverse Mercator coordinates, if known), and the apparent cause of the actual or potential discharge; 3) The size of the area actually impacted by the discharge and the area potentially impacted and whether or not any environmentally sensitive areas will be affected; 4) The nature of any response actions undertaken and the identity of the person or discharge cleanup organization engaged in response activities; 5) The name and title of the responsible person, the person in charge, and the person reporting the discharge; 6) The manner in which the responsible person and the facility or vessel involved in the actual or threatened discharge may be contacted. 	<p>Within 60 days of the incident, file a written report with the appropriate TCEQ regional office. The report shall contain the following information:</p> <ol style="list-style-type: none"> 1) Incident date; 2) Amount of oil spilled; 3) Product spilled; 4) Areas that were impacted by the spill; 5) Description of the incident; 6) Summary of response activity. A description of the following actions which will be taken to prevent spills of a similar nature including their effective implementation date: <ol style="list-style-type: none"> a) Conducting an analysis of the cause of the unauthorized discharge. b) Training to be implemented c) Equipment operation and maintenance d) Revised procedures e) Revised inspection schedules f) Organizational changes 	<p>Mail to appropriate TCEQ regional office (see appendix)</p>	<p>Texas Administrative Code, Title 31, Section 19.32</p>
<p>If an unauthorized discharge threatens to damage or pollute property other than that of the owner or operator or responsible person...</p>	<p>...the person in charge and the responsible person MUST make reasonable efforts to notify the owners of property threatened by the discharge in addition to TCEQ</p>				
<p>If the discharge immediately threatens public health, safety, or welfare...</p>	<p>...the person in charge and the responsible person MUST notify the appropriate local health, fire, and law enforcement authorities (911) in addition to TCEQ</p>				

Texas

Pipelines

When to Report	Notification Numbers	What to Report	Written Follow-Up Reports	Mailing Address for Follow-Up Reports	Citation
For All Pipelines:					
Immediately Report fires, leaks, and lightning strikes to all pipelines or associated tankage	For Crude Releases: Railroad Commission of Texas Oil and Gas Division District Office See Appendix for District boundaries and phone numbers For Product Releases: Texas Commission on Environmental Quality (800) 832-8224 (24 HR) OR TCEQ Regional Office (See Appendix for Regional boundaries and phone numbers)	1) Company/operator name 2) Location of the leak or incident 3) Time and date of the accident/incident 4) Fatalities and/or personal injuries; 5) Phone number of the operator Other significant facts relevant to the accident incident.	Follow with a letter and/or Texas Form Interim H-8. Each pipeline shall report in writing to the Commission, by the 15th day of each calendar month, the estimated amount of oil loss by fire or leakage from its tanks and pipelines for the preceding month, the estimated amount of oil loss from its tanks and pipelines for the preceding month. The letter should include the following: 1) Location to the well/tank/receptacle/line break, given by county, survey, and property; 2) Specify what steps have been taken or are in progress to remedy the situation reported; 3) Detail the quantity (estimation is OK) of oil/gas/geothermal resources lost/destroyed/permited to escape.	RRC Oil and Gas Division Railroad Commission of Texas, Oil and Gas Division, 1701 North Congress PO Box 12967 Capital Station, Austin TX 78711-2967	16TAC 3.20 16TAC 3.71
Immediately Report any pipeline or pipeline tank incident that involves a release of greater than 5 bbls			Within 30 days of discovery, submit Texas Form H-8 to the Commission.		RRC Oil and Gas Division Railroad Commission of Texas, Oil and Gas Division, 1701 North Congress PO Box 12967 Capital Station, Austin TX 78711-2967
Immediately Report any pipeline or pipeline tank incidents that involve a release of crude oil into any river, lake, or stream			Railroad Commission of Texas No Telephonic Report. Report online to the TDRF- Texas Damage Reporting Form	Within 10 days of discovery of the damage incident or the operator's knowledge of the damage incident, the operator shall submit the information to the Commission through TDRF: http://www.rrc.state.tx.us/formpr/index.html	

Texas

For Part 195 Regulated Pipelines:

<p><u>At the earliest practicable moment following discovery of a release (within 2 hours)</u> which results in:</p> <p>1) Death or injury requiring in patient hospitalization, 2) A fire or explosion, 3) Causes property damage including cost of cleanup, recovery, damage, and value of lost product greater than \$50,000, 4) Pollutes any stream, river, reservoir or other similar body of water or shoreline, 5) Is significant in the judgment of the operator (such as media coverage)</p>	<p>For Interstate Pipelines:</p> <p>NRC (800) 424-8802</p>	<p><u>NRC</u> 1)Name and address of operator, 2)Name and telephone number of reporter, 3)The location of the failure, 4)The time of the failure, 5)The fatalities and personal injuries, if any 6)All significant facts know by the operator that are relevant to the cause of the failure or the extent of the damages</p>	<p><u>PHMSA (U.S. DOT)</u></p> <p>As soon as practicable, but not later than 30 days after discovery of the accident file an accident report on DOT Form 7000-1. A supplemental report is required to be filed within 30days of receiving any changes of information from the original report. Written reports are required for any releases greater than 5 gallons even if they were not telephonically reportable, except that no report is required for spills less than 5 bbls resulting from a pipeline line maintenance activity if it is not otherwise reportable, does not pollute water, is confined to company property or ROW and is cleaned up promptly.</p>	<p><u>PHMSA (U.S. DOT)</u></p> <p>Information Resources Manager, Office of Pipeline Safety, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, Room 7128, 400 Seventh Street, SW Washington, D.C. 20590</p>	<p>49CFR 195.50 49CFR 195.52 49CFR 195.54</p>
	<p>For Intrastate Pipelines:</p> <p>NRC (800) 424-8802 and</p> <p>Railroad Commission of Texas –Safety Division (512) 463-6788</p>	<p><u>RRC-Safety Division</u> 1)company/operator name, 2)Location of leak or incident, 3)Time and date of accident/incident, 4)Fatalities and/or personal injuries, 5) Phone number of operator 6) Other significant facts relevant to the accident or incident.</p>	<p><u>RRC Safety Division</u></p> <p>Within 30 days of discovery of the incident, submit Form H-8 to the Oil and Gas Division of the Commission. In situations specified in 49 CFR 195 (see above), the operator shall also file duplicate copies of the required Department of Transportation form with the Division.</p>	<p><u>RRC Safety Division</u></p> <p>Railroad Commission of Texas, Safety Division, 1701 North Congress PO Box 12967 Capital Station, Austin TX 78711-2967</p>	<p>16 TAC 8.301</p>

Texas

Petroleum Spills from non-DOT Tanks

When to Report	Notification Numbers	What to Report	Written Follow-Up Reports	Mailing Address for Follow-Up Reports	Citation
Report petroleum releases of greater than 25 gallons Within 24 hours	Texas Commission on Environmental Quality (800) 832-8224 (24-Hour) OR TCEQ Regional Office (see appendix)	The spill report shall include: 1)Time of the spill; 2)Identity of the material spilled; 3)Approximate quantity spilled; 4)Location and source of the spill; 5)Cause and circumstances of the spill; 6)Existing or potential hazards (fire, explosion, etc.), if any; 7)Personal injuries or casualties, if any; 8)Corrective action being taken and an approximate timetable to control, contain, and clean up spill; 9)Name(s) and telephone number(s) of individual(s) who discovered and/or reported the spill; 10)Other unique or unusual circumstances	Within 20 days after incident, submit a <i>Release Determination Report Form</i> (copy provided following this chart)	Mail to appropriate TCEQ regional office (see appendix)	Texas Administrative Code, Title 30, Section 327.3 & Section 334.129
Immediately Report petroleum releases of greater than 25 gallons ONLY if it CANNOT be cleaned up within 24 hours					

Hazardous Waste

When to Report	Notification Numbers	What to Report	Written Follow-Up Reports	Mailing Address for Follow-Up Reports	Citation
FOR WASTE GENERATORS THAT GENERATE BETWEEN 100kg and 1,000kg OF HAZ WASTE PER MONTH: Immediately report any releases that could threaten human health or the environment outside the facility, or when the release has reached surface water	National Response Center (800) 424-8802 Texas Commission on Environmental Quality (800) 832-8224 (24-Hour) OR TCEQ Regional Office (see appendix)	1)Name, address and EPA ID Number of generator; 2)Date, time, type of incident; 3)Quantity and type of waste involved; 4)The extent of injuries, if any; 5)The estimated quantity and disposition of recovered materials, if any	A written report may be REQUESTED or REQUIRED by the TCEQ. Call the notification numbers to inquire if a written follow-up report is required and if so, the content of the report and mailing address.	Mail to appropriate TCEQ regional office (see appendix)	Texas Administrative Code, Title 30, Section 335.69(f)(5)(D)(iii)
FOR WASTE GENERATORS THAT GENERATE 1,000kg OR MORE OF HAZ WASTE PER MONTH: Immediately report any releases that could threaten human health or the environment outside the facility, or when the release has reached surface water		***NOTE: If facility determines that evacuation of local areas may be advisable, also immediately notify appropriate local authorities***	1)Name and telephone number of reporter; 2)Name and address of facility; 3)Time and type of incident; 4)Name and quantity of materials involved, and the estimated quantity and disposition of any recovered materials; 5)The extent of injuries, if any; 6)Possible hazards to human health or the environment, outside the facility		A written report of the incident must be submitted to the TCEQ within 15 days , addressing the items from the telephone notification, and additionally describing the quantity and disposition of any recovered material.

Texas

Cleanup of Soil Contaminated by a Crude Oil Spill

(Citation: Texas Administrative Code, Title 16, Part 1, Chapter 3, Rule §3.91)

(e) Reporting requirements.

- (1) **Crude oil spills over five barrels.** For each spill exceeding five barrels of crude oil, the responsible operator must comply with the notification and reporting requirements of §3.20 of this title (relating to Notification of Fire Breaks, Leaks, or Blow-outs) and submit a report on a Form H-8 to the appropriate district office. The following information must be included:
 - (A) area (square feet), maximum depth (feet), and volume (cubic yards) of soil contaminated with greater than 1.0% by weight total petroleum hydrocarbons;
 - (B) a signed statement that all soil containing over 1.0% by weight total petroleum hydrocarbons was brought to the surface for remediation or disposal;
 - (C) a signed statement that all soil containing over 5.0% by weight total petroleum hydrocarbons has been mixed in place to 5.0% by weight or less total petroleum hydrocarbons or has been removed to an approved disposal site or to a secure interim storage location;
 - (D) a detailed description of the disposal or remediation method used or planned to be used for cleanup of the site;
 - (E) the estimated date of completion of site cleanup.
- (2) **Crude oil spills over 25 barrels.** For each spill exceeding 25 barrels of crude oil, in addition to the report required in paragraph (1) of this subsection, the operator must submit to the appropriate district office a final report upon completion of the cleanup of the site. Analyses of samples representative of the spill site must be submitted to verify that the final cleanup concentration has been achieved.
- (3) **Crude oil spills of five barrels or less.** Spills into the soil of five barrels or less of crude oil must be remediated to these standards, but are not required to be reported to the commission. All spills of crude oil into water must be reported to the commission.

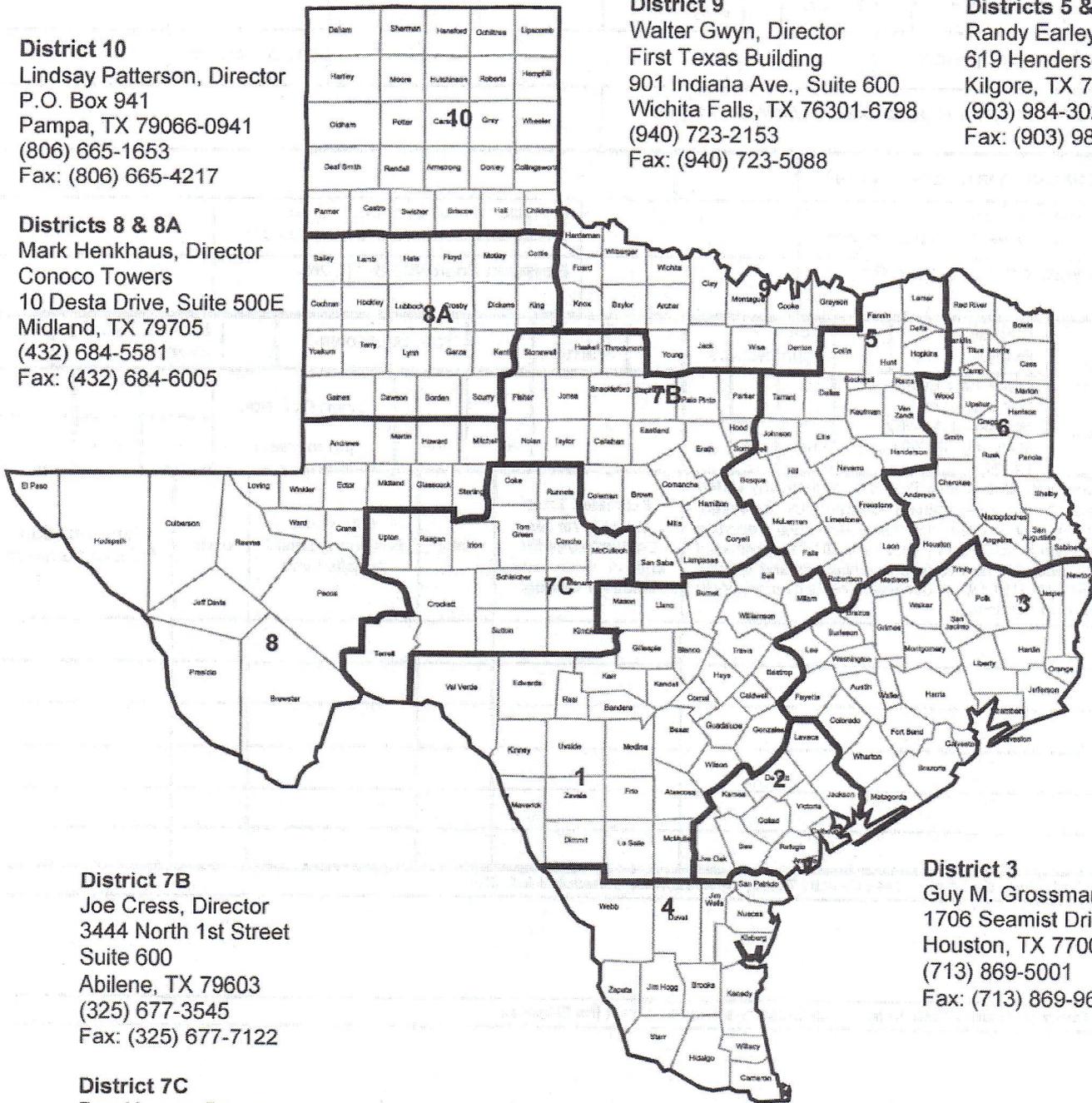
TEXAS RAILROAD COMMISSION DISTRICT OFFICES

District 10
Lindsay Patterson, Director
P.O. Box 941
Pampa, TX 79066-0941
(806) 665-1653
Fax: (806) 665-4217

Districts 8 & 8A
Mark Henkhaus, Director
Conoco Towers
10 Desta Drive, Suite 500E
Midland, TX 79705
(432) 684-5581
Fax: (432) 684-6005

District 9
Walter Gwyn, Director
First Texas Building
901 Indiana Ave., Suite 600
Wichita Falls, TX 76301-6798
(940) 723-2153
Fax: (940) 723-5088

Districts 5 & 6
Randy Earley, Director
619 Henderson Blvd.
Kilgore, TX 75662-5998
(903) 984-3026
Fax: (903) 983-3413



District 7B
Joe Cress, Director
3444 North 1st Street
Suite 600
Abilene, TX 79603
(325) 677-3545
Fax: (325) 677-7122

District 7C
Don Horner, Director
622 S. Oakes Street, Suite J
San Angelo, TX 76903-2141
(325) 657-7450
Fax: (325) 657-7455

District 4
Fermin Munoz, Director
P.O. Box 10307
Corpus Christi, TX 78460-0307
(361) 242-3113
Fax: (361) 242-9613

District 3
Guy M. Grossman, Director
1706 Seamist Drive, Suite 501
Houston, TX 77008-3135
(713) 869-5001
Fax: (713) 869-9621

Districts 1 & 2
Tom Melville, Director
115 East Travis, Suite 1610
San Antonio, TX 78205-1689
(210) 227-1313
Fax: (210) 227-4822

APPENDIX C



February 3, 2012

Dear OSRO Customer:

The intent of this letter and applicable attachments is to certify that Clean Venture Inc. has fulfilled it's training and required drills in regards to OSRO compliance for **2011**. These requirements have been satisfied through Drills and actual Emergency Response Deployments. Clean Venture Inc. (CVI) is a Coast Guard certified Oil Spill Removal Organization. In the Philadelphia Captain of the Port Zone, CVI holds a level MMPD-WCD3 classification for Rivers and Canals Environments. This rating can be found on the USCG web site. CVI is the Primary Response OSRO for various Philadelphia area organizations such as Sun Co. Inc. (Philadelphia and Marcus Hook and Eagle Point Refineries), Sunoco Logistics - Pipeline Co., Valero Oil Corp. and EXELON Corp.

PRE-PLANNING ACTIVITIES As the Primary OSRO, CVI participates in the pre-planning activities required for effective Oil Spill Response. CVI has participated in various customer drills ranging from small tabletop drills to full-scale equipment deployments .CVI also participates in various inter-agency pre-planning activities such as the Phila. Area Committee and the NJDEP Coastal Inlet Booming Project. These inter-agency activities include representatives from the USCG, the EPA, NOAA, USACOE, DOI/USF&WS, and various other State and Local authorities.

RAPID RESPONSE CVI maintains 24-hr.on the water operations for planned projects as well as emergency situations. CVI has boom deployment boats docked on the Big Timber creek in Westville, NJ and additional deployment boats on trailers at our facility in Camden, NJ. CVI has a 24-hr. On-call Spill Team ready to respond to any Oil or Chemical Emergency. A **one-hour** initial response is available throughout the Phila. COTP zone. Additional containment and recovery equipment is available from our Camden, NJ facility. If necessary our Elizabeth, NJ and Baltimore, MD facilities will provide back-up personnel equipment and materials. All

response times are within the required tier timelines as evidenced by our Coast Guard certification. CVI presently utilizes outboard powered deployment boats in the 18' to 25' range, 18" American Marine Boom is utilized for containment and Vacuum truck mounted skimmer heads are utilized for recovery. A more detailed list of available equipment and materials is enclosed in the attached documents.

Once containment is accomplished CVI will maintain around the clock operations as needed to insure a speedy clean up and to prevent any further discharges.

CVI is respected throughout the Marine Response Community as a dependable and effective service provider. CVI has a good track record with the USCG, the PADEP, the NJDEP and the DBRC.

Sincerely,

A handwritten signature in cursive script, reading "Patrick J. McGovern". The signature is written in black ink and has a long, sweeping underline that extends to the right.

Patrick McGovern Operations Manager

Enclosures: COTP OSRO Listing CVI Equip/Personnel Site Listing OSRO Prep Certification

OSRO 0046 - Clean Venture, Inc.
Environmental Area Classification Detailed Amounts Per Rating Category

COTP/ACC Name: BALTIMORE
Operating Area: River Canal

Facility

Classification Level: MIMPD

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Totals
Available Protective Boom (ft)	10,300	35,000	45,300	41,600	41,600	10,300	35,000	45,300	41,600	Final
Available Containment Boom (ft)	10,300	35,000	45,300	3,700	3,700	10,300	35,000	45,300	3,700	Final
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,248	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,854	1,642	8,496	8,496	8,496	6,854	1,642	8,496	8,496	8,496

Classification Level: WCD1

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Totals
Available Protective Boom (ft)	10,300	35,000	45,300	41,600	41,600	10,300	35,000	45,300	41,600	Final
Available Containment Boom (ft)	10,300	35,000	45,300	3,700	3,700	10,300	35,000	45,300	3,700	Final
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,248	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,854	1,642	8,496	8,496	8,496	6,854	1,642	8,496	8,496	8,496

Classification Level: WCD2

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Totals
Available Protective Boom (ft)	10,300	35,000	45,300	36,800	36,800	10,300	35,000	45,300	35,900	Final
Available Containment Boom (ft)	10,300	35,000	45,300	8,500	8,500	10,300	35,000	45,300	9,400	Final
Required Containment Boom (ft)			8,500					9,400		
EDRC (bbbls)	17,208	18,102	35,310	35,310	12,261	17,208	27,153	44,361	44,361	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522

Classification Level: WCD3

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Totals
Available Protective Boom (ft)	10,300	35,000	45,300	35,900	35,900	10,300	35,000	45,300	35,900	Final
Available Containment Boom (ft)	10,300	35,000	45,300	9,400	9,400	10,300	35,000	45,300	9,400	Final
Required Containment Boom (ft)			9,400					9,400		
EDRC (bbbls)	17,208	27,153	44,361	44,361	12,261	17,208	27,153	44,361	44,361	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522

The amounts displayed under Actual Totals for Containment Boom represents the calculated amount required based on the number of skimming systems used + 1000 feet
The adjusted Containment Boom Amount can be limited based on available Boom - The adjusted EDRC may be based on a Containment Boom Limit or TSC amount
Protective Boom + Containment Boom cannot be less than the Available Boom Total

OSRO 0046 - Clean Venture, Inc.
Environmental Area Classification Detailed Amounts Per Rating Category

COTP/ACC Name: NEW YORK
Operating Area: River Canal

Facility Vessel

Classification Level: MMPD

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	8,800	25,000	33,800	30,100	30,100	10,300	35,000	45,300	41,600	41,600
Available Containment Boom (ft)	8,800	25,000	33,800	3,700	3,700	10,300	35,000	45,300	3,700	3,700
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,225	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,808	1,642	8,450	8,450	8,450	6,854	1,642	8,496	8,496	8,496
Totals										

Classification Level: WCD1

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,300	35,000	45,300	41,600	41,600	10,300	35,000	45,300	41,600	41,600
Available Containment Boom (ft)	8,800	25,000	33,800	3,700	3,700	10,300	35,000	45,300	3,700	3,700
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,225	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,808	1,642	8,450	8,450	8,450	6,854	1,642	8,496	8,496	8,496
Totals										

Classification Level: WCD2

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,300	35,000	45,300	37,700	37,700	10,300	35,000	45,300	36,800	36,800
Available Containment Boom (ft)	10,300	35,000	45,300	7,600	7,600	10,300	35,000	45,300	8,500	8,500
Required Containment Boom (ft)			7,600					8,500		
EDRC (bbbls)	17,208	9,051	26,259	26,259	12,261	17,208	18,102	35,310	35,310	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522
Totals										

Classification Level: WCD3

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,300	35,000	45,300	35,900	35,900	10,300	35,000	45,300	35,900	35,900
Available Containment Boom (ft)	10,300	35,000	45,300	9,400	9,400	10,300	35,000	45,300	9,400	9,400
Required Containment Boom (ft)			9,400					9,400		
EDRC (bbbls)	17,208	27,153	44,361	44,361	12,261	17,208	27,153	44,361	44,361	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522
Totals										

The amounts displayed under Actual Totals for Containment Boom represents the calculated amount required based on the number of skimming systems used + 1000 feet
The adjusted Containment Boom Amount can be limited based on available Boom - The adjusted EDRC may be based on a Containment Boom Limit or TSC amount
Protective Boom + Containment Boom cannot be less than the Available Boom Total

OSRO 0046 - Clean Venture, Inc.
Environmental Area Classification Detailed Amounts Per Rating Category

COTP/ACC Name: PHILADELPHIA
Operating Area: River Canal

Facility

Classification Level: MMPD

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,300	25,000	35,300	31,600	31,600	10,300	35,000	45,300	41,600	41,600
Available Containment Boom (ft)	10,300	25,000	35,300	3,700	3,700	10,300	35,000	45,300	3,700	3,700
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,248	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,854	1,642	8,496	8,496	8,496	6,854	1,642	8,496	8,496	8,496
Totals										

Classification Level: WCD1

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available P Protective Boom (ft)	10,300	35,000	45,300	41,600	41,600	10,300	35,000	45,300	41,600	41,600
Available Containment Boom (ft)	10,300	25,000	35,300	3,700	3,700	10,300	35,000	45,300	3,700	3,700
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,248	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,854	1,642	8,496	8,496	8,496	6,854	1,642	8,496	8,496	8,496
Totals										

Classification Level: WCD2

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available P Protective Boom (ft)	10,300	35,000	45,300	37,700	37,700	10,300	35,000	45,300	36,800	36,800
Available Containment Boom (ft)	10,300	35,000	45,300	7,600	7,600	10,300	35,000	45,300	8,500	8,500
Required Containment Boom (ft)			7,600					8,500		
EDRC (bbbls)	17,208	9,051	26,259	26,259	12,261	17,208	18,102	35,310	35,310	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522
Totals										

Classification Level: WCD3

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available P Protective Boom (ft)	10,300	35,000	45,300	35,900	35,900	10,300	35,000	45,300	35,900	35,900
Available Containment Boom (ft)	10,300	35,000	45,300	9,400	9,400	10,300	35,000	45,300	9,400	9,400
Required Containment Boom (ft)			9,400					9,400		
EDRC (bbbls)	17,208	27,153	44,361	44,361	12,261	17,208	27,153	44,361	44,361	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522
Totals										

The amounts displayed under Actual Boom represents the calculated amount required based on the number of skimming systems used + 1000 feet
The adjusted Containment Boom Amount can be limited based on available Boom - The adjusted EDRC may be based on a Containment Boom Limit or TSC amount
Protective Boom + Containment Boom cannot be less than the Available Boom Total

OSRO 0046 - Clean Venture, Inc.
Environmental Area Classification Detailed Amounts Per Rating Category

COTP/ACC Name: BALTIMORE
Operating Area: Inland

Facility

Vessel

Classification Level: MIMP1

	Facility			Vessel			Totals			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	41,000	51,900	48,200	48,200	10,900	41,000	51,900	48,200	48,200
Available Containment Boom (ft)	10,900	41,000	51,900	3,700	3,700	10,900	41,000	51,900	3,700	3,700
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,248	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,854	1,642	8,496	8,496	8,496	6,854	1,642	8,496	8,496	8,496

Classification Level: WCD1

	Facility			Vessel			Totals			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	41,000	51,900	48,200	48,200	10,900	41,000	51,900	48,200	48,200
Available Containment Boom (ft)	10,900	41,000	51,900	3,700	3,700	10,900	41,000	51,900	3,700	3,700
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,248	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,854	1,642	8,496	8,496	8,496	6,854	1,642	8,496	8,496	8,496

Classification Level: WCD2

	Facility			Vessel			Totals			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	51,000	61,900	53,400	53,400	10,900	51,000	61,900	52,500	52,500
Available Containment Boom (ft)	10,900	51,000	61,900	8,500	8,500	10,900	51,000	61,900	9,400	9,400
Required Containment Boom (ft)			8,500					9,400		
EDRC (bbbls)	17,208	18,102	35,310	35,310	12,261	17,208	27,153	44,361	44,361	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522

Classification Level: WCD3

	Facility			Vessel			Totals			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	51,000	61,900	52,500	52,500	10,900	51,000	61,900	52,500	52,500
Available Containment Boom (ft)	10,900	51,000	61,900	9,400	9,400	10,900	51,000	61,900	9,400	9,400
Required Containment Boom (ft)			9,400					9,400		
EDRC (bbbls)	17,208	27,153	44,361	44,361	12,261	17,208	27,153	44,361	44,361	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522

The amounts displayed under Actual Totals for Containment Boom represents the calculated amount required based on the number of skimming systems used + 1000 feet
The adjusted Containment Boom Amount can be limited based on available Boom - The adjusted EDRC may be based on a Containment Boom Limit or TSC amount
Protective Boom + Containment Boom cannot be less than the Available Boom Total

OSRO 0046 - Clean Venture, Inc.
Environmental Area Classification Detailed Amounts Per Rating Category

COTP/ACC Name: NEW YORK
Operating Area: Inland

Vessel

Classification Level: MIMP1

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	8,800	31,000	39,800	36,100	36,100	10,900	41,000	51,900	48,200	48,200
Available Containment Boom (ft)	8,800	31,000	39,800	3,700	3,700	10,900	41,000	51,900	3,700	3,700
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,225	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,808	1,642	8,450	8,450	8,450	6,854	1,642	8,496	8,496	8,496

Classification Level: WCD1

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	41,000	51,900	48,200	48,200	10,900	41,000	51,900	48,200	48,200
Available Containment Boom (ft)	8,800	31,000	39,800	3,700	3,700	10,900	41,000	51,900	3,700	3,700
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,225	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,808	1,642	8,450	8,450	8,450	6,854	1,642	8,496	8,496	8,496

Classification Level: WCD2

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	41,000	51,900	44,300	44,300	10,900	41,000	51,900	43,400	43,400
Available Containment Boom (ft)	10,900	41,000	51,900	7,600	7,600	10,900	41,000	51,900	8,500	8,500
Required Containment Boom (ft)			7,600					8,500		
EDRC (bbbls)	17,208	9,051	26,259	26,259	12,261	17,208	18,102	35,310	35,310	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522

Classification Level: WCD3

	Facility			Totals			Vessel			
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	51,000	61,900	52,500	52,500	10,900	51,000	61,900	52,500	52,500
Available Containment Boom (ft)	10,900	51,000	61,900	9,400	9,400	10,900	51,000	61,900	9,400	9,400
Required Containment Boom (ft)			9,400					9,400		
EDRC (bbbls)	17,208	27,153	44,361	44,361	12,261	17,208	27,153	44,361	44,361	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522

The amounts displayed under Actual Totals for Containment Boom represents the calculated amount required based on the number of skimming systems used + 1000 feet
The adjusted Containment Boom Amount can be limited based on available Boom - The adjusted EDRC may be based on a Containment Boom Limit or TSC amount
Protective Boom + Containment Boom cannot be less than the Available Boom Total

OSRO 0046 - Clean Venture, Inc.
Environmental Area Classification Detailed Amounts Per Rating Category

COT/ACC Name: PHILADELPHIA
Operating Area: Inland

Classification Level: MMPD

	Facility				Vessel					
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	31,000	41,900	38,200	38,200	10,900	41,000	51,900	48,200	48,200
Available Containment Boom (ft)	10,900	31,000	41,900	3,700	3,700	10,900	41,000	51,900	3,700	3,700
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,248	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,854	1,642	8,496	8,496	8,496	6,854	1,642	8,496	8,496	8,496
Totals										

Classification Level: WCD1

	Facility				Vessel					
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	41,000	51,900	48,200	48,200	10,900	41,000	51,900	48,200	48,200
Available Containment Boom (ft)	10,900	31,000	41,900	3,700	3,700	10,900	41,000	51,900	3,700	3,700
Required Containment Boom (ft)			3,700					3,700		
EDRC (bbbls)	10,108	9,051	19,159	19,159	4,248	10,108	9,051	19,159	19,159	4,248
TSC (bbbls)	6,854	1,642	8,496	8,496	8,496	6,854	1,642	8,496	8,496	8,496
Totals										

Classification Level: WCD2

	Facility				Vessel					
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	41,000	51,900	44,300	44,300	10,900	41,000	51,900	43,400	43,400
Available Containment Boom (ft)	10,900	41,000	51,900	7,600	7,600	10,900	41,000	51,900	8,500	8,500
Required Containment Boom (ft)			7,600					8,500		
EDRC (bbbls)	17,208	9,051	26,259	26,259	12,261	17,208	18,102	35,310	35,310	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522
Totals										

Classification Level: WCD3

	Facility				Vessel					
	Own	COAM	Actual	Adjust #1	Final	Own	COAM	Actual	Adjust #1	Final
Available Protective Boom (ft)	10,900	51,000	61,900	52,500	52,500	10,900	51,000	61,900	52,500	52,500
Available Containment Boom (ft)	10,900	51,000	61,900	9,400	9,400	10,900	51,000	61,900	9,400	9,400
Required Containment Boom (ft)			9,400					9,400		
EDRC (bbbls)	17,208	27,153	44,361	44,361	12,261	17,208	27,153	44,361	44,361	12,261
TSC (bbbls)	11,587	12,935	24,522	24,522	24,522	11,587	12,935	24,522	24,522	24,522
Totals										

The amounts displayed under Actual Totals for Containment Boom represents the calculated amount required based on the number of skimming systems used + 1000 feet
The adjusted Containment Boom Amount can be limited based on available Boom - The adjusted EDRC may be based on a Containment Boom Limit or FSC amount
Protective Boom + Containment Boom cannot be less than the Available Boom Total

CVI
LOCATION OF EQUIPMENT AND PERSONNEL RESOURCES (1/12)

Elizabeth NJ –CVI Operations Branch, Corporate Office

Field Personnel - 70 .
 Vacuum Trucks (3000gl.-5500gl) – 10 and 7 Vactors – 8 Combo/Jet Vacs .
 Oil Containment Boom – 4000' (20" AMI) .
 Work/Boom Deployment Boats (18'-30') – 6 (all towable)
 (< 18") - 3

Elizabeth NJ– CCI Temporary Storage Disposal Fac.,

Field Personnel –21
 Emergency Tank Capacity- 82,500 gallon

Elizabeth NJ– Transportation Branch,

Field Personnel – 9
 Emergency Tank Capacity- (Vacuum Boxes 20 Roll-offs 60)
 Vacuum Trucks (5000gl.-5500gl)-3
 Roll-off Movers 7

Clayton NJ – Operations Branch

Field Personnel - 35 .
 Vacuum Trucks (3000gl.-5500gl) – 5 and 3-Vactor .
 Vacuum type skimmer heads – 4 .
 DESMI TERMINATOR Skimmer 502 GPM – 2 .
 Oil Containment Boom – 5000'(20" AMI) and (600'x 43" "CAROLINA"Ocean
 Boom) 1000-Swamp Boom (12" AMI) .
 Work/Boom Deployment Boats (18'-26') – 8 (all towable)
 (< 18") – 4

Baltimore MD – Operations Branch

Field Personnel - 35 .
 Vacuum Trucks (3000gl.-5500gl) – 7 and 3 Vactors .
 Oil Containment Boom – 2500'(20" AMI) .
 Work/Boom Deployment Boats (18'-30') – 1
 (< 18") - 3

Salisbury MD– Clean Venture (TPH) Operations Branch

Field Personnel – 10 .
Vacuum Trucks (3000gl.-5500gl) – 3 and 2 Vactor .
Oil Containment Boom – TBD .
Work/Boom Deployment Boats (16'-30') – 1

Lewisberry PA – Operations / TSDF,/ Transportation Branch

Field Personnel – 12 .
Emergency Tank Capacity- 45, 000 gallons +Vacuum Boxes 2 Roll-offs 10
Vacuum Trucks (3000gl.-5500gl) - 2
Roll Off Movers 2

MA – General Chemical TSDF, Operations Branch

Field Personnel – 10 .
Vacuum Trucks (3000gl.-5500gl) – 4 and 1 Vactor .
Oil Containment Boom – 1000' .
Work/Boom Deployment Boats (16'-30') – 1

Note: All locations provide 24 hour Emergency Response for Oil and Hazardous Materials. In addition to the above listed equipment, all facilities maintain a complete inventory of materials and equipment to support response to any type of Environmental Incident. Portable Temporary Storage, Material Handling, Construction, Excavation and Transportation equipment is available at all facilities.

Please also note that CVI's TSDF's provide the added value of pre-approved final disposal outlets. These pre-approvals greatly expedite the process of moving multiple loads of bulk solids and liquid wastes during both Emergency and Planned operations.



Date: March 2, 2011

OSRO Customer

***RE: OIL SPILL RESPONSE CONTRACTOR EQUIPMENT CERTIFICATION FORM
COMPLIANCE YEAR 2011***

Dear: Sir

In response to your request for documentation that Clean Venture, Inc., as an Oil Spill Removal Organization (OSRO), has deployed a representative sample of equipment in your operating environment, enclosed please find our certification.

I hope you find our submittal satisfactory.

Should you have any questions or require any additional information, please do not hesitate to contact me.

Thank you.

Sincerely,

Patrick S. McGovern

*Patrick S. McGovern
Operations Manager*

**OIL SPILL RESPONSE
CERTIFICATION FORM
(PREP GUIDELINE – EQUIPMENT DEPLOYMENT EXERCISE)**

COMPLIANCE YEAR 2011

Name of Oil Spill Removal Organization (OSRO):

Clean Venture, Inc.

<i>Exercise Dates</i>	<i>Location of Exercise</i>	<i>Drill or Actual Response</i>	<i>Duration of Exercise</i>
March 2, 2011	Sunoco Chemicals Frankford Plant - Dock	Drill- 400 Gallons Cumene Discharge	1 DAY

(1) *Equipment deployed was:*

- Facility-Owned
 Oil spill removal organization – owned. If so, which OSRO? CVI
 Both

(2) *List type and amount of all equipment (e.g. boom and skimmers) deployed and number of support personnel employed:*

18-26 FOOT DEPLOYMENT BOATS -1 1-5K Gallon Vacuum Truck
2000 FOOT 18" HARBOR BOOM /2 X 20# ANCHOR SYSTEMS
1-Skimmer Unit MISC. SORBENTS and Equipment Trailer
MARINE RESPONSE PERSONNEL (10 persons)

(3) *Describe goals of the equipment deployment and list any Area Contingency Plan strategies tested.*

MOBILIZED EQUIPMENT AND PERSONNEL TO RESPOND TO CUMENE DISCHARGE ON THE DELAWARE RIVER. DISCHARGE WAS A RESULT OF THE FAILURE OF DOCK PIPING. IMPLEMENTED AREA PROTECTIVE BOOMING STRATEGY, PLACED AND MAINTAINED APPROXIMATELY 1000 FEET OF BOOM IN AFFECTED AREAS. MANNED AND OPERATED BOOM DEPLOYMENT BOATS AND VACUUM TRUCK WITH SKIMMER. MONITORED FOR HAZARDOUS ATMOSPHERE, CONSIDERED THE USE OF AIR GEAR DURING MARINE

RESPONSE

- (4) For deployment of facility-owned equipment, was the amount of equipment deployed at least the amount necessary to respond to your facility's average most probable spill?
Yes N/A No _____
- (5) For deployment of OSRO-owned equipment, was a representative sample (at least 1000 feet of boom type) deployed?
Yes X No _____
- (6) Was the equipment deployed in its intended operating environment?
Yes X No _____
- (6) Are all facility personnel that are responsible for response operations involved in a comprehensive training program?
Yes.
- (7) If yes, please describe the program.
Clean Venture, Inc, employees are members of our in-house training program. All field personnel are 40-hour OSHA HAZWOPER trained as per section 29 CFR 1910.120. Employees also receive annual 8-hour refresher training and fit testing. Supervisors receive 8-hour OSHA Supervisor training. Specialized employees receive Confined Space Entry, CPR, First Aid, Fork-lift Safety and DOT HM 215 training.
- (8) Are all pollution equipment involved in a comprehensive maintenance program?
Yes
- (9) If yes, please describe the program.
All equipment is decontaminated at the end of a response. In addition, all equipment is inspected prior to being deployed. In addition, all Clean Venture, Inc. equipment is subject to quarterly maintenance checks.
- (10) Was the equipment deployed by personnel responsible for its deployment in the event of an actual spill?
Yes X No _____
- (11) Identify which of the 15 core components of your response plan were executed during this particular exercise:

ALL COMPONENTS (1 THRU !5) WERE CONSIDERED AND EXECUTED WHERE NEEDED
--

- (12) *Attach a description of lesson(s) learned and person(s) responsible for follow up of corrective measures*
- A) *FACILITY SECURITY NEEDS TO CONSIDERED BY ALL PERSONNEL, SECURITY MUST BE INFORMED PRIOR TO ANY WATERBORNE ACTIVITIES BEING CONDUCTED IN THE VICINITY OF THE FACILITY. RESPONSE PERSONNEL NEED TO BE FAMILIAR WITH THE USE OF SUPPLIED AIR ON BOATS. STORAGE OF SORBENT BOOMS ON DOCK WOULD AID FACILITY PERSONEL WITH INITIAL RESPONSE.*
- B) *Consider assigning a person to Dock gate during clean-up to aid in access to dock*
- C) *Contractor to survey alternate routes to facility and alternate launch facilities*

I certify that the deployment entailed above shows that we as an Oil Spill Response Organization meet the criteria and requirements under the National Preparedness for Response Exercise Program (PREP) under OPA 90' for the year 20011.



*Certifying Signature
Patrick S. McGovern
Operations Manager*

March 2, 2011
Date



Date: July 7, 2011

OSRO Customer

***RE: OIL SPILL RESPONSE CONTRACTOR EQUIPMENT CERTIFICATION FORM
COMPLIANCE YEAR 2011***

Dear: Sir

In response to your request for documentation that Clean Venture, Inc., as an Oil Spill Removal Organization (OSRO), has deployed a representative sample of equipment in your operating environment, enclosed please find our certification.

I hope you find our submittal satisfactory.

Should you have any questions or require any additional information, please do not hesitate to contact me.

Thank you.

Sincerely,

Patrick S. McGovern

*Patrick S. McGovern
Operations Manager*

**OIL SPILL RESPONSE
CERTIFICATION FORM
(PREP GUIDELINE – EQUIPMENT DEPLOYMENT EXERCISE)**

COMPLIANCE YEAR 2011

Name of Oil Spill Removal Organization (OSRO):

Clean Venture, Inc.

<i>Exercise Dates</i>	<i>Location of Exercise</i>	<i>Drill or Actual Response</i>	<i>Duration of Exercise</i>
<i>June 29, 2011</i>	<i>NuStar Asphalt Co. 121 BBLs Crude at Dock</i>	CG-Government Initiated UNANNOUNCED Oil Spill Response Drill	<i>1 DAY</i>

(1) *Equipment deployed was:*

- Facility-Owned*
 Oil spill removal organization – owned. If so, which OSRO? CVI
 Both

(2) *List type and amount of all equipment (e.g. boom and skimmers) deployed and number of support personnel employed:*

<i>18-26 FOOT DEPLOYMENT BOATS -1 1-5K Gallon Vacuum Truck</i>
<i>1000 FOOT 18" HARBOR BOOM /2 X 20# ANCHOR SYSTEMS</i>
<i>1-Skimmer Unit MISC. SORBENTS and Equipment Trailer</i>
<i>MARINE RESPONSE PERSONNEL (5 persons)</i>

(3) *Describe goals of the equipment deployment and list any Area Contingency Plan strategies tested.*

MOBILIZED EQUIPMENT AND PERSONNEL TO RESPOND TO CRUDE OIL DISCHARGE ON THE DELAWARE RIVER. DISCHARGE WAS A RESULT OF EQUIPMENT FAILURE AT DOCK. IMPLEMENTED AREA PROTECTIVE BOOMING STRATEGY, PLACED AND MAINTAINED APPROXIMATELY 1000 FEET OF BOOM IN AFFECTED AREAS. MANNED AND OPERATED BOOM DEPLOYMENT BOAT

AND VACUUM TRUCK WITH SKIMMER. MONITORED FOR HAZARDOUS ATMOSPHERE.

- (4) *For deployment of facility-owned equipment, was the amount of equipment deployed at least the amount necessary to respond to your facility's average most probable spill?*
 Yes N/A No _____
- (5) *For deployment of OSRO-owned equipment, was a representative sample (at least 1000 feet of boom type) deployed?*
 Yes X No _____
- (6) *Was the equipment deployed in its intended operating environment?*
 Yes X No _____
- (6) *Are all facility personnel that are responsible for response operations involved in a comprehensive training program?*
Yes.
- (7) *If yes, please describe the program.*
Clean Venture, Inc, employees are members of our in-house training program. All field personnel are 40-hour OSHA HAZWOPER trained as per section 29 CFR 1910.120. Employees also receive annual 8-hour refresher training and fit testing. Supervisors receive 8-hour OSHA Supervisor training. Specialized employees receive Confined Space Entry, CPR, First Aid, Fork-lift Safety and DOT HM 215 training.
- (8) *Are all pollution equipment involved in a comprehensive maintenance program?*
Yes
- (9) *If yes, please describe the program.*
All equipment is decontaminated at the end of a response. In addition, all equipment is inspected prior to being deployed. In addition, all Clean Venture, Inc. equipment is subject to quarterly maintenance checks.
- (10) *Was the equipment deployed by personnel responsible for its deployment in the event of an actual spill?*
 Yes X No _____
- (11) *Identify which of the 15 core components of your response plan were executed during this particular exercise:*

<i>ALL COMPONENTS (1 THRU !5) WERE CONSIDERED AND EXECUTED WHERE NEEDED</i>

- (12) *Attach a description of lesson(s) learned and person(s) responsible for follow up of corrective measures*
- A) *FACILITY SECURITY NEEDS TO CONSIDERED BY ALL PERSONNEL, SECURITY MUST BE INFORMED PRIOR TO ANY WATERBORNE ACTIVITIES BEING CONDUCTED IN THE VICINITY OF THE FACILITY.*
- B) *Contractor to consider effectiveness of bring boom by water from alternate launch facilities*

I certify that the deployment entailed above shows that we as an Oil Spill Response Organization meet the criteria and requirements under the National Preparedness for Response Exercise Program (PREP) under OPA 90' for the year 2011.



Certifying Signature
Patrick S. McGovern
Operations Manager

July 7, 2011
Date

Oil Spill Activation Plan



Revised March 31,2006

**DELAWARE BAY AND RIVER COOPERATIVE, INC. (DBRC)
OIL SPILL RESPONSE PLAN**

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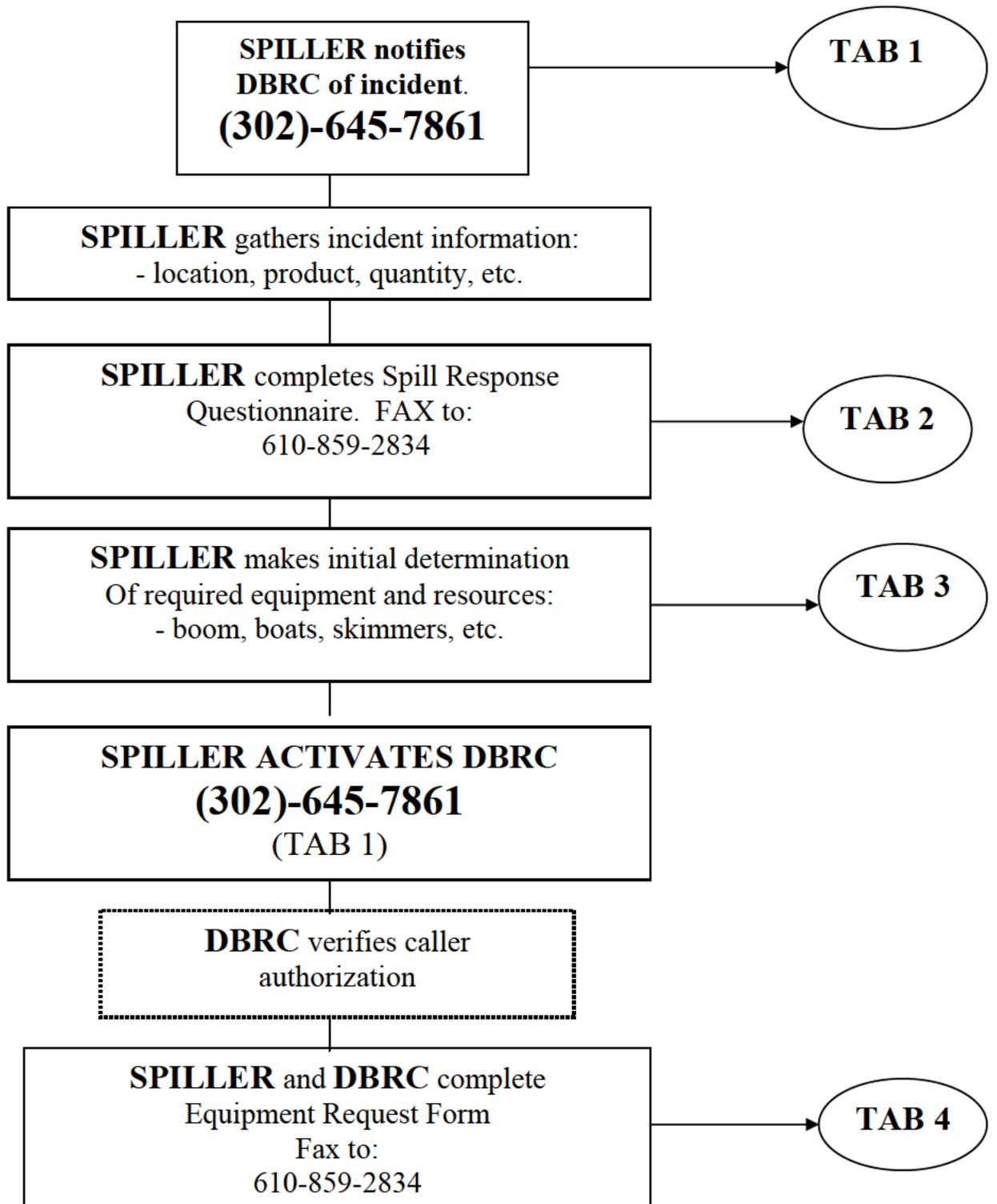
- **TAB 1 ACTIVATING DBRC**

- **TAB 2 SPILL-SPECIFIC INFORMATION REQUIREMENTS**

- **TAB 3 DBRC EQUIPMENT, RESOURCES AND
CAPABILITIES**

- **TAB 4 DBRC EQUIPMENT RENTAL REQUESTS AND
CONDITIONS**

ACTIVATION OF DBRC



PURPOSE OF THIS PLAN

The Delaware Bay and River Cooperative, Inc. (DBRC) developed this manual to be a ready reference and checklist for activating DBRC resources in an emergency oil spill situation involving DBRC members or subscribers. The flow chart on the previous page outlines the recommended sequence of steps to be taken by a spiller to activate DBRC if time permits. This manual is organized based on the anticipated order of use during an actual emergency situation.

This manual is supplemented by the “ASA Map Computer Program” Which has been distributed to member companies, federal and state agencies. The program includes:

- Sensitive resource/general information for the Delaware River and Bay
- Boom deployment guidance
 - ❖ (Protective booming, collection booming and staging areas)
- The Sector Delaware Bay Area Contingency Plan

ACTIVATION OF DBRC

Notification to DBRC of possible activation is recommended immediately after a spill has occurred. Prior to **formally** activating DBRC, the spiller should gather incident information, complete a Spill Response Questionnaire, and begin to discuss with DBRC what resources would be required for the spill response. After initiating these tasks, an **authorized** representative for the spiller may formally **activate** DBRC by calling the DBRC President and faxing the **Completed Spill Response Questionnaire** to the numbers provided. This formal activation is required before DBRC can actually begin to commit resources.

There are three basic groups that can activate DBRC: **member companies, subscribers,** and the **United States Coast Guard**. Specific activation instructions for each group are found within this tab as indicated below. The user should select and follow the appropriate action procedures as indicated.

- Instructions for DBRC activation by **member companies** are located on page 1-5.
- Instructions for DBRC activation by **subscribers** are located on page 1-7.
- Instructions for DBRC activation by the **U.S. Coast Guard** are located on page 1-9.

All users of this manual should then proceed sequentially through the tabbed sections.

FOR ALL USERS, THE PRIMARY NUMBER FOR CONTACTING DBRC IS:

302-645-7861

At night this number is forwarded to the DBRC President, or if he is unavailable, to a designated DBRC employee. President, as used hereafter, means the President or a designated DBRC employee.

DBRC CONTACTS**President, Eugene Johnson:**

DBRC Linwood Office 610/859-2830

DBRC Linwood Office FAX 610/859-2834

Cellular Phone (b) (6)

Field Supervisor, Bob Poole:

DBRC Linwood Facility 610/859-2830

DBRC Linwood Facility FAX 610/859-2834

Cellular Phone (b) (6)

Marine Supervisor, Gardner Knight:

DBRC Lewes Office 302/645-7861

DBRC Lewes Office FAX or Phone 302/645-1565

Cellular Phone (b) (6)

DBRC OFFICES**DBRC Lewes Office**

Marine Operations Building
 700 Pilottown Road
 P.O. Box 624
 Lewes, DE 19958-0624

Phone: 302/645-7861

FAX (University line): 302/645-4006

FAX or Phone: 302/645-1565

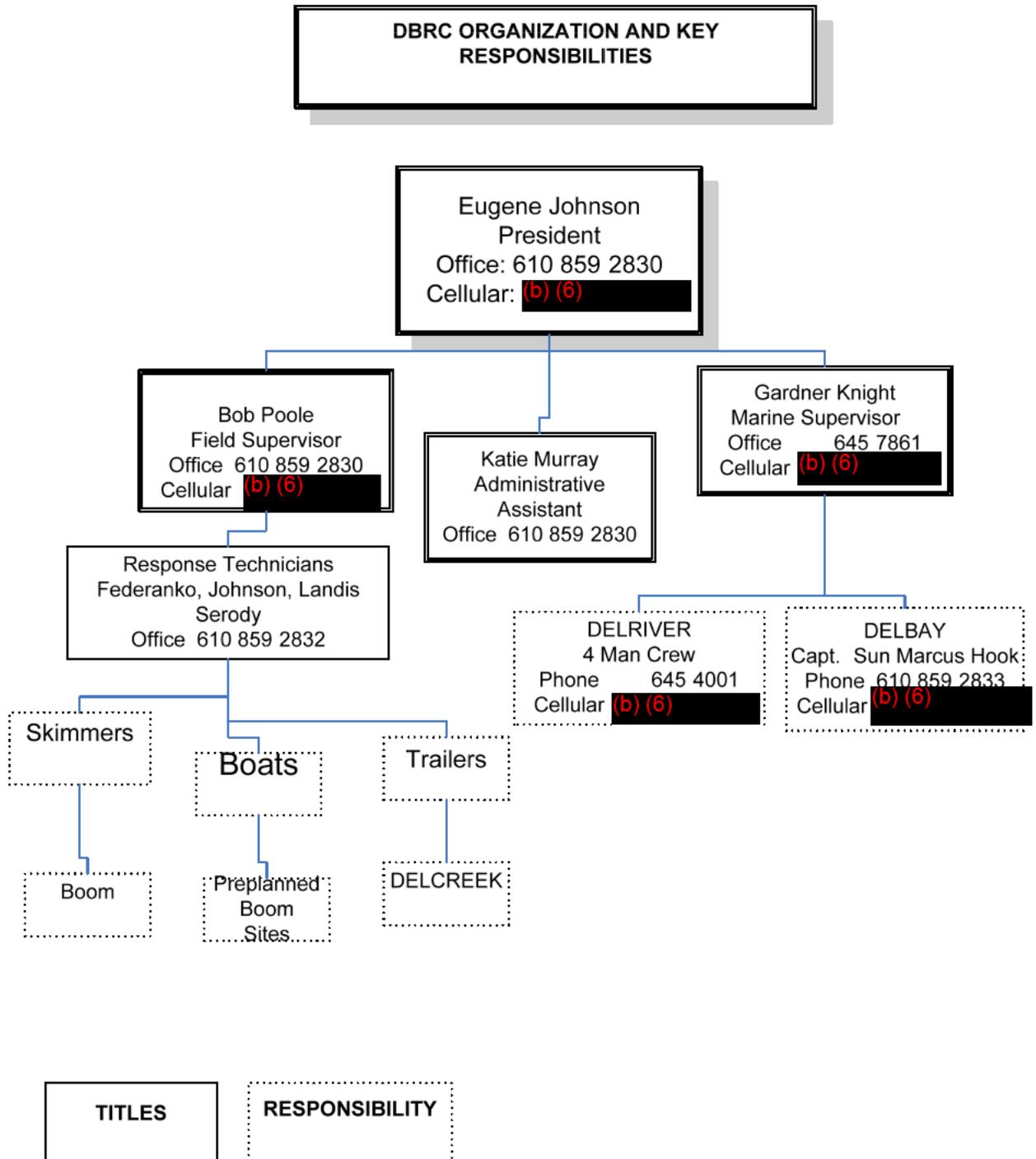
DBRC Linwood Facility

1650 Hewes Ave.
 P.O. Box 1197
 Linwood, PA 19061

Phone: 610/859-2830

FAX: 610/859-2834

FIGURE 1-1.



ACTIVATION OF DBRC BY A MEMBER COMPANY

TO ACTIVATE DBRC, THE MEMBER SHOULD COMPLETE THE FOLLOWING:

- Fill out the **Spill Response Questionnaire** (located in Tab 2) as completely as possible. This information may be provided over the telephone; however, verbal information **MUST** be followed by the submission of written notification via the Questionnaire form as soon as possible. The completed and signed form should be faxed to DBRC using the number provided at the bottom of the form (610/859-2834). **ONLY** an **authorized company representative** can sign the Spill Response Questionnaire to activate DBRC. The signature represents an agreement between DBRC and the member to initiate response activities.
- Ensure that the call to activate DBRC is placed by a company representative who is authorized to activate DBRC (this does not apply to notification calls). The President will not act upon calls from **unauthorized** member employees. See Tab 4 for the list of Member Company representatives authorized to activate DBRC.
- Fill out the **Equipment Request Form** (located in Tab 5) as completely as possible to authorize the release and use of specific DBRC equipment and resources. The Equipment Request Form should be completed by using the information on DBRC's available equipment and resources provided in Tab 3 and through discussions with DBRC. Please note that this form does not have to be filled out completely to initiate DBRC response activities; however, **the entire** form should be signed and faxed to DBRC.

Upon activation:

DBRC will immediately mobilize requested DBRC manpower and equipment for spills within DBRC's Area of Interest. This is defined in the DBRC Agreement as the Delaware River, from the Betsy Ross Bridge to the mouth of the Delaware Bay, including the Delaware-Chesapeake Canal. Any spill that is located outside the defined Area of Interest will require Executive Committee approval prior to the release and use of DBRC equipment and resources. When required, the DBRC president will initiate the procedures for Executive Committee approval.

Revised 3/31/2006

The President of DBRC will:

- Assist in coordinating activities and communications between the member company's On-Scene Commander, the Coast Guard, and DBRC response resources.
- Keep the Executive Committee fully informed of all significant developments from activation until the member company's On-Scene Commander or an authorized employee releases all DBRC equipment and resources.

ACTIVATION OF DBRC BY SUBSCRIBERS

TO ACTIVATE DBRC, THE SUBSCRIBER SHOULD COMPLETE THE FOLLOWING:

- Confirm that the voyage coverage note was filed 24 hours in advance of the vessel entering DBRC's Area of the incident. Failure to have done so will preclude DBRC from responding to an incident.
- Fill out the **Spill Response Questionnaire** (located in Tab 2) as completely as possible. This information may be provided over the telephone; however, verbal information **MUST** be followed by the submission of written notification via the Questionnaire form as soon as possible. The completed and signed form should be faxed to DBRC using the number provided at the bottom of the form (610/859-2834). The signature represents an agreement between DBRC and the subscriber to initiate DBRC response activities.
- Fill out the **Equipment Request Form** (located in Tab 5) as completely as possible to authorize the release and use of specific DBRC equipment and resources. The Equipment Request Form should be completed by using the information on DBRC's available equipment and resources provided in Tab 3 and through discussions with DBRC. Please note that this form does not have to be filled out completely to initiate DBRC response; however, **the entire** form should be signed and faxed to DBRC.

Upon activation:

DBRC will immediately mobilize requested DBRC manpower and equipment for spills within DBRC's Area of Interest. This is defined in the DBRC Agreement as the Delaware River, from the Betsy Ross Bridge to the mouth of the Delaware Bay, including the Delaware-Chesapeake Canal. Any spill that is located outside the defined Area of Interest will require Executive Committee approval prior to the release and use of DBRC equipment and resources. When required, the DBRC president will initiate the procedures for Executive Committee approval.

The President of DBRC will:

- Assist in coordinating activities and communications between the subscriber's On-Scene Commander, the Coast Guard, and DBRC response resources.
- Keep the Executive Committee fully informed of all significant developments from activation until the subscriber's On-Scene Commander releases all DBRC equipment and resources.

ACTIVATION OF DBRC BY THE UNITED STATES COAST GUARD

The Coast Guard, at its discretion, may request the activation of DBRC and its equipment.

ONLY THE COMMANDING OFFICER, EXECUTIVE OFFICER, AND THE CHIEF OF PORT OPERATIONS OF THE PHILADELPHIA MARINE SAFETY OFFICE ARE AUTHORIZED TO ACTIVATE DBRC. DBRC does not have a Basic Ordering Agreement in place with the Coast Guard. Coast Guard contracting will need to be involved to initiate an incident specific contract with DBRC.

The Coast Guard representative officially requesting DBRC activation should do the following:

- Confirm that the fund is open, and provide the authorization number.
- Fill out, as completely as possible, the **Spill Response Questionnaire** (located in Tab 2) and the **Equipment Request Form** (located in Tab 5). When the Coast Guard elects to activate DBRC equipment and resources on behalf of a non-member company, individual or organization, this becomes the Coast Guard's responsibility. These forms will authorize DBRC to activate its equipment and resources on the Coast Guard's behalf with the Coast Guard assuming fiscal responsibility for all DBRC expenditures.

DBRC will take direction from the Coast Guard and will not work directly for the spiller.

SPILL-SPECIFIC INFORMATION REQUIREMENTS

The Spill Response Questionnaire presented in this Section represents the information needed by DBRC to mobilize effectively equipment and resources for a spill response in a timely manner. In order to activate DBRC, this form should be filled out as completely as possible, signed and faxed to DBRC using the numbers provided at the bottom of the form. **ONLY an authorized member company representative, subscriber or Coast Guard representative** can sign the Spill Response Questionnaire to activate DBRC. The signature represents an agreement between DBRC and the spiller to deploy DBRC equipment and expend resources on the spiller's behalf.

DBRC will respond to oil spills only. Oil means 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, but does not include petroleum, including crude oil or any fraction thereof, which is specifically listed or designated as a hazardous substance under subparagraphs (A) through (F) Act (42 U.S.C. 9601) and which is subject to the provisions of that Act.

It is the responsibility of the spiller to prepare a site safety plan. For reference, Table 2-1 provides information on pour point, specific gravity, API gravity, vapor pressure, viscosity, sulfur content, and benzene content of crude oils commonly transported through the Delaware Bay and River. [Click here](#) to go to a form version of the questionnaire that can be saved.

Revised 3/31/2006

Table 2-1: Important Physical Characteristics of Crude Oils Commonly Transported in the Delaware Bay and River.

Crude Oil	Specific Gravity	API Gravity	Reed Vapor Pressure	Viscosity	Pour Point	Sulfur % wt	Benzene % wt	Comments
Alaska N. Slope	0.8944	26.8	3.6	28.9 CST @70F	5F	1.22	N/A	
Arab Ex Lt-Berri	0.8352	38.0	4.0	5.8 CST @70F	(-25F)	1.20	ND	
Arab Heavy	0.8871	28.0	7.5	37.0 CST @70F	(-20F)	2.85	0.04% VOL	
Arab Light	0.8575	32.6	3.6	10.2 CST @70F	(-30F)	1.80	0.11	
Arab Medium	0.8696	31.3	8.3	19.4 CST @70F	(-20F)	2.50	N/A	
Arabian Extra Light	0.8408	36.8	4.3	38.4 SSU @70F	5F	NIL	0.12	
Arabian Heavy	0.8899	27.5	6.6	106.0 SSU @122F	(-20F)		0.03	H2S-TRACE
Arabian Light	0.8602	33.0	4.5	51.9 SSU @100F	(- 4F)	NIL	0.13	
Arabian Light	0.8575	33.4	3.6	10.2 CST @70F	(-30F)	1.79	0.12	
Arabian Medium	0.8735	30.5	6.2	63.1 SSU @122F	(- 4F)	NIL	0.07	
Arabian Medium	0.8712	30.8	3.2	16.2 CST @70F	5F	2.40		KHURSANIYAH
Bacherquero	0.9535	17.0	1.6	1032.0 CST @70F	(-10F)	2.40	0	
Basrah Heavy	0.9052	24.9	3.0	50.0 CST @70F	(-22F)	3.50	N/A	
Basrah Light	0.8559	33.9	ND	10.6 CST @70F	5F	1.95	N/A	
Bonny Light	0.8534	34.3	5.3	3.6 CST @104F	50F	0.11	0.14% VOL	NIGERIA
Bonny Light	0.8477	35.3	6.9	5.6 CST @70F	27F	0.11	0.16	NIGERIA
Bonny Light	0.8461	35.7	ND	38.0 SUS @100F	27F	0.13		NIGERIA
Bonny Medium	0.9024	25.2	3.1	17.8 CST @70F	(-17F)	0.23	0.16	NIGERIA
Bonny Medium	0.9047	24.9	ND	62.0 SUS @100	(-33F)	0.23		NIGERIA
Boscan	0.9965	10.5	1.6	1992.0 SSU @122F	70F	6.24		
Brass River	0.8104	43.2	ND	ND	21F	0.07		NIGERIA
Brent	0.8329	38.4	ND	39.0 SUS @100	42F	0.36		NORTH SEA
Brent Blend	0.8313	38.6	9.5	5.7 CST @70F	20F	0.34	0.16	H2S-0.0001WT%
Cabinda	0.8654	32.0	4.0	14.1 CST @104F	65F	0.13		ANGOLA
Cabinda/Takula	0.8633	32.4	ND	74.0 SUS @100F	59F	0.12		ANGOLA
Cano Limon	0.8788	29.4	1.0	26.5 CST @70F	ND	0.45		COLUMBIA
Cano Limon	0.8794	29.4	ND	74.0 SUS @100F	0F	0.53		COLUMBIA
Escalante	0.9141	23.3	ND	1680.0 SUS @100	32F	0.16		ARGENTINA
Escravos	0.8439	36.2	ND	3.5 CST @104F	45F	0.14		NIGERIA
Escravos	0.8422	36.4	4.0	5.6 CST @70F	40F	0.14	0.16	NIGERIA
Escravos	0.8473	35.5	ND	39.0 SUS @100	21F	0.15		NIGERIA
Felda	0.9024	25.3	5.9	86.0 SSU @122F	(-15F)	NIL	ND	

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Table 2-1 Cont'd: Important Physical Characteristics of Crude Oils Commonly Transported in the Delaware Bay and River.

Crude Oil	Specific Gravity	API Gravity	Reed Vapor Pressure	Viscosity	Pour Point	Sulfur % wt	Benzene % wt	Comments
Forcados	0.8789	29.5	3.5	6.7CST@104F	15F	0.18		DK, GRN BROWN
Forcados	0.8772	29.7	5.9	8.0CST@70F	(- 4F)	0.29	0.16	NIGERIA
Forcados	0.8789	29.5	ND	47.0SUS@100	21F	0.19		NIGERIA
Isthmus	0.8606	32.8	6.4	11.0CST@70F	(-15F)	1.51	0.12	H2S-102PPM-WT
Isthmus	0.8606	33.0	6.4	11.8CST@70F	(-15F)	1.50	0.12% VOL	
Lagomedio	0.8675	31.7	5.3	18.1 CST @70F	(-15F)	1.17	N/A	
Leona	0.9087	24.1	3.7	75.3 CST @70F	(-20F)	1.72		
Lucina	0.8309	38.8	4.6	4.8 CST @104F	65F	0.06		
Mandji Blend	0.8780	30.1	ND	33.7 CST @70F	48F	1.11	0.06	
Maya	0.9212	22.0	4.7	223.0 CST @70F	(-25F)	3.56	0.08	H2S-199PPM-WT
Maya	0.9212	22.2	4.7	223.0 CST @70F	(-25F)	3.56	0.10% VOL	
Menemota	0.9352	19.8	1.7	210.0 SSU @130F	(-10F)		0.06	H2S -TRACE
Merrey-16	0.9574	16.3	0.7	333.5 CST @104F	(-15F)	NIL	0.06	
Merrey-18	0.9459	18.1	1.2	122.0 SSU @180F	0F		0.11	
Mesa	0.8606	32.8	5.0	14.2 CST @70F	5F	0.69		
Oriente	0.8795	29.2	3.7	19.9 CST @70F	25F	1.01		H2S- 10PPM-WT
Palanca	0.8304	38.9	9.3	3.6 CST @104F	20F	0.14	0.16% VOL	ANGOLA
Palanca	0.8238	40.1	6.2	6.1 CST @70F	27F	0.11	0.16	ANGOLA
Palanca	0.8285	39.3	ND	39.3 SUS @100	5F	0.14		ANGOLA
Pennington	0.8439	36.2	5.1	3.0 CST @104F	20F	0.07		NIGERIA
Pennington	0.8412	36.6	5.1	3.7 CST @100F	43F	0.07	0.16	NIGERIA
Pennington	0.8454	35.8	ND	3.3 SU S@100	37F	0.08		NIGERIA
Pilon	0.9820	12.6	1.6	213.0 SSU @122F	5F	NIL	0.02	
Qua Iboe	0.8453	35.9	6.0	3.3 CST @104F	55F	0.12		NIGERIA
Qua Iboe	0.8452	35.8	6.0	5.6 CST @70F	45F	0.12	0.16	NIGERIA
Qua Iboe	0.8393	37.1	ND	37.0 SUS @100	48F	0.11		NIGERIA
Rabi	0.8534	34.3	3.8	16.9 CST @104F	85F	0.05		GABON
Rabi-Kounga	0.8529	34.4	ND	75.0 SUS @100	91F	0.07		GABON
Ras Gharib	0.9082	24.3	2.8	221.0 SSU @122F	40F		0.18	5.0PTB
Soya	0.8333	38.3	ND	44.0 SUS @100	64F	0.13		ANGOLA
Takula	0.8629	32.5	7.3	13.9 CST @104F	50F	0.11		
Zaire	0.8697	31.2	3.8	19.4 CST @104F	70F	0.11		ZAIRE
Zaire	0.8751	30.2	ND	65.0 SUS @100	75F	0.14		ZAIRE

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DBRC EQUIPMENT, RESOURCES AND CAPABILITIES

Listed in this section is DBRC oil spill equipment available at numerous locations in the Delaware Bay and River.

Available DBRC equipment is divided into the following categories in this section:

SPILL RECOVERY VESSELS	p. 3-2
SUPPORT VESSELS	p. 3-5
SPILL RECOVERY EQUIPMENT	p. 3-10
SPILL CONTAINMENT EQUIPMENT	p. 3-15
COMMUNICATION EQUIPMENT	p. 3-19
DISPERSANT APPLICATION EQUIPMENT	p. 3-23
ADDITIONAL EQUIPMENT	p. 3-24

SPILL RECOVERY VESSELS

Table 3-1. DBRC Oil Spill Recovery Vessel Profiles

Vessel	Draft (light)	Recovered liquid storage capacity (bbl)	Rated skimming capacity (bbl/day)	De-rated skimming capacity (bbl/day)	Location	Response time to Big Stone Anchorage area	Response time to Delaware City area	Response time to Upriver areas (Marcus Hook and above)
DELRIVER	7.5'	3,010	68,760	13,752	Lewes	45 min	4 hrs	within 12 hrs
DELBAY	5'	238	63,600	13,714	Marcus Hook	10 hrs	4 hrs	2 hrs
DELCREEK	4' 8"	35	39,696	6,857	Philadelphia		8 hrs	4 hrs
Lori Bow Collector (LBC-3) (4 ea.)			18,576 ea.	3,715 ea.				
2 on Schat Workboats	2'	5			1-Linwood 1-Delaware City	4 hrs 4 hrs	4 hrs 2 hrs	2 hrs 4 hrs
2 for Eagle Barges on semi @ Linwood	1'	230			Eagle Barges 1-Linwood 1-Delaware City 1-Slaughter Beach	4 hrs	3 hrs	3 hrs

The DELRIVER



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The largest member of the DBRC fleet is a converted offshore supply vessel. This 425-ton multi-purpose vessel measures 166 feet in length. It can provide an on-board command center and a variety of equipment including skimming equipment and boom. The DELRIVER has 2,000 horsepower with a normal speed of 12 knots, a 60,000-gallon fuel capacity and a 126,420-gallon (3,010 bbl) recovered oil capacity. The vessel has built in LORI 5 brush skimming systems on both sides in addition to a GT-185 skimming system. A single RO-Boom Skimming System with a derated capacity of 3,017 bbl/day is stored on board the DELRIVER. This could be used in lieu of a LORI Brush System if a particular spill indicated that this might be a better system to use.. The DELRIVER has the capability of deploying 3,600 feet of Expandi 43-inch boom and 1,000 feet of air inflatable Oil Stop 56" Deep Sea Boom from reels on the vessel. The vessel is equipped with two (2) Zodiac 25 ft. rigid hull inflatable boats with twin 115 horsepower outboards for handling boom. The DELRIVER is berthed in Lewes, with a permanent four man crew on duty 24 hours a day, 7 days a week.

The DELBAY



The 68-foot, 100-ton oil skimming vessel has two (2) 250 horsepower engines with a maximum speed of 9 knots, a 1,000 gallon fuel capacity and a 10,000 gallon (238 bbl) storage capacity. The vessel uses the Dynamic Inclined Plane (DIP) system of spill recovery. The bow of the vessel opens up and two sweeps extend, funneling the oil onto a moving belt. The DELBAY is berthed at Sun Marcus Hook. The DELBAY has an operator on duty 24 hours a day, 7 days a week and a deck hand available within 1 hour.

The DELCREEK



The DELCREEK is a 30-foot self propelled skimmer with a maximum speed of 4 knots. The DELCREEK also uses the DIP skimming system. The DELCREEK is propelled by a 75 horsepower diesel engine and has a storage capacity of 1,500 gallons (35 bbl). The DELCREEK is dry stored on the Schuylkill River at Vane Brothers City Dock. This unit is for use in protected waters.

LORI BOW COLLECTOR UNITS



DBRC has four LORI (LBC-3) bow mounting skimming systems. The skimmer is a chain driven brush skimmer rated for use in protected waters. Two (2) of DBRC's Schat work boats are capable of mounting 2 of these units with an approximate skimming width of 16 ft. in the advancing mode. The units on the Schats are at DBRC's Linwood facility and in Delaware City. Portable tanks provide storage for these units. Two LORI units mount on American Eagle Aluminum Barge units and the units are stored at Linwood. The skimming width with the barge units will be determined by the amount of boom used for the V-configuration. With 500 ft. lengths on each of the V legs, the skimming width is approximately 275 ft. The LORI units on the Schats can be switched to American Eagle Aluminum Barge units and deployment during a spill will depend on the situation.

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SUPPORT VESSELS

Table 3-2. DBRC Support Vessel Profiles

Vessel	Length	Draft (light)	Location (Quantity)
Pontoon Boat	25 ft	2 ft	Paulsboro (1)
Thomas Marine Al. Push Boat	27 ft	2 ft	DBRC's Linwood Facility (1)
RHI (Zodiac)	21 ft	2 ft	DBRC's Linwood Facility (1)
Jon Boat	16 ft	1 ft	DBRC's Linwood Facility (1)
Jon Boat	20 ft	1 ft	DBRC's Linwood Facility (1)
Schat Sea Responder	34 ft	2 ft	DBRC's Linwood Facility (1), Slaughter Beach (2), Delaware City (1)
American Eagle Aluminum Barge 40 ft. X 16 ft X 4 ft – (230 BBL capacity)	40 ft	1 ft	DBRC's Linwood Facility (1), Slaughter Beach (1), Delaware City (1)
Monark Workboat	28 ft	3 ft	Paulsboro, NJ (1)
Steel Crane/Spud Barge	36 ft	1 ft	Delaware City, DE (1)

Pontoon Boat



DBRC has one (1) Mon-Ark 25 by 14-foot pontoon boats powered by twin 150 horsepower outboard engines. It is designed for deployment and retrieval of boom and can carry approximately 800 feet of boom. The pontoon boat is located at the Valero Refinery in Paulsboro and the primary use is booming of Mantua Creek and it has 800 feet of boom stored on board. Gross weight is 10,000 lbs.

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Thomas Marine Aluminum Push Boat



DBRC has one (1) Thomas Marine 27' Aluminum workboat which is powered by a 200 horsepower diesel engine with a single counter-rotating propeller. This boat is a utility vessel that may be used with the American Eagle units, for towing boom or for logistics support. The boat is stored on a trailer at the Linwood Facility. Gross weight is 7,500 lbs.

Rigid Hull Inflatable (Zodiac)



DBRC has one (1) 21-foot Zodiac 640 OB. This is a versatile, fast boat with dual 90 horsepower outboard engines. It is primarily used to survey the spill area. The boat is stored on a trailer at DBRC's Linwood Facility for rapid mobilization to various locations. Gross weight is 5,000 lbs.

Jon Boat



DBRC has two (2) Jon boats. The 16-foot Jon boat is equipped with a 30 HP outboard. The 20-foot Jon boat is equipped with a 90 HP outboard. These are wide beam shallow draft boats and can be used to beach equipment, install anchors, etc. They are stored on trailers at the Linwood Facility. Gross weights are: 500 lbs. For 16-ft. and 1,680 lbs for the 20-ft.

Schat Sea Responders



DBRC has four (4) Schat 34-foot Sea Responder fiberglass boats powered by twin 115 horsepower outboard engines. The operating draft is approximately 2 feet and the boats have 100 gallons of fuel capacity. Three of the boats are equipped to mount the LORI skimmers or push knees to be used with the American Eagle Aluminum Barges. The boats can carry approximately 1200 feet of boom at a speed of about 20 knots. Two are fitted with a drop bow ramp and towing bit. One (1) boat is located at DBRC's Linwood Facility, one (1) at Delaware City, and two (2) are at Slaughter Beach. All are mounted on trailers for rapid mobilization to various locations. Gross weight with LORI skimmer is 15,000 lbs. and 13,500 lbs without.

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American Eagle Aluminum Barges



DBRC has three (3) American Eagle Aluminum Barge units consisting of two aluminum barges that can be hauled on a flat bed truck, 2 barges per truck; 13' 6" overhead clearance is required. The barges measure approximately 40 feet in length, 8 feet in width, and are 3' 9" high. They are designed such that two (2) will fit together to form a 40 x 16 ft. work platform with skimming outriggers both port and starboard. Each barge has a 115 barrel storage capacity. The decks are reinforced to accommodate skimming equipment such as the Trans-Vac or DESMI (see page 3-6). The units are fitted to mount Lori Bow Collector units on the stern. One (1) unit is located in Slaughter Beach, one (1) in Delaware City, and one (1) at DBRC's Linwood Facility. Gross weight per barge is 6,500 lbs.

Monark 28 ft. Workboat



DBRC has one (1) 28 feet Monark aluminum workboat is powered by twin 136 HP Detroit Diesel 4-53 engines. It is equipped with a 120/240 volt generator and light poles. This is a utility boat that may be used with the American Eagle Aluminum barge units, for towing boom, or for logistics support. The cabin is heated and will seat 6 persons. The boat is stored on a boat davit at the Valero Refinery in Paulsboro, NJ. The gross weight is: 12,000 lbs. approximately.

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Steel Spud/Crane Barge



DBRC has a steel crane spud barge measuring 36' x 16' x 4' with a draft of approximately 1ft. The crane has a maximum lift of 7,000 lbs and minimum lift of 3,450 lbs. The crane is hydraulic and is supplied by a diesel hydraulic power unit. The hydraulic unit also powers a 500 gal/min wash down pump. The crane has two spuds that are worked hydraulically and are capable of operating in water depths upto 20 ft. The barge is moored at the Valero Delaware City Refinery from March to December and is dry stored on land during the ice season. The gross weight of the barge is 40,000 lbs.

SPILL RECOVERY EQUIPMENT

Table 3-3. DBRC Recovery Equipment Capacities

Skimmer	Rated skimming capacity	De-rated skimming capacity
DESMI (1)	15,085 bbl/day	3,017 bbl/day
Trans-Vac (1)	17,145 bbl/day	3,429 bbl/day
Walosep WM (1)	1,680 bbl/day	336 bbl/day
Komara 12K (2)	2,712bbl/day	542 bbl/day
Lori Mini Skimmer LMS-20 (3)	4,025 bbl/day	805 bbl/day
D.E. Skim-Pak (2)	10,285 bbl/day	2,057 bbl/day

DESMI



The DESMI Ocean Skimmer is a floating weir skimmer rated for open water operation in water depths of 5' or more. The skimmer pump can be converted from a skimmer system and used for a wide range of emergency and auxiliary pumping operations, such as emergency off-loading of heavy crude, emulsions, etc. The DESMI is stored on a trailer at DBRC's Linwood Facility. Gross weight is 10,000 lbs.

Trans-Vac



The Trans-Vac 500D is an oil recovery unit that combines the air handling capacity of a vacuum pump and the high transfer capability of a positive displacement pump. The Trans-Vac uses the vacuum created by a high capacity pump to recover and transfer oil into a receiving tank on the unit. The system is equipped with hoses and skimmer heads which allow the unit to skim oil in as little as 6" of water. The Trans-Vac will handle all types of oils and can be operated in remote "hard to get at" shoreline areas. DBRC can deliver the Trans-Vac on a trailer from DBRC's Linwood Facility or by water on an American Eagle Aluminum barge unit. Gross weight is 15,000 lbs complete, 7,000 lbs vacuum unit only.

Walosep WM Skimmer



The Walosep WM Skimmer is a smaller weir skimmer for use in shallow waters and around docks with a water depth of 2' or more. This unit can operate in waves up to 4 ft. It is a lightweight unit and can be easily handled by two (2) people. The Walosep is stored in the DBRC Small Skimmer Trailer (BT-9401), along with the Lori drum brush skimmers (3), 2 manta ray heads, a Komara 12K disk skimmer and a Douglas Skim Pak, at DBRC's Linwood Facility. The dry weight of the skimming unit is 210 lbs.

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Komara 12K MRK2 Disk Skimmer



The Komara 12K MRK2 is an oleophilic disk skimmer designed for use in protected waters. The skimmer is used in a stationary mode and has a maximum draft of 9.6 inches. The skimmer works best on oil types I and II. One skimmer is stored as a complete unit with all required equipment for sustained operation in trailer BT-9801 at the Valero Refinery in Paulsboro. The other skimmer is stored in the DBRC Small Skimmer Trailer (BT-9401) at DBRC's Linwood, PA Facility. The dry weight of the skimming unit is 123 lbs.

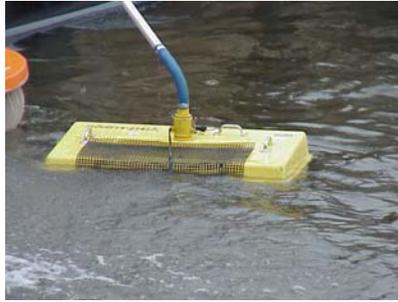
Lori Mini Skimmer LMS-20



The Lori Mini Skimmer is a drum brush skimmer that works well in a wide range of oils. The unit is made of marine grade aluminum and is easily handled by one person. It is powered by a hydraulic power pack and has a 3" quick connect fitting for attaching a vacuum hose. When in operation this unit has a draft of less than 6 inches. It is ideal for use in protected waters and especially in very shallow waters. All three are stored in the DBRC Small Skimmer Trailer (BT-9401) at DBRC's Linwood Facility.

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D. E. Skim-Paks



The model 18000 Douglas Engineering Skim-Pak skimmer is a high volume skimmer. The units use floating skimmer heads which allow for operation in 6" of water or more. DBRC has two (2) packaged units with diesel trash pumps. One is stored in DBRC's Small Skimmer Trailer (BT-9401) at DBRC's Linwood Facility. The other unit is stored at Delaware City in a container. The container gross weight is 600 lbs. and will fit in an 8 ft pickup bed.

Vacuum hose skimmer heads:

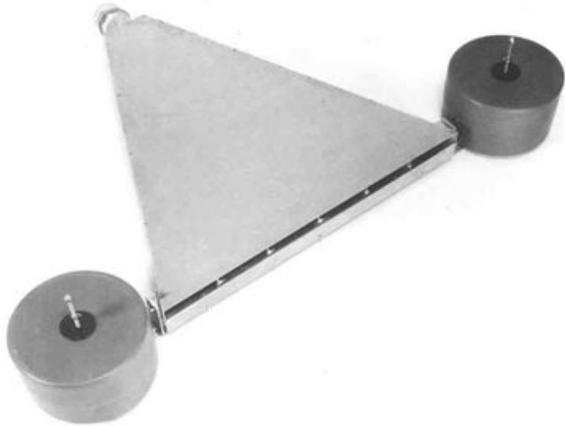


Manatee Skim Head



Slurp Skim Head

The Manatee skim head weighs 76 lbs. and has a 3" male quick coupling hose connection. The Slurp skim head weighs 36 lbs. and has a 3" male quick coupling hose connection. Both are stored in trailer BT-9801 at the Valero Refinery in Paulsboro, NJ.



Slickbar High Capacity skim head



Manta Ray skim head

The Slickbar high capacity skim head weighs 76 lbs. and has a 3" male quick coupling hose connection and is stored with the TransVac. The Manta Ray skim head weighs 58 lbs. and has a 3" male quick coupling hose connection. DBRC has 2 that are stored in the DBRC Small Skimmer Trailer (BT-9401) at DBRC's Linwood Facility.

SPILL CONTAINMENT EQUIPMENT

Boom

Over 104,000 feet of spill boom is located at various storage sites throughout the Delaware Bay and River area (see Table 3-4). The quantity of boom available is less than the total inventory because certain boom has been reserved for use at upriver preplanned boom sites. Depending on the location and size of the spill, however, some additional boom may be available. DBRC has thirty (30) small spill boom transport trailers and six (9) semi-trailers for land transportation of spill boom (see Table 3-5).

Table 3-4. DBRC Boom Inventory

Oil Containment Boom	Total Inventory	Feet Available	Status
Expandi 4300 20" flotation x 23" draft	3,600	3,600	Located on the DELRIVER and deployed by DELRIVER personnel.
Oil Stop Deep Sea Air-Filled Boom 20" flotation x 36" draft	1,000	1,000	Located on the DELRIVER and deployed by DELRIVER personnel.
AB&B or American Marine 9" flotation x 18" draft	11,200	10,000	Can deliver boom to specified site as requested. No provisions for deployment.
Bottom Seal Boom : Shore Guardian 8" flotation x 12" draft	2,050	7,700	Can deliver boom to specified site as requested. No provisions for deployment.
Texas STXB 20 8" flotation x 12" draft	5,700		
American Marine or Oil Stop 6" flotation x 6" draft	60,100	3,000	Can deliver boom to specified site as requested. No provisions for deployment.
Oil Stop 6" flotation x 12" draft	20,800	20,800	Can deliver boom to specified site as requested. No provisions for deployment.

Table 3-5. Boom Transport Trailers

Trailer Number	Location	Type and Quantity of Stored Boom	Protective Boom Site
BT-8701	Citgo Petty Island	1500 ft. Oil Stop (6x6)	Cooper R.
BT-9115	Citgo Petty Island	1300 ft. Oil Stop (6x6)	Cooper R.
BT-9106	Linwood	800 ft. Oil Stop (6x6)	Newton Cr.
BT-9114	Sunoco Eagle Point	1400 ft. Oil Stop (6x6)	Big Timber Cr.
BT-9117	Sunoco Eagle Point	1400 ft. Oil Stop (6x6)	Big Timber Cr.
BT-9104	Miller Envir. Group	1500 ft. Oil Stop (6x6)	Woodbury Cr.
BT-9110	Miller Envir. Group	1500 ft. Oil Stop (6x6)	Woodbury Cr.
P. Boat	Valero Refinery Paulsboro	800 ft. American Marine (6x6) on Pontoon Boat	Mantua Cr.
BT-8902	Exelon Eddystone	1200 ft. American Marine (6x6)	Darby Cr.
BT-9105	Exelon Eddystone	1400 ft. American Marine (6x6)	Darby Cr.
BT-9503	Exelon Eddystone	2000 ft. Oil Stop (6x6)	Crum, Ridley, & Chester Cr.
BT-9102	DBRC Linwood Facility	1500 ft. Oil Stop (6x6)	Old Canal & Aunt Deb's Ditch
BT-9101	Conoco/Phillips	2200 ft. Oil Stop (6x6)	Raccoon Cr.
BT-9109	Conoco/Phillips	1300 ft. Oil Stop (6x6)	Raccoon Cr.
BT-9107	DBRC Linwood Facility	1600 ft. Oil Stop (6x6)	Oldmans Cr.
BT-9108	DBRC Linwood Facility	1600 ft. Oil Stop (6x6)	Oldmans Cr.
BT-9116	Sunoco Marcus Hook	1600 ft. Oil Stop (6x6)	Naamans Cr.
BT-9118	Conectiv – Edgemoor	1000 ft. Oil Stop (6x6)	Shellpot Cr.
BT-9113	DBRC Linwood Facility	1700 ft. Oil Stop (6x6)	Christina R.
BT-9116	DBRC Linwood Facility	1600 ft. Oil Stop (6x6)	Christina R.
SV-8002	DBRC Linwood Facility	7000 ft. Oil Stop (6x12)/ 500 ft. Bottom Seal	New Castle - Battery Park
SC-3	Valero Refinery DE City	5000 ft. American Marine (6x6)	Pea Patch Is.
SC-4	Valero Refinery DE City	6800 ft. Oil Stop (6x6)	Pea Patch Is.
BT-8603	DBRC Lewes	500 ft. various (6x6)	
BT-8602	DBRC Linwood Facility	1000 ft. AB&B UN	V-Boom
SV-6201	DBRC Linwood Facility	3700 ft. Oil Stop (6x12)	
SV-6501	DBRC Linwood Facility	6700 ft Bottom Seal Boom	
SV-7902	DBRC Linwood Facility	7200 ft. Oil Stop (6x12)	
SV-8901	DBRC Linwood Facility	9000 ft. Oil Stop (6x6)	
SV-8902	DBRC Linwood Facility	9800 ft. American Marine (6x6)	
SV-8003	Slaughter Beach, DE	6400 American Marine (9x18) QC	
BT-9103	Sunoco Marcus Hook	1700 ft. Oil Stop (6x12)	AMPD Coverage
BT-9112	Sunoco Marcus Hook	1200 ft. Oil Stop (6x12)	AMPD Coverage
SV-8001	Vane City Dock	3200 American Marine (9x18) QC/ 500 ft. Bottom Seal	Schuylkill R.

Revised 3/31/2006



Revised 3/31/2006

Upriver Pre-Planned Boom Sites

DBRC has established pre-planned booming sites to protect environmentally sensitive areas in the upper Delaware River. These locations are listed below in Table 3-6. Dedicated boom and ancillary equipment are located near the designated sites. During emergencies, the spiller in consultation with DBRC should select designated sites by completing the **Equipment Request Form** located in Tab 5 of this manual.

Table 3-6. Designation of Pre-Planned Boom Sites and Emergency Deployment Personnel.

SITE	Deployment By
Cooper River	DBRC Contractor
Newton Creek	DBRC Contractor
Big Timber Creek	Sunoco Eagle Point
Woodbury Creek	DBRC Contractor
Mantua Creek	Valero Refinery Paulsboro
Aunt Debs Ditch	DBRC Contractor
Old Canal	DBRC Contractor
Raccoon Creek	ConocoPhillips
Oldmans Creek	Sunoco Marcus Hook Refinery
Darby Creek	Sunoco Philadelphia Refinery
Crum Creek	DBRC Contractor
Ridley Creek	DBRC Contractor
Chester Creek	DBRC Contractor
Naaman's Creek	Sunoco Marcus Hook Refinery
Shellpot Creek	DBRC Contractor
Christina River	DBRC Contractor
New Castle	DBRC Contractor
Pea Patch Island	Valero Delaware City Refinery

NOTE: DBRC will first contact the member company (where designated), and then a DBRC Contractor if the Member company cannot do the deployment.

COMMUNICATION EQUIPMENT

An effective communication system is critical in the management and control of day-to-day operations and during emergency response situations. A communication system is used to direct personnel, vessels, aircraft and vehicles and to receive information regarding status, surveillance, logistical needs or other emergency requirements.

It is essential to have a command and control point from which to direct communications. This may be from a fixed base or a mobile base station. The fixed base or mobile command units must have multiple communication capabilities - i.e., a frequency range covering VHF-FM and marine channels, cellular phone service, regular landline phone service and digital phone pager service.

DBRC has an established communications network that links DBRC personnel and its major resources to a spiller's On Site Coordinator (OSC) and response personnel during spill response activities (Figure 3-1). The system is comprised of three (3) repeater stations located in Bethel, PA; Westville, NJ (Sunoco Eagle Point) and Lewes, DE. This network is utilized for important response activity communications using DBRC's portable base station, hand-held portables, or mobile radios.

All DBRC communications are transmitted and received on FCC licensed VHF spill response channels, 1 or 2, depending on the user's location. All three (3) repeaters transmit on the same frequency. The Sunoco Eagle Point and the Lewes repeaters both receive on the same frequency since the areas of reception for the two repeaters do not overlap. The Bethel, PA repeater covers the largest area due to its elevation and receives on a different frequency.

Channels 1 (Sunoco Eagle Point or Lewes repeater) and 2 (Bethel repeater) are restricted to the transmission of critical information related to spill response activities. Channel 3 is a talk-around channel that allows radio users to monitor network communications and to transmit and receive local communications. To transmit a message on the network, the user must switch to channel 1 or 2 according to where the user is located. Channel 4 is for communications with either a NRC or MSRC repeater in the event either organization sets up a repeater during a spill. DBRC has coordinated the use of the oil spill response frequencies with these organizations to provide the best communications possible during a spill. Channel 5 is a talk around channel that will monitor the NRC/MSRC network. Channel 6 is a chatter channel for local off network communications.

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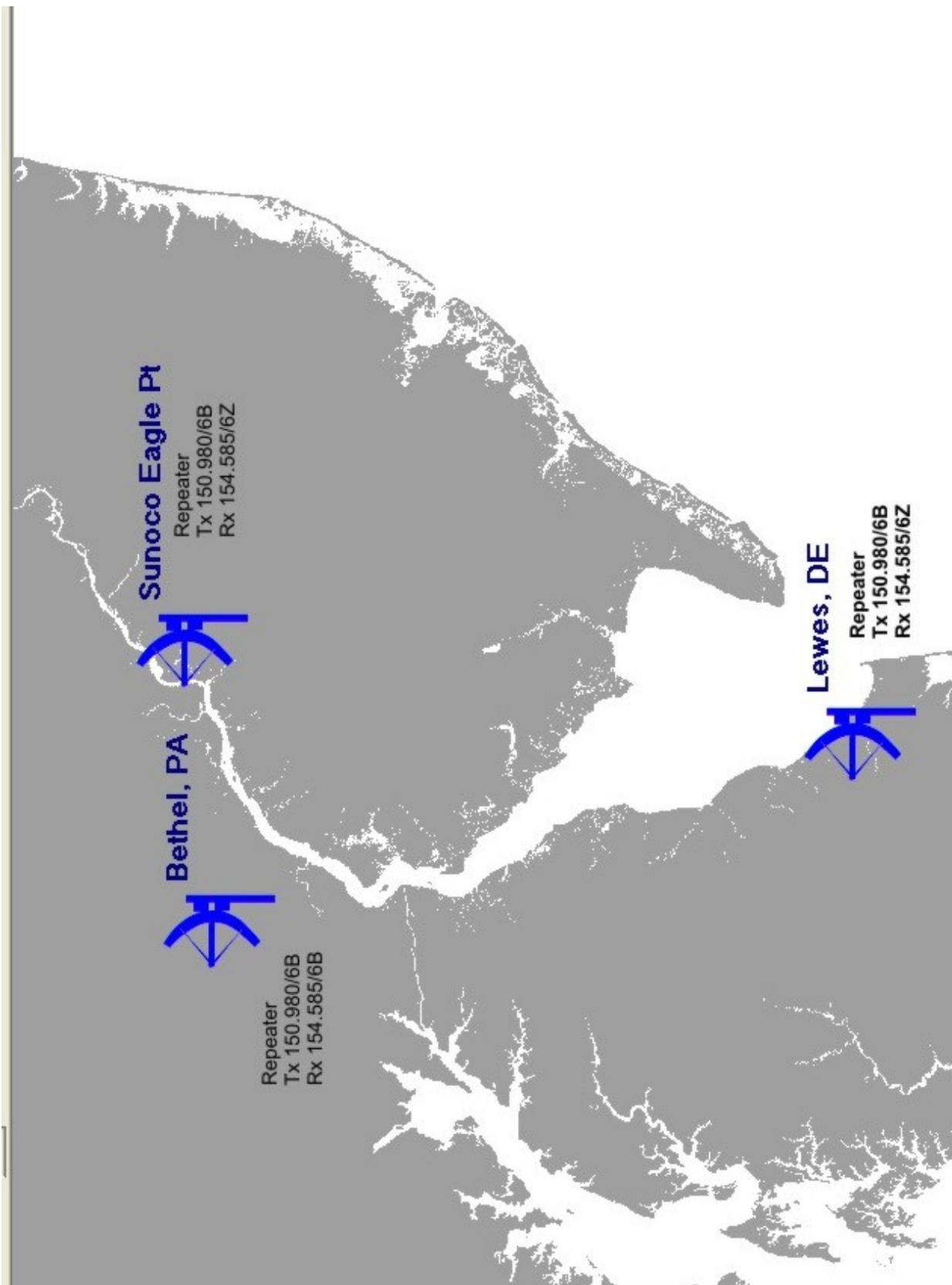


Figure 3-1 DBRC Radio Communication System

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Base Stations

DBRC has fixed base stations located at the Lewes office and the Linwood Facility.

Portable Base Station

One (1) mobile base station is contained in a portable trunk at DBRC's Linwood Facility. The radio is 25 watts and provides full channel coverage. The radio may be operated on either 115-volt AC or 12-volt DC. A small magnetic whip antenna or 200 feet of RG213 cable and a 8 ft. antenna with a tripod base are available.

Hand-Held Portable Radios

Forty (40) hand-held portable radios are available to the spiller for use during a spill. These are 3 or 5 watt units and provide full channel coverage. Two of the radios are set up for use in helicopters.

Mobile Radios

All DBRC vehicles and boats are equipped with 25 watt mobile radios.

Table 3-7: Channels and Frequencies of DBRC Hand Held Radios

Channel	Function	Transmit	Receive
Channel 1	Network Communications from Philadelphia/Lewes areas	154.585/6Z	150.9800/6B
Channel 2	Network Communications from Bethel area (mid-Bay)	154.585/6B	150.9800/6B
Channel 3	DBRC Net Monitor	150.9800/6B	150.9800/6B
Channel 4	NRC/MSRC Repeater	158.445/1A	159.480/1A
Channel 5	NRC/MSRC Net Monitor	159.480/1A	159.480/1A
Channel 6	Chatter	159.480/6B	159.480/6B

Weather and marine channels are also programmed in the hand held radios

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DBRC Phone and FAX Numbers

Phone numbers that serve as both telephone and FAX lines will detect incoming calls and switch automatically to the appropriate device. However, these dual lines will only detect FAX numbers dialed automatically by the FAX machine. Voice-assisted FAX machines must use the Lewes Facilities's dedicated FAX, the University line.

DBRC Lewes Facility	Phone: 302/645-7861 or 215/563-8142 FAX (University line): 302/645-4006 FAX or Phone: 215/563-8144
DBRC Linwood Facility	Phone: 610/859-2830,2831 or 2832 FAX: 610/859-2834

DBRC Cellular Phones

DBRC has Nextel cellular phones which are carried by the following personnel at all times.

President	Eugene Johnson	302-462-0191
Field Supervisor	Bob Poole	(b) (6) Nextel 302-822-1662 Pager
Marine Supervisor	Gardner Knight	302-462-0193

DISPERSANT APPLICATION EQUIPMENT

DBRC dispersant application equipment includes the following:

Dispersant

DBRC stores thirty (30) 55 gallon drums of Corexit 9527 at the Delaware Bay Launch Service in Slaughter Beach, DE.

Sea Spray II portable dispersant spraying unit

The unit can be mounted on Delaware Bay Launch Service boats or other vessels of opportunity for water dispersant application and is located at Slaughter Beach, DE.

Due to the short window of time in which dispersants can be used after an oil spill, it is recommended that the spiller begin to mobilize the necessary equipment for dispersant application while approval from the U.S. Coast Guard is pending.

Any use of dispersants related to oil spills must be approved by the Coast Guard On-Scene Coordinator (OSC) and other federal and state agencies. This applies to "pre-approved" areas as well as to areas where no pre-approval has been granted. Refer to the Sector Delaware Bay Area Contingency Plan to obtain guidance on policies and protocols for dispersant use in the Delaware Bay. When proper approval to activate DBRC dispersant equipment has been obtained from the Coast Guard OSC, the spiller's OSC will notify the DBRC President, who will then direct operation of the equipment.

It is strongly suggested that all spillers include in their Contingency Plans a provision for obtaining larger quantities of dispersant for application from aircraft. DBRC inventory and equipment is primarily intended for smaller spills and for test application in larger spills.

ADDITIONAL EQUIPMENT

Portable Tanks for Recovered Fluid Storage

Five (5) ILC 400 gallon portable Ziptanks.

One (1) 2,500 gallon Fasttank.

One (1) 2,500 gallon Texatank.

DBRC has a letter of commitment with Baker Tanks, Swedsboro, NJ to provide portable tanks in various sizes to a spill site within 12 hours.

Anchor systems

Four 5' x 8' containers with a gross weight of 700 lbs each containing 12 complete anchor systems are available. Two (2) are stored at DBRC's Linwood Facility and (2) are stored at Delaware City. Two deep water boxes containing 6 complete anchor systems are available and are stored at DBRC's Linwood Facility.

Handheld IR Camera Unit

DBRC has a Raytheon handheld Nightsight InfraRed camera which can be used to find oil on the water at night from the air. The unit is stored at DBRC's Linwood Facility along with a portable 8mm VCR for recording the camera output.

Fire Pump



This is a high volume, high pressure output, skid-mounted 250 GPM at 125 psi fire pump unit powered by a Lombardini diesel engine. This unit may be used for flushing oil from rock and man-made structures and/or herding of oil toward skimmers. The removable accessory box mounted above the pump includes hoses (2 - 2 ½ in suction hoses, 2 - 1 ½ in discharge hoses), Two (2) nozzles, adapters, fittings, fire extinguisher, and tools. Gross Weight is 1,442 lbs.

DBRC Equipment Request Form**DBRC EQUIPMENT RENTAL REQUESTS AND CONDITIONS**

Use the Equipment Request Form presented in this Section for the deployment of selected pieces of DBRC equipment and resources. It is recommended that the spiller complete this form using the descriptions of DBRC equipment and resources presented in Tab 3, as well as through discussions with DBRC. Also included in this Section are DBRC equipment and resource rental rates and equipment rental conditions.

To Go To a fillable and savable word form [click here](#).

DBRC Equipment Request Form

(See Tab 3 for equipment descriptions and capabilities)

Name of Incident: _____ Date: _____

Name of Initiator: _____ Time: _____

Spiller Checks Left Column to Request Equipment (and Specifies Quantity). After completion, spiller should FAX this **entire** form to DBRC at **610/859-2834**.

DBRC COMPLETES RIGHT HAND SIDE OF FORM.

Check √	Available Equipment Number in () indicates quantity available.	Rental Rate	Quant. Rqstd	Date Out:	Time Out:	Date In:	Time In:
	<i>Spill Recovery Vessels</i>	<i>Operating personnel provided in accordance with attached conditions except as noted</i>					
	DEL RIVER (a)	\$9,000/day (in use)					
	DEL BAY (b)	\$5,000/day (in use) \$2,500/day (standby)					
	DEL CREEK	\$4,000/day (in use) \$2,000/day (standby)					
	Lori Bow Collector on Schat Sea Responder (2)	\$3,700/day (in use) \$1,850/day (standby)					
	American Eagle Barge Unit with Lori Skimmer/s	1 Lori Unit \$4,040/day 2 Lori Units \$6,080/day standby = 1/2 in use rate					

- (a) Includes 4 permanent crew and all onboard equipment except oil containment boom which will be billed in accordance with the listed oil boom rates.
- (b) Includes 1 permanent crew and all onboard equipment.

DBRC Equipment Request Form

Check √	Available Equipment Number in () indicates quantity available.	Rental Rate	Quant. Rqstd	Date Out:	Time Out:	Date In:	Time In:
	<i>Support Vessels</i>	<i>Operating Personnel Provided in accordance with attached conditions</i>					
	Mon-Ark Twin-Hull Pontoon Boat	\$1,200/day					
	Zodiac 640 (21 ft., rigid hull inflatable w/twin 90 HP outboards)	\$1,000/day					
	Jon Boat w/30 HP outboard	\$600/day					
	Jon Boat w/90 HP outboard	\$700/day					
	28 ft. Monark Al twin Detroit 471	\$1,200/day					
	Thomas Marine Aluminum 27' Push Boat	\$1,200/day					
	Schat 34' Sea Responder (4)	\$1,660/day					
	American Eagle 40" Al. Sectional Barges (3)	\$2,000/day					
	Steel spud/crane barge 36' x 16' (provided w/crane operator)	\$2,000/day					
	<i>Spill Recovery Equipment</i>	<i>Operating personnel provided in accordance with attached conditions</i>					
	DESMI Ocean Skimmer	\$1,200/day (standby) \$2,400/day (in use)					
	Trans-Vac 500 D Oil Recovery System Manta Heads Only (3)	\$1,500/day (standby) \$2,975/day (in use) \$75/day					
	Walosep W/M Skimmer	\$600/day (standby) \$1,200/day (use)					
	Komara 12K MRK2 Disk Skimmer (2)	\$600/day (standby) \$1,200/day (use)					
	Douglas Engineering Skim- Pak Skimmers (2) Skim Heads Only (2)	\$113/day (standby) \$225/day (in use) \$50/day					
	Lori Mini Disk Brush Skimmer LMS 20 (3)	\$200/day (standby) \$400/day (in use)					

DBRC Equipment Request Form

Check √	Available Equipment Number in () indicates quantity available.	Rental Rate	Quant. Rqstd	Date Out:	Time Out:	Date In:	Time In:
	Boom	Rate per linear foot per day					
	Expandi 4300 (20" flotation 23" draft) (3600 ft. available)	\$6.75 (in use)					
	Oil Stop Deep Sea Air filled boom (20" flotation, 36" draft) (1,000 ft. available)	\$6.25 (in use)					
	AB&B or American Marine (9" flotation x 18" draft (10,000 ft. available)	\$0.10 (standby) \$0.90 (in use)					
	Oil Stop (6" flotation x 6" draft) (3,000 ft. available)	\$0.10 (standby) \$0.55 (in use)					
	Oil Stop (6" flotation x 12" draft) (20,800 ft. available)	\$0.10 (standby) \$0.65 (in use)					
	Bottom Seal Boom: Shore Guardian (8" flotation x 12" draft) or Texas STXB 20 (8" flotation x 12" draft (7,700 ft. available)	\$0.70 (standby) \$2.75 (in use)					
	Ancillary Boom Equipment	Rate per linear foot per day					
	Power Flare Boom Lights (100)	\$3/day					
	Container Anchor Systems - 12 per container - (4) containers	\$360/day					
	Container Anchor Systems - Deep Water 6 per container - (2) containers	\$220/day					
	Up-River Pre-planned Boom Sites:	Deployed by DBRC Member company personnel or DBRC contractor					
	Cooper River (2,800 6X6 boom; 12 anchor sets)	\$1,700/day					
	Newton Creek (800' 6X6 boom; 5 anchor sets)	\$500/day					
	Big Timber Creek (2500' 6X6 boom; 12 anchor sets)	\$1,600/day					

DBRC Equipment Request Form

Check k √	Available Equipment Number in () indicates quantity available.	Rental Rate	Quant. Rqstd	Date Out:	Time Out:	Date In:	Time In:
	<i>Up-River Pre-planned Boom Sites:</i>	<i>Deployed by DBRC Member company personnel or DBRC contractor</i>					
	Woodbury Creek (2700' 6X6 boom; 11 anchor sets)	\$1,600/day					
	Mantua Creek (800' 6X6 boom; 6 anchor sets)	\$600/day					
	Aunt Deb's Ditch (400' 6X12 boom; 2 anchor sets)	\$300/day					
	Old Canal (600' 6X6 boom; 4 anchor sets)	\$400/day					
	Raccoon Creek (3,500' 6X6 boom; 18 anchor sets)	\$2,100/day					
	Oldmans Creek (3,200' 6X6 boom; 11 anchor sets)	\$1,900/day					
	Darby Creek (2,400' 6X6 boom; 15 anchor sets)	\$1,500/day					
	Crum Creek (500' 6X6 boom; 4 anchor sets)	\$350/day					
	Ridley Creek (700' 6X6 boom; 5 anchor sets)	\$450/day					
	Chester Creek (800' 6X6 boom; 5 anchor sets)	\$500/day					
	Naaman's Creek (1,200' 6X6 boom; 5 anchor sets)	\$725/day					
	Shellpot Creek (800' 6X6 boom; 5 anchor sets)	\$500/day					
	Christina River (3,300' 6X6 boom; 13 anchor sets)	\$2,000/day					
	Pea Patch Island (27,500' 6X6 boom; 52 permanent buoys)	\$16,000/day					
	New Castle (deflection) (3,800' 6X6 boom; 20 anchor sets)	\$2,300/day					

DBRC Equipment Request Form

Check √	Available Equipment Number in () indicates quantity available.	Rental Rate	Quant. Rqstd	Date Out:	Time Out:	Date In:	Time In:
	<i>Communications Equipment</i>						
999	Mobile Base-Station System	\$25/day					
	Handheld Radios (40) GP300, Yeasu FTH2070, ICOM M88-IS	\$15/each/day					
	2 Yeasu handheld radios set up for Helicopter use	\$20/each/day					
	Night Sight IR Camera & Recorder	\$500/day					
	<i>Additional Equipment</i>						
	F-800 Flat Bed Truck with knuckle boom	\$300/day					
	Mack Tractor	\$300/day					
	F-450 4-wheel drive utility truck	\$200/day					
	F-450 4-wheel drive Stake Truck w/lift gate	\$200/day					
	F-150 Pickup (3)	\$125/day					
	Generator 5 KW (2)	\$100/day					
	Dispersant - Corexit 9527 (55 gallon drums 30 available)	\$820/drum					
	1-Sea Spray 2 Inshore Vessel Dispersant Spray Unit*	\$625/day					
	Hotsy pressure washer	\$200/day					

* Operated by Delaware Bay Launch Service, user charged at cost plus 15%.

DBLS boat is additional and billed at DBRC cost plus 15%

DBRC Equipment Request Form

Check √	Available Equipment Number in () indicates quantity available.	Rental Rate	Quant. Rqstd	Date Out:	Time Out:	Date In:	Time In:
	<i>Additional Equipment</i>						
	ILC 400 gallon portable Ziptanks (5)	\$150/day					
	Fasttank - 2500 gal. cap.	\$400/day					
	Texatank - 2500 gal. cap.	\$400/day					
	Yanmar diesel Trash Pump (3)	\$200/day					
	2" Homelite Trash Pump (10)	\$50/day					
	Fire Pump – Lombardini Diesel - 250 GPM @ 125 PSI	\$300/day					

DBRC Equipment Request Form**EQUIPMENT RENTAL CONDITIONS**

1. "User" is defined as the party who activates the Delaware Bay & River Cooperative, Inc., and requests deployment of DBRC resources.
2. A day is defined as twenty-four (24) hours or any part thereof.
3. Daily rates will begin upon call out and continue at full daily rates until the equipment is released for cleaning and repair. When equipment is released from a spill, it must be cleaned and placed back in operational condition to DBRC's satisfaction.
4. Sufficient personnel, either DBRC employees or DBRC trained contracted personnel, will be provided to safely and efficiently operate any equipment requested.

DBRC Equipment Request Form5. Equipment (excluding boom)

- a) Equipment will be billed at 50% of the daily rate during cleaning and repair. Daily rates will continue until the equipment is returned to its point of origin. If the user does not arrange for proper cleaning and/or repair or the cleaning and/or repair is inadequate, the rental rates will return to 100% and DBRC will contract for the proper cleaning and/or repair and bill user at cost plus 15%.
- b) Equipment unable to be repaired (or if the costs of repair and cleaning exceeds the replacement and disposal costs) will be replaced by DBRC at cost plus 15%. Rental costs will cease upon the decision for replacement being made by the user. The equipment being replaced becomes the property of the user.

6. Boom:

- a) All DBRC boom will be cleaned and repacked by DBRC's contractor. Boom rental rates will continue until boom enters the cleaning area at which time standby rates will apply. The user must provide a lay down area for cleaning the boom and is responsible for disposing of all wastes generated during cleaning of the boom.
- b) Boom rental rates will be charged for up to 40 days for standby and 20 days in use. If boom is used for longer than 20 days, DBRC will replace the boom with new boom and user will have possession of the used boom. If the boom is used less than 20 days, DBRC will have the boom cleaned and repaired and repacked. If the cost to the user to clean and repair plus the rental cost would exceed the 20 day rental cost of the boom, the user may elect to pay a 20 day rental fee and have DBRC replace the boom. If user elects to have DBRC replace the boom, the user must take possession of the old boom and is responsible for any disposal costs. If the user decides to place DBRC boom in his possession into use, all DBRC identification must first be removed.

DBRC Equipment Request Form**DBRC COSTS OTHER THAN RENTAL**

1. All expendable items: sorbents, rags, cleaning compounds, fuel, etc., will be charged to user at cost to DBRC plus 15%.
2. All incidental expenses: lodgings, food, parking fees, telephone, etc., will be charged to user at cost to DBRC plus 15%.
3. Food for personnel on the OSRV's DELBAY and DELRIVER will be charged at the rate of \$30.00 per person per day.
4. An insurance surcharge of \$20.00 per person per day will be charged for all DBRC and DBRC's subcontractor personnel operating DBRC equipment on the water.

DBRC Equipment Request Form

5. A hull insurance surcharge in accordance with the following table will be charged for the listed DBRC equipment:

Equipment	Surcharge \$/day
DELRIVER	\$29.31
DELBAY	\$18.25
DELCREEK	\$4.71
34 ft. Schat Sea Responders	\$0.86
Pontoon Boats	\$0.55
Rigid Hull Inflatable (Zodiac) Boats	\$0.55
American Eagle Barge (each section)	\$0.55
36 ft. steel spud/crane barge	\$1.10
Thomas Marine 27 ft. Aluminum Boat	\$0.55
Monark Workboat	\$0.55
Aluminum Jon Boat	\$0.55

6. Disposal of recovered oil, oiled sorbents and other materials associated with the spill response and cleaning of the DBRC equipment will be the responsibility of the user.
7. DBRC boom to be deployed at pre-planned boom sites (16 sites as of 04/27/06) will be deployed by member companies' emergency response teams or by DBRC's contractor. The contractor to tend the boom after initial deployment will be contracted by DBRC. Member company response personnel will be billed at \$65 per hour and all contractor expenses will be billed at DBRC cost plus 15%. Member company equipment used in spill response will be billed at the same rates as comparable DBRC equipment. The 18 pre-planned sites are: Cooper River, Newton Creek, Big Timber Creek, Woodbury Creek, Mantua Creek, Aunt Debs Ditch, Old Canal, Raccoon Creek, Oldmans Creek, Darby Creek, Crum Creek, Ridley Creek, Chester Creek, Naaman's Creek, Shellpot Creek, Christina River, Pea Patch Island and New Castle.

DBRC Equipment Request Form

8. All contractors employed by DBRC during a spill response will be billed at DBRC cost plus 15%.
9. Any services necessary for a DBRC response will be billed at DBRC cost plus 15%.
10. A \$30.00/day charge for personnel protective equipment (PPE) will be charged for each DBRC person involved in spill response.

DBRC Equipment Request Form**DBRC PERSONNEL COSTS AND CONDITIONS****Conditions**

1. All personnel are billed on a portal-to-portal basis, with a four (4) hour minimum.
2. Salaried employees will be prorated on an eight (8) hour day basis for the first four (4) hours of each day worked. Any time worked beyond four (4) hours will be charged at the full day rate.
3. Hourly employees are subject to the following:
 - a) Prior to 07:00 hrs. and/or after 15:30 hrs. except as below: time and one-half.
 - b) From 00:00 to 23:59:59 hrs. Saturday: time and one-half.
 - c) From 00:00 to 23:59:59 hrs. Sunday: double-time.
 - d) From 00:00 to 23:59:59 hrs. on included holidays: two and one-half time.
 - e) For the puposes of (d), the following will be considered to be included holidays: New Years Day, All Presidents Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day after Thanksgiving, Christmas Day.
- 4) Per Diems incurred on User's behalf will be billed at cost plus fifteen percent (15%). All travel expenses will be billed at cost plus fifteen percent (15%).

DBRC Equipment Request Form**DBRC Personnel Rate Schedule**

General Manager	\$1,200 per day
Field Supervisor	\$ 900 per day
Marine Supervisor	\$ 900 per day
Recalled DELRIVER Captain	\$ 800 per day
Recalled DELRIVER Chief Engineer.....	\$ 775 per day
Recalled DELRIVER Deckhands.....	\$ 650 per day
Recalled DELBAY Captain	\$ 700 per day
Response Technicians	\$ 45 per hour

DBRC Equipment Request Form**DBRC'S TERMS FOR RECEIPT OF PAYMENT**

All spill responses will be invoiced payable net 30 days. A finance charge of 1 1/2% per month, which is an annual percentage rate of 18%, will be charged on all past due accounts.

DBRC's published rates will not be discounted.

Albany Equipment Tracking

PROJECT #:		Completed By:				Units Usage Entered			
DATE:		Approved By:							
RATE SHEET LINE ITEM	EQUIPMENT NAME	UNIT/ TIME	# UNITS USED	TIME USED*	# MILES	SVC CTR	COSTPOINT ITEM #	✓	COST
V41	2011 Chevrolet Silverado 3500 4WD CC Flat Bed	Ea/Hr				943206	10-5020		\$ 10.00
V41	2011 Chevrolet Silverado 3500 4WD CC Flat Bed	Ea/Hr				942206	10-5021		\$ 10.00
V36	2011 Chevrolet Silverado 3500 4WD CC Pick Up	Ea/Hr				943201	10-5022		\$ 5.00
V42	2008 Chevrolet Suburban	Ea/Hr				942208	10-5023		\$ 15.00
V3	2012 Diamond Cargo 16' Enclosed Cargo Trailer	Ea/Hr				942216	60-5033		\$ 35.00
V5	2012 Bendron 32' Enclosed Gooseneck Trailer	Ea/Hr				943226	60-5034		\$ 60.00
NEW Equipment									
Equipment Available									
Equipment									
ME41	Chain Saw	Ea/Hr				943607	ME-0040		\$ 5.00
M/SE33	Photographic Equipment	Ea/Day				943811	S-0033		\$ 18.00
M/SE34	GPS Unit	Ea/Hr				943802	S-0034		\$ 2.00
Additional Equipment utilized from other projects									
C5	Response Cellular Phones (Each)	Ea/Hr				943902	C-0005		\$ 6.00
C7	Wireless Enabled Computer	Ea/Hr				943906	C-0007		\$ 16.00
<u>Description</u>			<u># Used</u>	<u>Hrs Used</u>	<u>Miles</u>	<u>Asset #</u>	<u>Branch</u>		<u>Branch</u>

*Equipment with hourly/daily rates can be logged by the half hour/day

Bethlehem Equipment Tracking

PROJECT #:		Completed By:		Units Usage Entered					
DATE:		Approved By:							
RATE SHEET LINE ITEM	EQUIPMENT NAME	UNIT/ TIME	# UNITS USED	TIME USED*	# MILES	SVC CTR	COSTPOINT ITEM #	✓	COST
PPE5	Turn Out Gear	Ea/Hr				922114	P-0005		\$ 19.50
PPE6	Lock Out/Tag Out Kit	Ea/Hr				922102	P-0006		\$ 1.00
PPE7	Full Body Harness	Ea/Hr				922107	P-0007		\$ 4.00
PPE9	Blood-Borne Pathogen Kit	Ea/Hr				923102	P-0009		\$ 1.00
PPE11	Personnel Retrieval System	Ea/Hr				922110	P-0011		\$ 10.00
PPE12	Retrieval Device (winch)	Ea/Hr				922109	P-0012		\$ 5.00
PPE14	Breathing Air Line	Ft/Hr				922101	P-0014		\$ 0.62
PPE15	Escape Pack (5 minute)	Ea/Hr				922108	P-0015		\$ 4.23
PPE21	Chest Waders	Ea/Hr				923102	P-0021		\$ 1.00
PPE22	First Aid Station	Ea/Hr				923102	P-0022		\$ 1.00
PPE23	Life Jacket	Ea/Hr				923102	P-0023		\$ 1.00
PPE24	Cool Vest	Ea/Hr				923110	P-0024		\$ 10.00
PPE25	Flash Suits	Ea/Hr				923116	P-0025		\$ 26.65
PPE26	Rain Suits	Ea/Hr				923106	P-0026		\$ 3.90
PPE27	Nomex Coveralls	Ea/Hr				923112	P-0027		\$ 14.00
PPE28	Orange Safety Vests	Ea/Hr				923119	P-0028		N/A
PPE29	Wader Boots	Ea/Hr				923107	P-0029		\$ 4.00
VEHICLES									
V29	1999 Volvo Gapvax Vector Truck	Ea/Hr				922225	80-5005		\$ 55.00
V39	1988 Freightliner Green & White Truck	Ea/Hr				922204	80-5003		\$ 8.00
TRAILERS									
V2	1998 Prowler 30' Camper Trailer	Ea/Hr				922227	60-5016		\$ 63.00
V4	1993 Pace American Welding Trailer	Ea/Hr				922224	60-5001		\$ 54.00
V4	1998 Pace American Trailer	Ea/Hr				923224	60-5002		\$ 54.00
V4	1997 Valley Trailer	Ea/Hr				923224	60-5003		\$ 54.00
V4	2000 Pace American Trailer	Ea/Hr				923224	60-5004		\$ 54.00
V4	2001 Pace American Trailer	Ea/Hr				923224	60-5005		\$ 54.00
V4	2000 Moritz Trailer	Ea/Hr				923224	60-5007		\$ 54.00
V4	1985 Great Dane Trailer	Ea/Hr				922224	60-5008		\$ 54.00
V4	1995 Hostetler Trailer	Ea/Hr				923224	60-5009		\$ 54.00
V4	2003 Pace Trailer	Ea/Hr				922224	60-5012		\$ 54.00
V6	2000 Pace American Trailer	Ea/Hr				922222	60-5010		\$ 46.00
V4	1999 Moritz Trailer	Ea/Hr				923224	60-5000		\$ 54.00
V4	2004 Pace American Trailer	Ea/Hr				922224	60-5011		\$ 54.00
V4	2003 Pace American Trailer	Ea/Hr				922224	60-5013		\$ 54.00
V21	1986 Eager Beaver 20 Ton Backhoe Trailer	Ea/Hr				922206	60-5015		\$ 10.00
V21	1989 Eager Beaver Backhoe Trailer	Ea/Hr				923206	60-5031		\$ 10.00
V22	1984 Rogers Drop Deck Trailer	Ea/Hr				922213	60-5018		\$ 25.00
V22	1995 Moritz Bobcat Trailer	Ea/Hr				922213	60-5028		\$ 25.00
V31	2007 Custom Vac Boss Trailer	Ea/Hr				922235	60-5019		\$ 158.40
V32	1997 Petro/steel Small Vac Trailer	Ea/Hr				922208	60-5017		\$ 15.00
V36	1999 Ford F-450	Ea/Hr				922201	10-5000		\$ 5.00
V36	2003 Ford F-450 Stake Body	Ea/Hr				922201	10-5001		\$ 5.00
V36	2004 Ford F-550 Super Duty	Ea/Hr				923201	10-5002		\$ 5.00
BOATS									
B8	2007 Polarcraft 14' BOAT	Ea/Hr				923302	40-5000		\$ 16.00
B8	2010 Lowe 12' BOAT	Ea/Hr				923302	40-5001		\$ 16.00
B10	Boat Motor (15 - 30 HP)	Ea/Hr				923309	B-0007		N/A
HEAVY EQUIPMENT									
HEQ3	CASE 580 BACKHOE	Ea/Hr				922412	30-5136		\$ 30.00
HEQ5	BOBCAT	Ea/Hr				922407	30-5133		\$ 20.00
HEQ6	VRS6M-0022 SWEEPSTER	Ea/Hr				922402	30-5020		\$ 5.20
HEQ18	CASE TRACKLOADER 1155E	Ea/Hr				923426	30-5134		\$ 81.00
HEQ20	2005 TAKEUCHI TTL150 RUBBER TR	Ea/Hr				922419	30-5137		\$ 50.00
HEQ44	NEW HOLLAND TC40D TRACTOR	Ea/Hr				923437	80-5000		\$ 79.20
HEQ45	BRUSH HOG	Ea/Hr				923433	H-0045		\$ 19.80
V55	D&H Crane	Ea/Hr				922234	30-5138		\$ 148.50
CONTAINMENT									
R8	Up to 17" Containment Boom (feet)	Ft/Hr				923502	R-0008		\$ 0.10
R8	18" Containment Boom (feet)	Ft/Hr				923502	R-0009		\$ 0.10
R3	3" Diaphragm Pump	Ea/Hr				923524	R-0022		\$ 12.00
R32	Air Tool Hose (feet)	Ft/Hr				923502	R-0030		\$ 0.10

*Equipment with hourly/daily rates
can be logged by the half hour/day

Bethlehem Equipment Tracking

RATE SHEET LINE ITEM	EQUIPMENT NAME	UNIT/ TIME	# UNITS USED	TIME USED*	# MILES	SVC CTR	COSTPOINT ITEM #	✓	COST
R33	Industrial Water Hose (feet)	Ft/Hr				923501	R-0031		\$ 0.06
R34	Fire Hose (feet)	Ft/Hr				922507	R-0032		\$ 0.90
R37	2" Chemical Suction Hose (feet)	Ft/Hr				923508	R-0035		\$ 1.00
R38	3" Chemical Suction Hose (feet)	Ft/Hr				923509	R-0036		\$ 2.00
R39	2" Reg. Suction Hose (feet)	Ft/Hr				922503	R-0037		\$ 0.41
R40	3" Reg. Suction Hose (feet)	Ft/Hr				923504	R-0038		\$ 0.63
R62	375 CFM Air Compressor	Ea/Hr				923534	R-0093		\$ 25.00
R66	Boiler (40 - 75 HP)	Ea/Hr				922550	R-0062		\$ 117.00
R75	Poly/Steel Tank 250 to 500 Gal.	Ea/Hr				923508	R-0071		\$ 1.00
R93	2" Portable Bag Filter (100 GPM)	Ea/Hr				923542	R-0088		\$ 45.00
R97	Haz Hammock	Ea/Hr				923539	R-0092		\$ 36.00
ME2	Portable Light Stand	Ea/Hr				923620	ME-0002		\$ 24.00
ME3	Intrinsically Safe Light	Ea/Hr				923613	ME-0003		\$ 12.00
ME4	Light Plant	Ea/Hr				923621	ME-0004		\$ 24.70
ME6	Space Heater	Ea/Hr				921607	ME-0006		\$ 5.00
ME8	Portable Lights	Ea/Hr				923605	ME-0008		\$ 3.00
ME9	Water Cooler	Ea/Hr				923603	ME-0009		\$ 1.00
ME10	Safety Fence (feet)	Ft/Hr				923601	ME-0010		\$ 0.25
ME12	Drain Pan	Ea/Hr				922603	ME-0012		\$ 1.00
ME13	Pump Sprayer	Ea/Hr				923604	ME-0013		\$ 2.00
ME14	Mop Bucket	Ea/Hr				922638	ME-0098		N/A
ME15	Drill	Ea/Hr				922605	ME-0014		\$ 3.00
ME16	Sawzall	Ea/Hr				922605	ME-0015		\$ 3.00
ME23	Battery Charger	Ea/Hr				923603	ME-0022		\$ 1.00
ME26	Generator - 30-50 KW	Ea/Hr				923627	ME-0025		\$ 40.00
ME27	Generator - 51-100 KW	Ea/Hr				922630	ME-0026		\$ 50.00
ME28	Extension Cords (Each)	Ea/Hr				923603	ME-0027		\$ 1.00
ME29	Grounding Cable & Rod (Each)	Ea/Hr				923603	ME-0028		\$ 1.00
ME34	Pressure Cleaner - 2500 psi	Ea/Hr				923610	ME-0033		\$ 8.00
ME35	Hot Water Pressure Washer 3000/4000 psi	Ea/Hr				923615	ME-0034		\$ 15.00
ME41	Chain Saw	Ea/Hr				923607	ME-0040		\$ 5.00
ME42	Skill Saw	Ea/Hr				922603	ME-0041		\$ 1.00
ME49	Wind Resistant DOT Sign Stand	Ea/Hr				923603	ME-0044		\$ 1.00
ME50	Lane Closure Sign	Ea/Hr				923603	ME-0045		\$ 1.00
ME51	DOT Barrel with Base	Ea/Hr				923603	ME-0046		\$ 1.00
ME52	36" DOT Traffic Cone	Ea/Hr				923602	ME-0047		\$ 0.50
ME54	Traffic Flags	Ea/Hr				923602	ME-0049		\$ 0.50
ME55	Triangle Reflector	Ea/Hr				923602	ME-0050		\$ 0.50
ME56	Ventilator	Ea/Hr				922608	ME-0051		\$ 6.00
ME57	Triangle Flare Kit	Ea/Hr				923603	ME-0052		\$ 1.00
ME58	Drum Wrench	Ea/Hr				923603	ME-0053		\$ 1.00
ME61	Shop Vac	Ea/Hr				923605	ME-0056		\$ 3.00
ME63	HEPA Vac	Ea/Hr				922610	ME-0058		\$ 8.00
ME69	Midland Kit	Ea/Hr				923634	ME-0064		\$ 150.00
ME70	"A", "B", or "C" Kit	Ea/Hr				923633	ME-0065		\$ 101.00
ME73	Demolition Hammer	Ea/Hr				921610	ME-0068		\$ 8.00
ME74	Floor Scrubber	Ea/Hr				921608	ME-0069		\$ 6.00
ME78	Wheelbarrow	Ea/Hr				923603	ME-0073		\$ 1.00
ME79	Pallet Jack	Ea/Hr				923608	ME-0074		\$ 6.00
ME80	Step Ladders	Ea/Hr				923603	ME-0075		\$ 1.00
ME81	Extension Ladders	Ea/Hr				923604	ME-0076		\$ 2.00
ME85	Fuel Can	Ea/Hr				923602	ME-0080		\$ 0.50
ME89	Drum Dolly	Ea/Hr				923604	ME-0084		\$ 2.00
ME90	Drum Lifter	Ea/Hr				922604	ME-0085		\$ 2.00
ME91	Drum Opener (Remote)	Ea/Hr				923629	ME-0086		\$ 47.00
ME102	Fire Extinguisher	Ea/Hr				923603	ME-0097		\$ 1.00
ME103	Field/Brush Mower	Ea/Hr				922639	ME-0103		\$ 15.18
M/SE31	4 Gas Meter	Ea/Hr				922811	S-0031		\$ 18.00
M/SE34	GPS Unit	Ea/Hr				923802	S-0034		\$ 2.00
	Portable Computer	Ea/Hr				923902	C-0001		\$ 6.00
	Response Cellular Phones (Each)	Ea/Hr				923902	C-0005		\$ 6.00
	Mobile Broadband Access Unit	Ea/Hr				923909	C-0006		\$ 250.00

*Equipment with hourly/daily rates
can be logged by the half hour/day

Bethlehem Equipment Tracking

RATE SHEET LINE ITEM	EQUIPMENT NAME	UNIT/ TIME	# UNITS USED	TIME USED*	# MILES	SVC CTR	COSTPOINT ITEM #	✓	COST
C7	Wireless Enabled Computer	Ea/Hr				923906	C-0007		\$ 16.00
	Description		# Used	Hrs Used	Miles	Asset #	Branch		Branch

*Equipment with hourly/daily rates
can be logged by the half hour/day

Philadelphia Equipment Tracking

PROJECT #:	Completed By:		Units Usage Entered						
DATE:	Approved By:								
RATE SHEET LINE ITEM	EQUIPMENT NAME	UNIT/ TIME	# UNITS USED	TIME USED*	# MILES	SVC CTR	COSTPOINT ITEM #	✓	COST
PPE6	Lock Out/Tag Out Kit	Ea/Hr				912102	P-0006		\$ 1.00
PPE7	Full Body Harness	Ea/Hr				912107	P-0007		\$ 4.00
PPE11	Personnel Retrieval System	Ea/Hr				912110	P-0011		\$ 10.00
PPE12	Retrieval Device (winch)	Ea/Hr				912109	P-0012		\$ 5.00
PPE19	Portable Eye Wash Station	Ea/Hr				912103	P-0019		\$ 1.25
PPE23	Life Jacket	Ea/Hr				913102	P-0023		\$ 1.00
PPE26	Rain Suits	Ea/Hr				913106	P-0026		\$ 3.90
PPE27	Nomex Coveralls	Ea/Hr				913112	P-0027		\$ 14.00
PPE28	Orange Safety Vests	Ea/Hr				913119	P-0028		N/A
PPE29	Wader Boots	Ea/Hr				913107	P-0029		\$ 4.00
PPE30	PVC Steel Toe Boots	Ea/Hr				913102	P-0030		\$ 1.00
PPE31	Steel Toe Rubber Boots	Ea/Hr				913102	P-0031		\$ 1.00
PPE32	Chemical Boots	Ea/Hr				913104	P-0032		\$ 2.50
PPE34	Lanyard	Ea/Hr				912102	P-0034		\$ 1.00
Heavy Trucks									
V39	1988 Freightliner Red Truck	Ea/Hr				913204	80-5004		\$ 8.00
V49	1998 Ford Tandem Dump Truck	Ea/Hr				912213	80-5001		\$ 25.00
V49	1998 Ford Tandem Dump Truck	Ea/Hr				913213	80-5002		\$ 25.00
Trailers									
V4	1994 Pace American Spill Trailer	Ea/Hr				913224	60-5020		\$ 54.00
V4	1995 Pace American Spill Trailer	Ea/Hr				913224	60-5021		\$ 54.00
V4	1995 Pace American Spill Trailer	Ea/Hr				913224	60-5022		\$ 54.00
V4	1999 Doolittle Spill Trailer	Ea/Hr				913224	60-5023		\$ 54.00
V4	1996 Pace American Spill Trailer	Ea/Hr				913224	60-5024		\$ 54.00
V22	1997 Talbert Drop Deck Trailer	Ea/Hr				912213	60-5025		\$ 25.00
V24	1997 Doolittle 56" x 10' Utility Trailer	Ea/Hr				912201	60-5027		\$ 5.00
V32	1983 Tank Vac Trailer	Ea/Hr				912208	60-5026		\$ 15.00
V34	2008 Ford Ranger	Ea/Hr				913201	10-5010		\$ 5.00
V34	1997 Ford F-450	Ea/Hr				913201	10-5013		\$ 5.00
V34	2005 Ford F-250 Super Duty	Ea/Hr				912201	10-5014		\$ 5.00
V36	2003 Ford F-450 CC	Ea/Hr				913201	10-5004		\$ 5.00
V36	1999 Ford F-450 Rack Truck	Ea/Hr				912201	10-5009		\$ 5.00
V36	2002 Ford F-450 12' Cargo Body	Ea/Hr				912201	10-5011		\$ 5.00
V36	2004 Ford F-550 Super Duty	Ea/Hr				913201	10-5015		\$ 5.00
V46	1992 Ford Box Truck	Ea/Hr				913209	10-5005		\$ 16.00
V46	1990 Ford E-350 17' Box Truck	Ea/Hr				913209	10-5007		\$ 16.00
V46	1991 Ford F-800 (Big Red)	Ea/Hr				912209	10-5012		\$ 16.00
Boats									
B6	2010 Carolina Skiff 25' Fiberglass Boat	Ea/Hr				913304	40-5007		\$ 28.50
B7	1996 Lowe 17' BOAT	Ea/Hr				913303	40-5003		\$ 17.00
B8	2010 Lowe 12' BOAT	Ea/Hr				913302	40-5002		\$ 16.00
B12	Boat Motor (51-100 HP)	Ea/Hr				913309	B-0012		N/A
Heavy Equipment									
HEQ3	CASE 580 BACKHOE	Ea/Hr				912412	30-5144		\$ 30.00
HEQ10	HYUNDAI HLF25-5 FORKLIFT	Ea/Hr				912412	30-5036		\$ 30.00
HEQ15	RUBBER TIRE LOADER	Ea/Hr				912428	30-5142		\$ 101.00
HEQ15	BROWN BEAR AUGER	Ea/Hr				912428	30-5143		\$ 101.00
HEQ19	CASE EXCAVATOR	Ea/Hr				912409	30-5141		\$ 21.00
Recovery/Inflatable									
R15	1" Electric Pump	Ea/Hr				913512	R-0015		\$ 4.00
R17	1-1/2" Double Diaphragm Pump	Ea/Hr				913554	R-0095		\$ 19.14
R18	Submersible (2') Pump	Ea/Hr				912529	R-0017		\$ 18.50
R20	2" Stainless Steel Diaphragm Pump	Ea/Hr				913526	R-0019		\$ 15.00
R21	2" Diaphragm Pump	Ea/Hr				912522	R-0020		\$ 10.00
R22	2" Trash Pump	Ea/Hr				912519	R-0021		\$ 8.00
R23	3" Diaphragm Pump	Ea/Hr				913524	R-0022		\$ 12.00
R25	3" Trash Pump	Ea/Hr				913521	R-0024		\$ 9.00
R35	2" Discharge Hose (feet)	FL/Hr				913502	R-0033		\$ 0.10
R36	3" Discharge Hose (feet)	FL/Hr				912502	R-0034		\$ 0.10
R37	2" Chemical Suction Hose (feet)	FL/Hr				913508	R-0035		\$ 1.00
R38	Flex Vacuum Hose (Up to 6" diameter) (feet)	FL/Hr				913502	R-0041		\$ 0.10
R48	Steam Hose (feet)	FL/Hr				912508	R-0046		\$ 1.00

*Equipment with hourly/daily rates
can be logged by the half hour/day

Philadelphia Equipment Tracking

RATE SHEET LINE ITEM	EQUIPMENT NAME	UNIT/ TIME	# UNITS USED	TIME USED*	# MILES	SVC CTR	COSTPOINT ITEM #	✓	COST
R50	Liquefied Petroleum Gas Hose (feet)	Ft/Hr				912511	R-0048		\$ 3.25
R54	Teflon, Stainless Steel Wrapped Hose (1") (feet)	Ft/Hr				913514	R-0052		\$ 4.80
R55	Teflon, Stainless Steel Wrapped Hose (2") (feet)	Ft/Hr				913518	R-0053		\$ 7.00
R58	Truck Mounted Compressor	Ea/Hr				912524	R-0056		\$ 12.00
R59	10 - 15 CFM Air Compressor	Ea/Hr				913553	R-0097		\$ 11.22
R70	Betts Emergency Unloading Fixture	Ea/Hr				913544	R-0066		\$ 50.00
R76	Poly Tote 250 to 350 Gal.	Ea/Hr				912525	R-0094		\$ 14.00
R77	Poly Tank 501 to 1,000 Gal.	Ea/Hr				912510	R-0072		\$ 3.00
R87	Drum Vacuum - single head	Ea/Hr				913522	R-0082		\$ 10.00
ME Equipment									
ME2	Portable Light Stand	Ea/Hr				913620	ME-0002		\$ 24.00
ME4	Light Plant	Ea/Hr				913621	ME-0004		\$ 24.70
ME6	Space Heater	Ea/Hr				911607	ME-0006		\$ 5.00
ME8	Portable Lights	Ea/Hr				913605	ME-0008		\$ 3.00
ME16	Sawzall	Ea/Hr				912605	ME-0015		\$ 3.00
ME20	Cutting Torch	Ea/Hr				912604	ME-0019		\$ 2.00
ME23	Battery Charger	Ea/Hr				913603	ME-0022		\$ 1.00
ME25	Generator - 6-30 KW	Ea/Hr				912625	ME-0024		\$ 29.25
ME28	Extension Cords (Each)	Ea/Hr				913603	ME-0027		\$ 1.00
ME34	Pressure Cleaner - 2500 psi	Ea/Hr				913610	ME-0033		\$ 8.00
ME35	Hot Water Pressure Washer 3000/4000 psi	Ea/Hr				913615	ME-0034		\$ 15.00
ME41	Chain Saw	Ea/Hr				913607	ME-0040		\$ 5.00
ME42	Skill Saw	Ea/Hr				912603	ME-0041		\$ 1.00
ME44	Weedeater	Ea/Hr				913606	ME-0043		\$ 4.00
ME54	Traffic Flags	Ea/Hr				913602	ME-0049		\$ 0.50
ME58	Drum Wrench	Ea/Hr				913603	ME-0053		\$ 1.00
ME61	Shop Vac	Ea/Hr				913605	ME-0056		\$ 3.00
ME66	Non-Sparking Tool Set	Ea/Hr				913622	ME-0061		\$ 25.00
ME69	Midland Kit	Ea/Hr				913634	ME-0064		\$ 150.00
ME72	Tank Cutter	Ea/Hr				913605	ME-0067		\$ 3.00
ME79	Pallet Jack	Ea/Hr				913608	ME-0074		\$ 6.00
ME81	Extension Ladders	Ea/Hr				913604	ME-0076		\$ 2.00
ME84	Pro Mag VI	Ea/Hr				913637	ME-0079		\$ 2,475.00
ME89	Drum Dolly	Ea/Hr				913604	ME-0084		\$ 2.00
ME90	Drum Lifter	Ea/Hr				912604	ME-0085		\$ 2.00
ME98	Air Mover Fan	Ea/Hr				913605	ME-0093		\$ 3.00
ME103	2 KAWASAKI FH451VA01519 DR FIE	Ea/Hr				912639	30-5025		\$ 15.18
M/SE Equipment									
M/SE1	PID Meter	Ea/Hr				913808	S-0001		\$ 12.00
M/SE29	Drager Pump	Ea/Hr				913803	S-0029		\$ 4.00
M/SE31	4 Gas Meter	Ea/Hr				912811	S-0031		\$ 18.00
M/SE32	Hazardous Characterization Kit	Ea/Test				913818	S-0032		\$ 160.00
M/SE34	GPS Unit	Ea/Hr				913802	S-0034		\$ 2.00
M/SE35	Weather Station	Ea/Hr				913802	S-0035		\$ 2.00
M/SE36	Binoculars	Ea/Hr				913802	S-0036		\$ 2.00
M/SE49	TestNet Equipment	Ea/Hr				913819	S-0049		\$ 206.00
C Equipment									
C1	Portable Computer	Ea/Hr				913902	C-0001		\$ 6.00
C2	Field Printer	Ea/Hr				913901	C-0002		\$ 3.00
Additional Equipment Utilized from other Branches									
	Description		# Used	Hrs Used	Miles	Asset #	Branch		Branch

*Equipment with hourly/daily rates can be logged by the half hour/day

Pittsburgh Equipment Tracking

PROJECT #:	Completed By:		Units Usage Entered						
DATE:	Approved By:								
RATE SHEET LINE ITEM	EQUIPMENT NAME	UNIT/ TIME	# UNITS USED	TIME USED*	# MILES	SVC CTR	COSTPOINT ITEM #	✓	COST
PPE7	Full Body Harness	Ea/Hr				932107	P-0007		\$ 4.00
PPE11	Personnel Retrieval System	Ea/Hr				932110	P-0011		\$ 10.00
PPE12	Retrieval Device (winch)	Ea/Hr				932109	P-0012		\$ 5.00
PPE21	Chest Waders	Ea/Hr				933102	P-0021		\$ 1.00
PPE23	Life Jacket	Ea/Hr				933102	P-0023		\$ 1.00
PPE27	Nomex Coveralls	Ea/Hr				933112	P-0027		\$ 14.00
PPE28	Orange Safety Vests	Ea/Hr				933119	P-0028		N/A
PPE34	Lanyard	Ea/Hr				932102	P-0034		\$ 1.00
V4	2000 Pace American Trailer	Ea/Hr				933224	60-5006		\$ 54.00
V4	1992 Pace American Spill Trailer	Ea/Hr				933224	60-5029		\$ 54.00
V4	1989 Pace American Spill Trailer	Ea/Hr				933224	60-5030		\$ 54.00
V4	1996 Pace American Spill Trailer	Ea/Hr				933224	60-5032		\$ 54.00
V34	2008 Ford Ranger	Ea/Hr				932201	10-5016		\$ 5.00
V36	2006 Ford F-250 Super Cab	Ea/Hr				933201	10-5017		\$ 5.00
V36	1997 Ford F-450 Super Duty	Ea/Hr				932201	10-5018		\$ 5.00
V36	2004 Ford F-550 Super Duty	Ea/Hr				933201	10-5019		\$ 5.00
B8	1989 Lowe 12' BOAT	Ea/Hr				933302	40-5005		\$ 16.00
B8	1996 Lowe 15' BOAT	Ea/Hr				933302	40-5006		\$ 16.00
B9	2008 Tracker 10' BOAT	Ea/Hr				933301	40-5004		\$ 7.80
B10	Boat Motor (15 - 30 HP)	Ea/Hr				933309	B-0007		N/A
R8	Up to 17" Containment Boom (feet)	Ft/Hr				933502	R-0008		\$ 0.10
R15	1" Electric Pump	Ea/Hr				933512	R-0015		\$ 4.00
R20	2" Stainless Steel Diaphragm Pump	Ea/Hr				933526	R-0019		\$ 15.00
R21	2" Diaphragm Pump	Ea/Hr				932522	R-0020		\$ 10.00
R22	2" Trash Pump	Ea/Hr				932519	R-0021		\$ 8.00
R25	3" Trash Pump	Ea/Hr				933521	R-0024		\$ 9.00
R32	Air Tool Hose (feet)	Ft/Hr				933502	R-0030		\$ 0.10
R38	3" Chemical Suction Hose (feet)	Ft/Hr				933509	R-0036		\$ 2.00
R39	2" Reg. Suction Hose (feet)	Ft/Hr				932503	R-0037		\$ 0.41
R40	3" Reg. Suction Hose (feet)	Ft/Hr				933504	R-0038		\$ 0.63
R76	Poly Tote 250 to 350 Gal.	Ea/Hr				932525	R-0094		\$ 14.00
R77	Poly Tank 501 to 1,000 Gal.	Ea/Hr				932510	R-0072		\$ 3.00
R87	Drum Vacuum - single head	Ea/Hr				933522	R-0082		\$ 10.00
ME2	Portable Light Stand	Ea/Hr				933620	ME-0002		\$ 24.00
ME6	Space Heater	Ea/Hr				931607	ME-0006		\$ 5.00
ME7	Pipe Threader / Tripart Pipe Stand / Roller Stand	Ea/Hr				931626	ME-0007		\$ 30.00
ME9	Water Cooler	Ea/Hr				933603	ME-0009		\$ 1.00
ME13	Pump Sprayer	Ea/Hr				933604	ME-0013		\$ 2.00
ME15	Drill	Ea/Hr				932605	ME-0014		\$ 3.00
ME16	Sawzall	Ea/Hr				932605	ME-0015		\$ 3.00
ME20	Cutting Torch	Ea/Hr				932604	ME-0019		\$ 2.00
ME23	Battery Charger	Ea/Hr				933603	ME-0022		\$ 1.00
ME26	Generator - 30-50 KW	Ea/Hr				933627	ME-0025		\$ 40.00
ME28	Extension Cords (Each)	Ea/Hr				933603	ME-0027		\$ 1.00
ME41	Chain Saw	Ea/Hr				933607	ME-0040		\$ 5.00
ME44	Weedeater	Ea/Hr				933606	ME-0043		\$ 4.00
ME53	Stop / Slow Hand Held Sign	Ea/Hr				933602	ME-0048		\$ 0.50
ME54	Traffic Flags	Ea/Hr				933602	ME-0049		\$ 0.50
ME58	Drum Wrench	Ea/Hr				933603	ME-0053		\$ 1.00
ME61	Shop Vac	Ea/Hr				933605	ME-0056		\$ 3.00
ME79	Pallet Jack	Ea/Hr				933608	ME-0074		\$ 6.00
ME80	Step Ladders	Ea/Hr				933603	ME-0075		\$ 1.00
ME81	Extension Ladders	Ea/Hr				933604	ME-0076		\$ 2.00
ME82	Quick Frame II	Ea/Hr				931638	ME-0077		N/A

*Equipment with hourly/daily rates
can be logged by the half hour/day

Pittsburgh Equipment Tracking

RATE SHEET LINE ITEM	EQUIPMENT NAME	UNIT/ TIME	# UNITS USED	TIME USED*	# MILES	SVC CTR	COSTPOINT ITEM #	✓	COST
ME85	Fuel Can	Ea/Hr				933602	ME-0080		\$ 0.50
ME89	Drum Dolly	Ea/Hr				933604	ME-0084		\$ 2.00
ME90	Drum Lifter	Ea/Hr				932604	ME-0085		\$ 2.00
CS	Response Cellular Phones (Each)	Ea/Hr				933902	C-0005		\$ 6.00
	<u>Description</u>		<u># Used</u>	<u>Hrs Used</u>	<u>Miles</u>	<u>Asset #</u>	<u>Branch</u>		<u>Branch</u>

*Equipment with hourly/daily rates can be logged by the half hour/day

Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
0001	N/A	FLEET	N/A	FLEET	Active	4,000.0	0.0
0001.2	2011	DELAWARE	SUPPLIES		Active	10.0	0.0
0002	.0	Spill	SUPPLIES		Active	10.0	0.0
0003	.0	HAND TOOLS	Hand Tools		Active	10.0	0.0
0004	.0	HOSES & FITTINGS	HOSES & FITTINGS		Active	10.0	0.0
006	2008	CHRYSLER	TOWN & COU		Inactive	26,019.0	0.0
036	2000	FORD	F250 4X4	1FTNX21F2YEB65269	Inactive	238,451.0	0.0
037	2000	FORD	F350 4X4	1FTWX33F7YEB36079	Inactive	230,425.0	0.0
040	2000	FORD	F250 4X4	1FTNX21F7YEB54770	Inactive	271,506.0	0.0
154-SOLD	1988	WABASH	MOVING VAN	1JUV4520JL114302	Inactive	10.0	0.0
307	1993	HONDA	EB5000	EA73107354	Inactive	10.0	0.0
312-1-SOLD	2001	HONDA	GX390	2152014214	Inactive	10.0	0.0
312-3	.01	HONDA	GX390	GCAA2979047	Inactive	10.0	0.0
312.2	2001	HONDA	GX390	2152122008	Inactive	10.0	0.0
331	2002	HONDA	EB5000	EA73181249	Inactive	10.0	0.0
345	.01	PACER	2*PUMP	971229A	Inactive	10.0	0.0
353	1994	INGERSAL	MX90	JH90	Inactive	0.0	0.0
358	2007	JOHN DEERE	020297	1014549859	Inactive	10.0	0.0
438	2008	Texas	TX-JF20		Inactive	10.0	0.0
493-SOLD		WILDEN	M8		Inactive	10.0	0.0
493.1	.01	WILDEN	M8		Inactive	10.0	0.0
493.2	.01	WILDEN	M8		Inactive	10.0	0.0
493.3	.01	WILDEN	M8		Inactive	10.0	0.0
493.4	.01	WILDEN	M8		Inactive	10.0	0.0
493.5	.01	WILDEN	M8		Inactive	0.0	0.0
493.6	.01	WILDEN	M8		Inactive	10.0	0.0
494SOLD		WILDEN	M15		Inactive	0.0	0.0
598-SOLD	1998	KUBOTA	R520	10520	Inactive	10.0	0.0
601-SOLD	1999	KUBOTA	KX121-2	10881	Inactive	2,684.0	0.0
602-SOLD	2000	CASE	9007		Inactive	4,138.0	0.0
820	.01	RYOBI	D551H		Inactive	2,397.0	0.0
835-SOLD	1900	KARCHER	PRES WASH	2081	Inactive	10.0	0.0
852.1	2000	DEWALT	SAWSall		Inactive	10.0	0.0
852.7	2000	MILWAUKEE	SAWSall		Inactive	10.0	0.0
869	2005	HILTI	TE-14	04-227941	Inactive	10.0	0.0
886	.01	POULAN	295PRO	05187D100821-4	Active	0.0	0.0

Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
888	.01	TOKU	TCD-30	4K089	Inactive	0.0	0.0
950	10	JOHN DEERE	285	FD590-004141	Inactive	10.0	0.0
AC300	2012	Gilbrco	AB121G03A0052	64847	Active	1.0	0.0
AC313	2000	SULLIVAN	D185Q.	20114A	Active	3,216.0	0.0
AC313.1	2008	SULLIVAN	D185Q11JD	29246	Active	546.0	0.0
AC313.2	2010	SULLIVAN	D185P2	100358	Active	245.0	0.0
AC313.3	2011	SULLIVAN	D185P2JD	100574	Active	10.0	0.0
AC873.2	.01	AMERICAN I	AVM-A-TNT	7111	Active	10.0	0.0
AC873.3	2008	DEWALT	D55146		Active	10.0	0.0
AM19161	.01	BIO SYSTEM	4GAS		Active	0.0	0.0
AM19295	.01	BIO SYSTEM	4GAS		Active	0.0	0.0
AM21838	.01	BIO SYSTEM	4GAS		Active	0.0	0.0
AM28710	.01	BIO SYSTEM	4GAS		Active	0.0	0.0
AM3389	2006	JEROME	431-X	3389	Active	10.0	0.0
AM3411	.01	Q-RAE	MINI PID		Active	0.0	0.0
AM405-348	.01	Q-RAE	4GAS		Active	10.0	0.0
AM6136	2009	MSA	ALTAIR	00006136	Active	10.0	0.0
AM6139	2009	MSA	ALTAIR5	00006139	Active	0.0	0.0
AM7251	.1	Q-RAE	MINI PID	2125	Active	10.0	0.0
AM817	.01	NEGATIVE	AIR MACH		Active	0.0	0.0
AM836	.01	Q-RAE	MINI PID		Active	0.0	0.0
AM840	.01	Q-RAE	MINI PID	110-010840	Active	0.0	0.0
AM905-328	.01	Q-RAE	4GAS		Active	0.0	0.0
AM905-350	.01	Q-RAE	4GAS		Active	0.0	0.0
AM905-355	.01	Q-RAE	4GAS		Active	0.0	0.0
ATT014-P	1995	WESTERN	PRO FLOW	81024860	Active	0.0	0.0
ATT086.4	2000	PRESVAC	PV750	PVB-750-R-2653	Inactive	0.0	15,039.0
ATT086.5	2010	PRESSVAC	PV750	3341	Active	16,410.0	17,455.0
ATT089.4	1989	PRESVAC	PV750		Active	33,034.0	2,966.0
ATT091.4	2006	PRESVAC	PV750		Active	99,731.0	6,346.0
ATT092.4	2006	PRESVAC	PV750		Active	88,387.0	5,723.0
ATT092.5	2006	HIBON PB	5300		Active	10.0	5,723.0
ATT107.1	2011	SIDEWINDER	DECK		Active	0.0	0.0
ATT115A	8 HP	HONDA	GX240	WABJ1108343	Active	10.0	0.0
ATT150-A	2006	BOILER	.01		Active	0.0	0.0
ATT189-PM02	2002	BRIGGS STR	192432	0204271A	Active	10.0	0.0
ATT602B	2000	CASE	BUCKET	2000	Active	0.0	0.0
ATT830	.01	MORSE	DRUMTIPF	0590	Active	0.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
ATT832	.01	WESCO	DRUM/GRA		Active	0.0	0.0
ATT833	.01		DRUM/GRA	31842636	Active	0.0	0.0
ATT865	2005	NPTN/TRI	2" T-10		Active	0.0	0.0
ATT875	.01	HERCULES	.01		Active	0.0	0.0
ATT877	.01	VESTIL	DRUM TIPPE		Active	0.0	0.0
ATT878	.01	VESTIL	DRUM PICKE	S-119370	Active	0.0	0.0
ATT879	.01	LIFTOMATIC	.01	22675	Active	0.0	0.0
ATT883	2006	GIRAFFE	HIGH PRES		Active	0.0	0.0
ATT883.1	.01	DAYTON	1MDD9	1MDD9	Active	0.0	0.0
ATT910	2008	ROSEDALE	NC88135-ZP	207898	Active	0.0	0.0
ATT910.1	2008	ROSEDALE	NC88135-ZP		Active	0.0	0.0
ATT911	.01	ROSEDALE	6182P1150C	93617 B-N-B	Active	0.0	0.0
ATT93.2	2010	PRESVAC	PV750		Active	1,704.0	0.0
ATT94.2	2010	PRESVAC	PV750		Active	1,722.0	5,617.0
ATT951	.01	GAS BOY	GAS BOY	8046882	Active	10.0	0.0
ATT952	2008	GASBOY	.01		Active	0.0	0.0
CSE100	2008	AIR-SYSTEM	89107		Active	0.0	0.0
CSE1000	.01	MSE	M52-50G	4206	Active	0.0	0.0
CSE1000.1	.01	MSE	M52-50G	4207	Active	10.0	0.0
CSE1000.2	.01	MSE	M52-50G	3783	Active	10.0	0.0
CSE101	2008	AIR SYSTEM	89107		Active	100.0	0.0
CSE2000	.01	MILLER	M52-50G	68701V	Active	0.0	0.0
CSE2001	.1	MILLER	M52-50G	60794V	Active	10.0	0.0
CSE2002	.01	MILLER	M52-50G	69326V	Active	10.0	0.0
CSE2003	.01	MILLER	M52-50G	86733V	Active	10.0	0.0
CSE2004	.01	MILLER	M52-50G	68703V	Active	10.0	0.0
CSE2005	2012	MILLER	MR505B	598544	Active	1.0	0.0
CSE363	.01	BRIGGS STR	91232	980901YA	Active	0.0	0.0
CSE428	2005	CINCINAT	BS500S	G013730	Active	0.0	0.0
CSE429	2005	GENERAL	SUB-E8EC		Active	0.0	0.0
CSE429.1	2005	GENERAL	SUB-E8EC		Active	0.0	0.0
CSE430	.01	ALLEGRO	AIR BLOW	9505-27025	Active	10.0	0.0
CSE431	2010	PELSUE	1000	1000-9100	Active	10.0	0.0
CSE433	.01	RIDGID	AM25000	03253AA0280	Active	0.0	0.0
CSE434	.01	PELSUE	.01		Active	0.0	0.0
CSE435	.01	COPPU SHO	.01		Active	0.0	0.0
CSE436	.01	COPPU SHO	3-HP		Active	0.0	0.0
CSE439	10	COPPOSFAN	871-00		Active	10.0	0.0

Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
CSE872	01	COPPU	3HP		Active	0.0	0.0
CSE872-1	.01	COPPU	HORN		Active	0.0	0.0
CSE872-2	.01	COPPU	HORN		Active	0.0	0.0
CSE9000	2009	MILLER	FL11-1/11F	MFF9345963	Active	0.0	0.0
D9	.01	SCOTT	804441-02	NK0011269EZES	Inactive	0.0	0.0
DCE 500	2011	PACIFIC	10 C		Active	0.0	0.0
DCE100	.01	CRAFTSMAN	.01		Active	10.0	0.0
DCE100.9	2010	TOOL	??		Active	0.0	0.0
DCE201	2010	EARTHQUAKE	9070300	13066	Active	0.0	0.0
DCE202	2010	CHIPPING HAMMER	THH9B	508023	Active	0.0	0.0
DCE203	2010	HUSKY	HSTC4733	666629	Active	0.0	0.0
DCE334	1999	FARMERS	POWERBF	32-7045	Active	0.0	0.0
DCE348	.01	CENTRAL	DRILL		Active	0.0	0.0
DCE348.1	.01	DAYTON	3Z360G	991251	Active	0.0	0.0
DCE349	2007	POULAN	WILDTHING		Active	10.0	0.0
DCE350	1998	WACKER	BS600	5039391	Active	0.0	0.0
DCE351	1997	WACKER	BS500	5028057	Active	0.0	0.0
DCE353.1	2008	TOKU	TPB-60	TPB60-8E387	Active	0.0	0.0
DCE353.2	2008	TOKU	TPB-30	A0122	Active	0.0	0.0
DCE354	.01	CRAFTSMAN	CHAINS		Active	10.0	0.0
DCE355	2012	HUSQVARNA	455	2011 2001448	Active	1.0	0.0
DCE356	2001	DEWALT	DW402K	1068996	Active	0.0	0.0
DCE357	2001	DEWALT	DW236K	982381	Active	0.0	0.0
DCE359	.01	ECHO	SRM-210	05275027	Active	10.0	0.0
DCE369	10	MILWAUKEE	4096	798C602340049	Active	0.0	0.0
DCE370	.01	CRAFTSMAN	EASYFIRE	26EB	Active	0.0	0.0
DCE370.1	2008	POWERSHOT	8000		Active	0.0	0.0
DCE370.2	2008	POWERSHOT	8000		Active	0.0	0.0
DCE437	10	TOYOTA	CA7A	1C043	Active	0.0	0.0
DCE800	2012	HUSQVARNA	PAC IV	1235779002	Active	1.0	0.0
DCE801	2012	EDCO	SS-20	071010043	Active	1.0	0.0
DCE802	2012	EDCO	SS20-20H	070910012	Active	1.0	0.0
DCE813	.01	STIHL	ST400		Active	10.0	0.0
DCE814.1	2008	STIHL	TS-420	1-68-824-385	Active	10.0	0.0
DCE820.1	.01	RYOBI	.01		Active	0.0	0.0
DCE821	.01	INGERSOLL	.01		Active	0.0	0.0
DCE822	.01	HILTI	TE22P		Active	0.0	0.0
DCE822.1	.01	HILTI	TE22P		Active	0.0	0.0

Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
DCE836	.01	DEWALT	SANDER	010969	Active	0.0	0.0
DCE837	.01	SKILL	DRILL	6325	Active	0.0	0.0
DCE838	.01	BLK&DECKER	DRILL	7190	Active	0.0	0.0
DCE838.1	.01	BLK&DECKER	.01		Active	0.0	0.0
DCE838.2	2008	CRAFTSMAN	172.108650		Active	0.0	0.0
DCE839	.01	MODERN	NIBBLER	5094	Active	0.0	0.0
DCE840	.01	BLK&DECKER	BULL	13594	Active	0.0	0.0
DCE840.1	.01	RYOBI	.01		Active	0.0	0.0
DCE840.2	.01	MILWAUKEE	.01		Active	0.0	0.0
DCE841	.01	SKILL	DRILL	HD 6876	Active	0.0	0.0
DCE842	.01	CRAFTSMAN	BLOWER	257.796351	Active	0.0	0.0
DCE844	.01	CRAFTSMAN	WRENCH	875.199870	Active	0.0	0.0
DCE845	.01	BLK&DECKER	SAW	7392	Active	0.0	0.0
DCE846	.01	CRAFTSMAN	STAPLER		Active	0.0	0.0
DCE847	.01	MASTER	MM8510		Active	0.0	0.0
DCE848	.01	BLK&DECKER	G0213		Active	0.0	0.0
DCE852	2005	CRAFTSMAN	.01	172.171740	Active	0.0	0.0
DCE852.1	.1	MILWAUKEE	6527		Active	0.0	0.0
DCE852.2	.01	MILWAUKEE	6509-22	A17B605461166	Active	0.0	0.0
DCE852.3	.01	MILWAUKEE	6509-22	A17B806122719	Active	0.0	0.0
DCE852.4	.01	MILWAUKEE	6520-21	B02A507441251	Active	10.0	0.0
DCE852.5	.01	TIGERSAW	738		Active	10.0	0.0
DCE852.6	.01	MILWAUKEE	6523-21	A65C607351598	Active	0.0	0.0
DCE852.8	2008	MILWAUKEE	6538-21	B36A608231880	Active	0.0	0.0
DCE852.9	2009	MILWAUKEE	6520-21	B02C609340223	Active	0.0	0.0
DCE853	2005	CRAFTSMAN	.01	G0426	Active	0.0	0.0
DCE854	2012	MILWAUKEE	6519-30	C25B61150096	Active	1.0	0.0
DCE855	2012	MILWAUKEE	6519-30	C25B611450092	Active	1.0	0.0
DCE856	2012	MILWAUKEE	6519-31	C258612235534	Active	1.0	0.0
DCE861	2005	BLK/DCKR	.01	A9645	Active	0.0	0.0
DCE862	.01	ECHO	GT-2100	0020037	Active	10.0	0.0
DCE862.1	.01	BLK&DECKER	.01		Active	0.0	0.0
DCE862.2	2009	BLACK&DECK	T1016		Active	0.0	0.0
DCE863	2009	STIHL	FS55R	279414987	Active	10.0	0.0
DCE863.1	2009	HUSQVARNA	125L		Active	0.0	0.0
DCE864	2010	ECHO	SRM-230	S73112212195	Active	10.0	0.0
DCE864.1	2010	ECHO	SRM-230	S73112131659	Active	0.0	0.0
DCE873	10	TITAN	AIR COMP	32664	Active	10.0	0.0

Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
DCE873.1	.01	CAMPBELL	.01		Active	10.0	0.0
DCE885	.01	BOSCH	BLAZER		Active	0.0	0.0
DCE885.1	10	BOSCH	DRILL		Active	0.0	0.0
DCE885.2	2010	HITACHI	FDV16VB2	92492	Active	0.0	0.0
DCE887	.01	CLARKE	GRINDER	041201767	Active	0.0	0.0
DCE888.1	2008	TOKU	B-90	8G010	Active	10.0	0.0
DCE889	.01	AMER PNEU	115	2350	Active	10.0	0.0
DCE890	2009	TOKU	CHIPPING H	707075	Active	0.0	0.0
DCE891	2007	HUSQVARNA	965 03 02-	070700901	Active	10.0	0.0
DCE892	2007	HUSQVARNA	965 03 02-	072102081	Active	10.0	0.0
DCE893	2011	HOG RING	.01	S/N-08-187-K	Active	10.0	0.0
DCE894	2011	HOG RING	.01	S/N-08-189-K	Active	0.0	0.0
E100	2008	GARMIN	NUVI	1DN154196	Active	0.0	0.0
E101	2009	GARMIN	255	1TV131082	Active	10.0	0.0
E102	2009	GARMIN	255	1TV132469	Active	10.0	0.0
E103	2009	GARMIN	255	1TV132464	Active	10.0	0.0
E104	2009	GARMIN	255	1TV132471	Inactive	10.0	0.0
E105	2009	GARMIN	255		Active	0.0	0.0
E106	2009	GARMIN	255	1Q6993208	Active	10.0	0.0
E107	2009	GARMIN	255	1TV000523	Active	10.0	0.0
E108	2009	GARMIN	255	1Q6992703	Active	10.0	0.0
E109	2011	GARMIN	NUVI 1350		Active	0.0	0.0
E110	2011	GARMIN	NUVI 1350		Active	10.0	0.0
E111	2011	GARMIN	NUVI 1350		Active	10.0	0.0
E115	2011	GARMIN	465T		Active	0.0	0.0
E116	2012	GARMIN	NUVI 40	1SK101337	Active	10.0	0.0
E117	2012	GARMIN	NUVI 40	2HS115578	Active	10.0	0.0
E118	2012	GARMIN	NUVI 40	2HS115595	Active	10.0	0.0
E119	2012	GARMIN	NUVI 40	2HS115604	Active	10.0	0.0
E140	2010	TOMTOM	XL335-SE	2HS115571	Active	10.0	0.0
E200	.1	JOHNSON	9100/40-09	GJ1240807379	Active	10.0	0.0
E210	.01	RADIO SHAC	CB RADIO	S0001002.80	Active	0.0	0.0
E250	.01	MOTOROLA	.01		Active	0.0	0.0
E250.1	.01	MOTOROLA	.01		Active	0.0	0.0
E250.2	.01	MOTOROLA	.01		Active	0.0	0.0
E250.3	.01	MOTOROLA	.01		Active	0.0	0.0
E250.4	.01	MOTOROLA	.01		Active	0.0	0.0
E250.5	.01	MOTOROLA	.01		Active	0.0	0.0

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LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
E400	2008	CST/BERGER	PAL/SAL/N	M301949	Active	0.0	0.0
E410	2008	CST/BERGER	.01		Active	0.0	0.0
E411	.01	LENDEMANN	81-0310		Active	10.0	0.0
E420	10	BERGER INS	190B	190-51544	Active	0.0	0.0
E430	2008	Nikon	AC-2S	642737	Active	0.0	0.0
E430.1	2008	22217	.01		Active	0.0	0.0
E430.2	2008	1	CR-20	92031	Active	0.0	0.0
E440	2008	LASERMARK	LM30	0020037	Active	0.0	0.0
E862	2005	ECHO	GT-2100		Inactive	0.0	0.0
GEN160.1	2009	HONDA	EB5000		Active	10.0	0.0
GEN161.1	2009	HONDA	EB5000		Active	41.0	0.0
GEN304	2000	HONDA	1218132		Active	10.0	0.0
GEN304.1	2008	HONDA	EM5000SXK2	EU2000JA	Inactive	10.0	0.0
GEN304.2	2008	HONDA	EM5000SXKZ	SEANC-1026481	Active	10.0	0.0
GEN304.3	2008	HONDA	EB5000X	EANC-1024698	Active	10.0	0.0
GEN304.4	2008	HONDA	EB6500X	EAKC-1023993	Active	10.0	0.0
GEN306	2000	YAMAHA	YG6800D	EALC-1022235	Active	10.0	0.0
GEN306.1	2000	YAMAHA	YG6800D	7RH2179R03	Active	10.0	0.0
GEN306.2	2000	YAMAHA	YG6800D	XYMXS.3572EA	Active	10.0	0.0
GEN306.3	.01	SML INDUST	LR50H		Active	10.0	0.0
GEN308	2010	HONDA	EB5000XK2A	EAKC-1045071	Active	10.0	0.0
GEN310	2010	HONDA	ES6500K2A		Active	10.0	0.0
GEN311	2001	GENERAC	7000EXL	7366875	Active	0.0	0.0
GEN312	2012	HUSKY	2250		Active	10.0	0.0
GEN313	2012	POWERMATE	PM0103008		Active	0.0	0.0
GEN314	2012	POWERMATE	PM0103008	1	Active	0.0	0.0
GEN315	2012	POWERMATE	PM0497000.04	2	Active	0.0	0.0
GEN333.1	2012	POWERMATE	PM0497000.04		Active	0.0	0.0
GEN868	2010	HONDA	EB5000XK2A	0010389	Active	10.0	0.0
HEQ503	2005	COLEMAN	19E417	9610311A	Active	10.0	0.0
HEQ520	1994	CASE	590SL		Active	5,863.0	0.0
HEQ550	00	SKY/JACK	SSU-3220		Active	0.0	0.0
HEQ604	2005	KOBOTA	KX91-3	602387	Active	2,666.0	2,266.0
HEQ701	2008	CAT	304CCR	10477	Active	1,150.0	0.0
HEQ702	2005	75XT	SKID STEER	OFFK05733	Active	1,662.9	0.0
L100	2000	CAT	232B	JAF0380304	Active	10.0	0.0
L101	2009	CHAMBERS	PS400MH-C		Active	0.0	0.0
L162-1	2009	CHAMBERS	PS400MH-C		Active	0.0	0.0
L162-1	2002	BROWNE	XP-162		Active	0.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
L162-2	2002	BROWNE	XP-162		Active	0.0	0.0
LEW-07	2002	DODGE	1500		Inactive	177,929.0	0.0
MAR1-22	2010	BOOM	BOOM M	1D7HU18Z22J127769	Active	0.0	0.0
MAR10-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR100-1	.01	BOOM	.01		Active	0.0	0.0
MAR100-10	.01	BOOM	.01		Active	0.0	0.0
MAR100-11	.01	BOOM	.01		Active	0.0	0.0
MAR100-12	.01	BOOM	.01		Active	0.0	0.0
MAR100-13	.01	BOOM	.01		Active	0.0	0.0
MAR100-14	.01	BOOM	.01		Active	0.0	0.0
MAR100-15	.01	BOOM	.01		Active	0.0	0.0
MAR100-16	.01	BOOM	.01		Active	0.0	0.0
MAR100-17	.01	BOOM	.01		Active	0.0	0.0
MAR100-18	.01	BOOM	.01		Active	0.0	0.0
MAR100-19	.01	BOOM	.01		Active	0.0	0.0
MAR100-2	.01	BOOM	.01		Active	0.0	0.0
MAR100-20	.01	BOOM	.01		Active	0.0	0.0
MAR100-21	.01	BOOM	.01		Active	0.0	0.0
MAR100-22	.01	BOOM	.01		Active	0.0	0.0
MAR100-23	.01	BOOM	.01		Active	0.0	0.0
MAR100-24	.01	BOOM	.01		Active	0.0	0.0
MAR100-25	.01	BOOM	.01		Active	0.0	0.0
MAR100-26	.01	BOOM	.01		Active	0.0	0.0
MAR100-27	.01	BOOM	.01		Active	0.0	0.0
MAR100-28	.01	BOOM	.01		Active	0.0	0.0
MAR100-29	.01	BOOM	.01		Active	0.0	0.0
MAR100-3	.01	BOOM	.01		Active	0.0	0.0
MAR100-4	.01	BOOM	.01		Active	0.0	0.0
MAR100-5	.01	BOOM	.01		Active	0.0	0.0
MAR100-6	.01	BOOM	.01		Active	0.0	0.0
MAR100-7	.01	BOOM	.01		Active	0.0	0.0
MAR100-8	.01	BOOM	.01		Active	0.0	0.0
MAR100-9	.01	BOOM	.01		Active	0.0	0.0
MAR11-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR12-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR13-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR14-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR15-22	2010	BOOM	BOOM M		Active	0.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
MAR16-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR17-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR18-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR19-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR2-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR20-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR202	1994	GRUMMAN	14 JON BO	OMCL1044K394	Active	10.0	0.0
MAR203	1994	GRUMMAN	14 JON BO	OMCL1045K394	Active	10.0	0.0
MAR204	1994	GRUMMAN	14 JON BO	OMCL2334I394	Active	10.0	0.0
MAR205	1994	GRUMMAN	14 JON BO	OMCL2335I394	Active	10.0	0.0
MAR206	1994	GRUMMAN	14 JON BO	OMCL1236J394	Active	10.0	0.0
MAR207	1994	MIST	PONTOON	KEI01566C494	Active	10.0	0.0
MAR208	1985	ALLISON	PREDATOR	PAZ09371G685	Active	10.0	0.0
MAR209	2010	CAROLINA SKIFF	2790DLXEW	EKH00434G010	Active	10.0	0.0
MAR21-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR210	2011	TRACKER	1542LW	BUJ14211L011	Active	10.0	0.0
MAR211	2011	LOWE	1648	LWC06463C111	Active	10.0	0.0
MAR212	2011	TRACKER	TOPPER1542LW	BUJ02452F011	Active	10.0	0.0
MAR213	2011	LOWE	1648	LWC05460C111	Active	10.0	0.0
MAR214	2011	TRACKER	1542LW	BUJ00436D011	Active	10.0	0.0
MAR22-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR221	1992	STARCRAFT	16 JON BO	FMCL82FNA292	Active	0.0	0.0
MAR250	1989	ALUMITE	AIR BOAT	AON00159E989	Active	10.0	0.0
MAR266	2010	YAMAHA	F20MLH	6AHK-L-1025223	Active	10.0	0.0
MAR267	2009	YAMAHA	F15CMLH	6AGK-L-1001508	Inactive	10.0	0.0
MAR268	2007	HONDA	BF10DKLH	BABJ-1601341	Active	10.0	0.0
MAR269	2007	HONDA	BF15DKLH	BALJ-1400050	Active	10.0	0.0
MAR270	1984	EVINRUJ	15HP OUT	G03641927	Active	10.0	0.0
MAR271	1994	EVINRUJ	15HP OUT	G03641951	Active	10.0	0.0
MAR273	1994	EVINRUJ	15HP OUT	G03533028	Active	10.0	0.0
MAR274	1994	EVINRUJ	15HP OUT	G03641949	Active	10.0	0.0
MAR275	1994	EVINRUJ	E15RERE	G03533955	Active	10.0	0.0
MAR276	1992	MERCURY	25HP OUT	0D2033336	Active	10.0	0.0
MAR277	2000	MERCURY	40HP OUT	0T008095	Active	10.0	0.0
MAR278	2003	MERCURY	60HP OUT	0T662283	Active	10.0	0.0
MAR280	.01	YAMAHA	F115TXR/CS	68VX-1113045	Active	0.0	0.0
MAR281	.01	YAMAHA	LF115TXR	68WX-1004651	Active	10.0	0.0
MAR282	2010	MERCURY	1F20201HK	OR384584	Active	10.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
MAR283	2008	MERCURY	8A25203FK	OR256478	Active	10.0	0.0
MAR284	2010	MERCURY	1F20201HK	OR384553	Active	10.0	0.0
MAR285	2010	MERCURY	OR374769	OR374769	Active	10.0	0.0
MAR286	2007	MERCURY	.01	OR170971	Active	10.0	0.0
MAR3-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR4-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR5-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR50-1	.01	BOOM	.01		Active	0.0	0.0
MAR50-10	.01	BOOM	.01		Active	0.0	0.0
MAR50-2	.01	BOOM	.01		Active	0.0	0.0
MAR50-3	.01	BOOM	.01		Active	0.0	0.0
MAR50-4	.01	BOOM	.01		Active	0.0	0.0
MAR50-5	.01	BOOM	.01		Active	0.0	0.0
MAR50-6	.01	BOOM	.01		Active	0.0	0.0
MAR50-7	.01	BOOM	.01		Active	0.0	0.0
MAR50-8	.01	BOOM	.01		Active	0.0	0.0
MAR50-9	.01	BOOM	.01		Active	0.0	0.0
MAR6-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR7-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR8-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR9-22	2010	BOOM	BOOM M		Active	0.0	0.0
MEQ001	2010	ROLL OVER KIT	ROLL OVER KIT	.01	Active	10.0	0.0
MEQ002	2011	ROLL OVER KIT	ROLL OVER KIT	.01	Active	10.0	0.0
MEQ100	.01	AMERICAN L	ACO-12KT	03D 602-2	Active	0.0	0.0
MEQ100.1	.01	PROPANE TA	.01		Active	0.0	0.0
MEQ100.2	.01	PROPANE TA	.01		Active	0.0	0.0
MEQ100.3	.01	PROPANE TA	.01		Active	0.0	0.0
MEQ100.4	.01	PROPANE TA	.01		Active	0.0	0.0
MEQ105	2011	PROPANE TA	.01		Active	1.0	0.0
MEQ106	2011	PROPANE TA	.01		Active	1.0	0.0
MEQ150	2012	WERNER Co.	22ft		Active	0.0	0.0
MEQ200	2009	MILTON BAY	501	300-22	Active	0.0	0.0
MEQ200.1	2009	MILTON BAY	501		Active	0.0	0.0
MEQ200.2	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ200.3	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ200.4	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ200.5	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ200.6	.01	AIR LARGE	.01		Active	0.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
MEQ200.7	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ200.8	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ2300	2007	TYPHOON	1107	CF-01T-A1A20285-02559	Active	0.0	0.0
MEQ2301	2007	TYPHOON	1107	CF-01T-A1A20285-02569	Active	0.0	0.0
MEQ2302	2007	TYPHOON	1107	CF-01T-A1A20285-02562	Active	0.0	0.0
MEQ300	.01	MED OXYGEN	.01		Active	0.0	0.0
MEQ300.1	.01	MED OXYGEN	.01		Active	0.0	0.0
MEQ311	1996	KING	KFG50	BN51011	Active	2,574.0	0.0
MEQ314	2001	LINCOLN	AC-225		Active	0.0	0.0
MEQ330	1989	BELT	CONVEYO		Active	0.0	0.0
MEQ3389	.01	431X	DRUM METER	3389	Active	0.0	0.0
MEQ360	10	TOYOTA	025FG30	75227	Active	4,752.0	0.0
MEQ361	2006	DAEWOO	GC30E-5		Active	10.0	0.0
MEQ370	2012	Niche products	99572100	02382	Active	1.0	0.0
MEQ400	.01	OXYGEN	.01		Active	0.0	0.0
MEQ400.1	.01	OXYGEN	.01		Active	0.0	0.0
MEQ490	2007	BOILER	.01		Active	0.0	0.0
MEQ500	2004	DAYTON	4YX97		Active	1.0	0.0
MEQ600	2012	ELLSWORTH	SUN SIGHT GLASS		Active	1.0	0.0
MEQ601	2012	ELLSWORTH	SUN SIGHT GLASS		Active	1.0	0.0
MEQ602	2012	ELLSWORTH	SUN SIGHT GLASS		Active	1.0	0.0
MEQ603	2012	ELLSWORTH	WAWA SIGHT GLASS		Active	1.0	0.0
MEQ604	2012	ELLSWORTH	WAWA SIGHT GLASS		Active	1.0	0.0
MEQ750	2007	LM	3CROOMSWEE	31048	Active	10.0	0.0
MEQ751	2010	LAYMOR	3C	33227	Active	10.0	0.0
MEQ760	1999	SCHMIDT	3.5CF	LG104	Active	10.0	0.0
MEQ804	1996	SEARS	BATTERY		Active	0.0	0.0
MEQ805	2011	SCHUMACHER	.01		Active	10.0	0.0
MEQ807	.01	DRUM DOLLY	.01		Active	10.0	0.0
MEQ849	.01	VAC	LID		Active	0.0	0.0
MEQ855	2005	DAYTON	3VE52	0308000496	Inactive	0.0	0.0
MEQ857	2005	CRAFTSMAN	.01	572-610500	Active	0.0	0.0
MEQ871	.01	.01	GANG BOX	016580019	Active	0.0	0.0
MEQ880	.01	REDDY	HEATER		Active	10.0	0.0
MEQ880.1	.01	REDDY	.01		Active	0.0	0.0
MEQ880.2	.01	WAYNE	.01		Active	0.0	0.0
MEQ901	2007	BETTS	EM46443SS	EM46443SS	Active	0.0	0.0
MEQ903	10	COATES	??		Active	10.0	0.0

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MEQ944	2012	PROFORCE	GHM105890	008954	Active	1.0	0.0
MEQ945	2009	HUSKY	GHM105890	138124	Active	0.0	0.0
MEQ946	2009	PORTER CAB	DRILL KIT		Active	0.0	0.0
MEQ960	2007	MAX FORCE	VAF-16	AF-01T-E1AZ0194-02059	Active	0.0	0.0
MEQ961	2007	MAX FORCE	VAF-16	AF-01T-E1AZ0194-02083	Active	10.0	0.0
MEQ962	2007	PHOENIX	4024920	F0682645	Active	0.0	0.0
MEQ963	2007	HEPA 500	F284	10896	Active	0.0	0.0
MEQ964	2007	HEPA 500	F284	10894	Active	0.0	0.0
MEQ980	2008	MILLERMATI	907321		Active	0.0	0.0
MEQ990	10	1	PIPE PLUG		Active	0.0	0.0
P315	2011	DAYTON	3ACB2		Active	0.0	0.0
P316	2011	DAYTON	3ACB2		Active	0.0	0.0
P317	1990	GRACO	1"PUMP		Active	0.0	0.0
P319	1995	SIMMER	1"PUMP	G96A	Active	0.0	0.0
P319.2	2009	DAYTON	4JN80	40A56C176G5502AP	Active	10.0	0.0
P320	1997	SEARS	11/2"pump	0902610004	Active	10.0	0.0
P322	.01	Ace	11/2"pump	123456	Active	0.0	0.0
P323	.01	TSURUMI	2" PUMP	0971	Active	0.0	0.0
P325	1993	ROPER	PUMP	B615970	Active	0.0	0.0
P326	1996	TSURUMI	3"PUMP		Active	0.0	0.0
P327	.01	HYDROM	11/2"pump	12345	Active	10.0	0.0
P328	1993	AcME	PUMP	12091	Active	0.0	0.0
P329	1993	AcME	SKIMMER		Active	0.0	0.0
P332	.01	HONDA	WT30X		Active	0.0	0.0
P335.1	00	NSF	C731-24	2002012342	Active	10.0	0.0
P340	.01	MILTON ROY	.01		Active	0.0	0.0
P341-1	.01	ARO	PUMP	00101000	Active	0.0	0.0
P341-2	.01	ARO	6661B33116	C0301551	Active	0.0	0.0
P341.4	.01	ARO	650709C		Active	0.0	0.0
P343	.01	ARO	6661A3344C	L0210709	Active	0.0	0.0
P347	.01	GODWIN	.01		Active	110.0	0.0
P350	2010	SKIMPAK	WETR 4300	210212-A	Active	0.0	0.0
P351	2010	SKIMPAK	WETR 4300	210212-C	Active	0.0	0.0
P352	2012	SLIKBAR	3"		Active	0.0	0.0
P361	10	HONDA	WP30X	WZBF10109	Active	10.0	0.0
P362	.01	HOMELITE	AP220C	HA2230740	Active	10.0	0.0
P364	.01	FLOWTEC	.01		Active	0.0	0.0
P365	.01	GRACO	1020137	E91A	Inactive	0.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
P401	.01	ARO	6661A3344C	B0261960	Active	0.0	0.0
P402	.01	ARO	6661B3311C	19176972	Active	0.0	0.0
P450	.01	WATER ACE	R6S		Active	0.0	0.0
P492	.01	ARO	6662A3311C	A9245058	Active	10.0	0.0
P499	.01	JOHN DEERE	GODWIN	T04039D413297	Active	471.0	0.0
P500	2011	DAYTON	4V65		Active	10.0	0.0
P501	2011	DAYTON	4V65		Active	10.0	0.0
P502	2011	DAYTON	4V65		Active	10.0	0.0
P503	2011	DAYTON	4V65		Active	0.0	0.0
P504	2011	DAYTON	4V65		Active	10.0	0.0
P505	2011	DAYTON	4V65		Active	10.0	0.0
P506	2011	HONDA	WM20X		Active	0.0	0.0
P507	2011	HONDA	WM20X		Active	0.0	0.0
P508	2011	HONDA	WM20X		Active	0.0	0.0
P509	2011	HONDA	WM20X		Active	0.0	0.0
P510	2011	HONDA	WM20X		Active	0.0	0.0
P511	2011	HONDA	WM20X		Active	0.0	0.0
P512	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P513	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P514	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P515	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P516	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P517	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P518	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P856	2005	FLOTEC	.01	FPOS1300X-08	Active	0.0	0.0
P864	2005	FLOTEC	1/6HP	FPOS1300X	Active	0.0	0.0
P867	2005	FLOTEC	NOTES	FPOF360AC-08	Active	0.0	0.0
P881	.01	DAYTON	4CB57	4CB57	Active	10.0	0.0
P884	.01	DAYTON	3P601C		Active	10.0	0.0
P8841	2010	ARO	PD20A-AAS-FTT-B	SPA1211 455	Active	10.0	0.0
P8842	2010	ARO	PD20A-AAS-FTT-B	SPA1211 460	Active	10.0	0.0
P888	2011	ARO	6661A3-344-C	GC11171020	Active	0.0	0.0
P890	2012	YAMADA	NDP-50BPS	622931	Active	1.0	0.0
P953	2011	PUMP	PUMP		Active	10.0	0.0
PS001	2010	??	SEABOX		Active	0.0	0.0
PS1000-1	.01	POLY	TOTE		Active	0.0	0.0
PS1000-2	.01	POLY	TOTE		Active	0.0	0.0
PS1000-3	.01	POLY	TOTE		Active	0.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
PS1000-4	.01	POLY	TOTE		Active	0.0	0.0
PS1500-1	.01	POLY	TOTE		Active	0.0	0.0
PS275-1	.01	POLY	TOTE		Active	0.0	0.0
PS275-10	.01	POLY	TOTE		Active	0.0	0.0
PS275-11	.01	POLY	TOTE		Active	0.0	0.0
PS275-12	.01	POLY	TOTE		Active	0.0	0.0
PS275-13	.01	POLY	TOTE		Active	0.0	0.0
PS275-14	.01	POLY	TOTE		Active	0.0	0.0
PS275-15	.01	POLY	TOTE		Active	0.0	0.0
PS275-16	.01	POLY	TOTE		Active	0.0	0.0
PS275-17	.01	POLY	TOTE		Active	0.0	0.0
PS275-18	.01	POLY	TOTE		Active	0.0	0.0
PS275-19	.01	POLY	TOTE		Active	0.0	0.0
PS275-2	.01	POLY	TOTE		Active	0.0	0.0
PS275-20	.01	POLY	TOTE		Active	0.0	0.0
PS275-21	.01	POLY	TOTE		Active	0.0	0.0
PS275-3	.01	POLY	TOTE		Active	0.0	0.0
PS275-4	.01	POLY	TOTE		Active	0.0	0.0
PS275-5	.01	POLY	TOTE		Active	0.0	0.0
PS275-6	.01	POLY	TOTE		Active	0.0	0.0
PS275-7	.01	POLY	TOTE		Active	0.0	0.0
PS275-8	.01	POLY	TOTE		Active	0.0	0.0
PS275-9	.01	POLY	TOTE		Active	0.0	0.0
PS325-1	.01	POLY	TOTE		Active	0.0	0.0
PS400.1	.01	TUB	CONTAINMENT		Active	0.0	0.0
PS425-1	.01	POLY	TOTE		Active	0.0	0.0
PS5000-1	.01	POLY	TOTE		Active	0.0	0.0
PS75-22	.01	POLY	TOTE		Active	0.0	0.0
PV805	.01	PNEUVAC	PNEU VAC		Active	0.0	0.0
PV806	.01	EXAIR	DRUM VAC		Active	0.0	0.0
PV808	.01	DAYTON	DRUM VAC		Active	10.0	0.0
PV809	.01	DAYTON	DRUM VAC		Active	10.0	0.0
PV810	2012	ARAMSCO	P4710HVAF-RA	52714-61	Active	0.0	0.0
PV811	1999	ARAMSCO	HEPAVAC	120009033	Active	0.0	0.0
PV811.1	.01	NILFISK AD	HEPAVAC	P98F05458	Active	0.0	0.0
PV812	2012	NIKro	01797300		Active	0.0	0.0
PV815A	.01		MV00622-SS	394259	Active	0.0	0.0
PV815B	.01		POWER DR	PDHA	Active	0.0	0.0
			POWER DR	PDHB	Active	0.0	0.0

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PV815C	.01	.01	POWER DR	PDV	Active	0.0	0.0
PV816	.01	GABRIEL	.01	P9LJ08656	Active	0.0	0.0
PV816.1	2010	ENVIROMASTER	P47410-HVAF-RA	P10G37954	Active	0.0	0.0
PV882.1	.01	DAYTON	4YE60	4YE60	Active	0.0	0.0
PV882.2	2008	DAYTON	4YE63		Active	0.0	0.0
PV882.3	2008	DAYTON	4YE63		Active	10.0	0.0
PV882.4	2008	DAYTON	4YE63		Active	0.0	0.0
PV882.5	2010	DAYTON	4YE63		Active	0.0	0.0
PV882.6	2010	HAFCO	HV-55-2010H	52728.44	Active	0.0	0.0
PV882.7	2011	DAYTON	1VHG3		Active	10.0	0.0
PV882.8	2011	DAYTON	4YE63		Active	10.0	0.0
PV882.9	2011	DAYTON	4YE63		Active	10.0	0.0
PV882.H	2008	HAFCO	HV-55-20		Active	10.0	0.0
PV900	.01	KEYSTONE	COMPRESS		Active	0.0	0.0
PV904	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.1	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.2	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.3	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.4	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.5	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.6	2009	RIDGID	WD19560	09231 R 0281	Active	0.0	0.0
PV904.7	2011	RIDGID	WD09700	10311R0585	Active	0.0	0.0
PW105	2009	SIDEWINDER	105F		Active	10.0	0.0
PW106	2009	SIDEWINDER	105FRSC	01091105	Active	10.0	0.0
PW107	2011	SIDEWINDER	105FRSC		Active	0.0	0.0
PW108	2011	SIDEWINDER	105FRSC		Active	0.0	0.0
PW109	2011	SIDEWINDER	105FRSC		Active	0.0	0.0
PW300A	1999	KARCHER	HDS3205BE	XDK4200	Active	110.0	0.0
PW312.6	2008	KARCHER	HD10-35PB	15752050-100115	Active	10.0	0.0
PW312.7	2008	KARCHER	HD 10/35PB	15752050-100132	Active	10.0	0.0
PW312.8	2009	KARCHER	K5.85MR	000245	Active	10.0	0.0
PW312.9	2010	KARCHER	K 5.93		Active	0.0	0.0
PW315.D	2010	KARCHER	BR-343087E	15752020-161611	Active	10.0	0.0
PW316	2010	KARCHER	BR-455037e	161091	Active	10.0	0.0
PW317	2012	LANDA	002		Active	0.0	0.0
PW318	2012	Clean Force	HD1800		Active	0.0	0.0
PW320	2012	Cyclone	CY210		Active	144.6	0.0
PW321	2012	Cyclone	CY210		Active	203.4	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
PW350	2012	DEWALT	DXPW4240	DXPW4240 183414-C	Active	0.0	0.0
PW876	.01	HOTSY	950A	H24146-0293	Active	10.0	0.0
R 10-01	1998	FAIRHILL	ROLLOFF	33511	Active	10.0	0.0
R 10-02	2000	FAIRHILL	ROLLOFF	33512	Active	10.0	0.0
R 20-01	1989	BUCKS FA	ROLLOFF		Active	0.0	0.0
R 20-03	1989	BUCKS FA	ROLLOFF		Active	10.0	0.0
R 20-05	1989	BUCKS FA	ROLLOFF		Active	10.0	0.0
R 20-06	1989	BUCKS FA	ROLLOFF		Active	0.0	0.0
R 20-07	1989	BUCKS FA	ROLLOFF		Active	10.0	0.0
R 20-09	1988	FAIRHILL	ROLLOFF	33433	Active	10.0	0.0
R 20-10	1998	FAIRHILL	ROLLOFF	33434	Active	10.0	0.0
R 20-11	1998	FAIRHILL	ROLLOFF	33435	Active	10.0	0.0
R 20-12	1998	FAIRHILL	ROLLOFF	33436	Active	10.0	0.0
R 20-13	1998	FAIRHILL	ROLLOFF	33437	Active	10.0	0.0
R 20-14	1998	FAIRHILL	ROLLOFF	33505	Active	10.0	0.0
R 20-15	1998	FAIRHILL	ROLLOFF	33506	Active	10.0	0.0
R 20-16	1998	FAIRHILL	ROLLOFF	33507	Active	10.0	0.0
R 20-18	1998	FAIRHILL	ROLLOFF	33509	Active	10.0	0.0
R 20-19	2000	EAGLE	ROLLOFF	02715	Active	10.0	0.0
R 20-20	2000	EAGLE	ROLLOFF	02770	Active	10.0	0.0
R 20-21	2000	EAGLE	ROLLOFF	02716	Active	10.0	0.0
R 20-22	2000	EAGLE	ROLLOFF	02772	Active	10.0	0.0
R 20-23	2000	EAGLE	ROLLOFF	02771	Active	10.0	0.0
R 20-24	2000	BUCKS FA	ROLLOFF	92639	Active	10.0	0.0
R 20-25	2000	FAIRHILL	ROLLOFF	36155	Active	10.0	0.0
R 20-26	2000	FAIRHILL	ROLLOFF	36154	Active	10.0	0.0
R 20-27	2000	FAIRHILL	ROLLOFF	36153	Active	10.0	0.0
R 20-28	2000	FAIRHILL	ROLLOFF	36156	Active	10.0	0.0
R 20-29	2000	FAIRHILL	ROLLOFF	36217	Active	10.0	0.0
R 20-30	2000	FAIRHILL	ROLLOFF	36190	Active	10.0	0.0
R 20-31	2000	FAIRHILL	ROLLOFF	36215	Active	10.0	0.0
R 20-32	2000	FAIRHILL	ROLLOFF	36191	Active	10.0	0.0
R 20-33	2000	FAIRHILL	ROLLOFF	36216	Active	10.0	0.0
R 20-34	2000	FAIRHILL	ROLLOFF	36214	Active	10.0	0.0
R 20-35	2000	FAIRHILL	ROLLOFF	36220	Active	10.0	0.0
R 20-36	2006	ACCURATE	ROLLOFF	W56331	Active	10.0	0.0
R 20-37	2006	ACCURATE	ROLLOFF	W56329	Active	10.0	0.0
R 20-38	2006	ACCURATE	ROLLOFF	W56332	Active	10.0	0.0

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R 20-39	2006	AccURATE	ROLLOFF	W56333	Active	10.0	0.0
R 20-40	2006	AccURATE	ROLLOFF	W56330	Active	10.0	0.0
R 20-41	2011	WASTEQUIP	ROLLOFF	14327	Active	10.0	0.0
R 20-42	2011	WASTEQUIP	ROLLOFF	14331	Active	10.0	0.0
R 20-43	2011	WASTEQUIP	ROLLOFF	14332	Active	10.0	0.0
R 30-01	2008	AccURATE	ROLLOFF	W58217	Active	10.0	0.0
R 30-02	2008	AccURATE	ROLLOFF	W58218	Active	10.0	0.0
R20-44	2011	WASTEQUIP	ROLLOFF	14330	Active	0.0	0.0
R20-45	2011	WASTEQUIP	ROLLOFF	14335	Active	0.0	0.0
R20-46	2011	WASTEQUIP	ROLLOFF	14329	Active	0.0	0.0
R20-47	2011	WASTEQUIP	ROLLOFF	14333	Active	0.0	0.0
R20-48	2011	WASTEQUIP	ROLLOFF	14334	Active	0.0	0.0
R20-49	2011	WASTEQUIP	ROLLOFF	14328	Active	0.0	0.0
R20-50	2011	WASTEQUIP	ROLLOFF	14326	Active	0.0	0.0
RO 20-02	1989	BUCKS FA	ROLLOFF		Inactive	10.0	0.0
RO 20-04	1989	BUCKS FA	ROLLOFF		Inactive	10.0	0.0
SEQ1	.01	SCOTT	REGULATOR	19100515	Inactive	0.0	0.0
SEQ10	.01	SCOTT	REGULATOR	19200202	Inactive	0.0	0.0
SEQ100	.01	SURVIVAIR	HIP PAC	0409230360	Active	0.0	0.0
SEQ102	.01	SURVIVAIR	HIP PAC	9908182107	Active	0.0	0.0
SEQ103	.01	SURVIVAIR	HIP PAC	0503290086	Active	0.0	0.0
SEQ104	.01	SURVIVAIR	L01561	0406150523	Active	10.0	0.0
SEQ105	.01	SURVIVAIR	L01561	0402190829	Active	10.0	0.0
SEQ106	2011	SURVIVAIR	HIP PAC	1109060162	Active	0.0	0.0
SEQ107	2011	SURVIVAIR	HIP PAC	1109060138	Active	0.0	0.0
SEQ108	2011	SURVIVAIR	HIP PAC	0409230360	Active	0.0	0.0
SEQ11	.01	SCOTT	REGULATOR	19200243	Inactive	0.0	0.0
SEQ12	.01	SCOTT	REGULATOR	19200169	Inactive	0.0	0.0
SEQ13	2012	AIR SYSTEM	REGULATOR	1190K2JF	Active	0.0	0.0
SEQ14	2012	AIR SYSTEM	REGULATOR	1190K2HX	Active	0.0	0.0
SEQ15	2012	AIR SYSTEM	REGULATOR	1190K2HN	Active	0.0	0.0
SEQ2	.01	SCOTT	REGULATOR	19100508	Inactive	0.0	0.0
SEQ200	2011	SURVIVAIR	SCBA	0504150243	Active	0.0	0.0
SEQ201	2011	SURVIVAIR	SCBA		Active	0.0	0.0
SEQ202	2011	SURVIVAIR	SCBA		Active	0.0	0.0
SEQ203	2011	SURVIVAIR	SCBA		Active	0.0	0.0
SEQ204	2011	SURVIVAIR	SCBA		Active	0.0	0.0
SEQ3	.01	SCOTT	REGULATOR	19100170	Inactive	0.0	0.0

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SEQ300	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ301	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ302	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ303	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ304	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ305	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ4	.01	SCOTT	REGULATOR	19100130	Inactive	0.0	0.0
SEQ400	2004	SURVIVAIR	30 MINUTE	WKS89510	Active	0.0	0.0
SEQ401	2002	SURVIVAIR	30 MINUTE	WKS84459	Active	0.0	0.0
SEQ402	2002	SURVIVAIR	30 MINUTE	WKS85110	Active	0.0	0.0
SEQ403	2003	SURVIVAIR	30 MINUTE	WKS85922	Active	0.0	0.0
SEQ404	2004	SURVIVAIR	30 MINUTE	WKS89482	Active	0.0	0.0
SEQ405	2004	SURVIVAIR	30 MINUTE	WKS87643	Active	0.0	0.0
SEQ406	2005	SURVIVAIR	30 MINUTE	WKS87639	Active	0.0	0.0
SEQ407	2004	SURVIVAIR	30 MINUTE	WKS84828	Active	0.0	0.0
SEQ408	2002	SURVIVAIR	30 MINUTE	J130165	Active	0.0	0.0
SEQ450	2011	SURVIVAIR	5 MINUTE	J82690	Active	0.0	0.0
SEQ451	2011	SURVIVAIR	5 MINUTE	J130721	Active	0.0	0.0
SEQ452	2011	SURVIVAIR	5 MINUTE	J51415	Active	0.0	0.0
SEQ453	2011	SURVIVAIR	5 MINUTE	J130156	Active	0.0	0.0
SEQ454	2011	SURVIVAIR	5 MINUTE		Active	0.0	0.0
SEQ491	.01	GSE	4206		Inactive	0.0	0.0
SEQ5	.01	SCOTT	REGULATOR	19200215	Inactive	0.0	0.0
SEQ6	.01	SCOTT	REGULATOR	19200221	Inactive	0.0	0.0
SEQ7	.01	SCOTT	REGULATOR	19100487	Inactive	0.0	0.0
SEQ8	.01	SCOTT	REGULATOR	09500072	Inactive	0.0	0.0
SH299	2000	MINUTEMA	KLEENSWEEP	THM350000QP0854	Active	10.0	0.0
TOMMY JR	1992	MITT	MONTRELLO	JA4GK51SONJ004597	Inactive	0.0	0.0
TRL120	1989	RAM-LIN	BOAT TRL	1RLAFGR18K1000072	Active	0.0	0.0
TRL123	2002	LOAD RITE	BOAT TRL	5A4JCVR1122050260	Active	10.0	0.0
TRL124	1984	E Z LOADER	.01	1ZETLLS11EN028951	Active	0.0	0.0
TRL125	1994	LOADRITE	BOAT TRL	4L2FPRJ12R2006358	Active	10.0	0.0
TRL126	1992	LOADRITE	BOAT TRL	4L2FRR13P2000007	Active	0.0	0.0
TRL128	1994	LOADRITE	BOAT TRL	4L2FPRJ13R2003646	Active	10.0	0.0
TRL129	2011	MAGIC TILT	CS2790/TMCF2426	1M5BM262XB1E59990	Active	10.0	0.0
TRL131	1994	PREMIER	BOOM TRL	1P9LS1624PH224857	Active	10.0	0.0
TRL132	1994	PREMIER	PRES WASH	1P9LS1629RH224250	Active	1,684.0	0.0
TRL133	1995	TRAFCON	ARROW BR	1095LD15531	Active	10.0	0.0

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TRL134	2011	LOAD RITE	BOAT TRL	5A4CRSL1682004325	Active	10.0	0.0
TRL135	2011	LOAD RITE	BOAT TRL	5A4CRSL1882004326	Active	10.0	0.0
TRL136	2011	LOAD RITE	BOAT TRL	5A4CRSL1282004323	Active	10.0	0.0
TRL137	2011	LOAD RITE	16F1200W	5A4CRSL1982004027	Active	10.0	0.0
TRL140	2012	HAULMARK	TST6X12DS2	16HCB1217CP087238	Active	1.0	0.0
TRL141	2012	HAULMARK	TST6X10DS2	16HCB101XCP087236	Active	1.0	0.0
TRL142	2012	CAR MATE	Trailer	5A3C614SXCL002717	Active	10.0	0.0
TRL150	1996	US CARG	USC816TA	4PL500G28T1003612	Active	10.0	0.0
TRL151	1998	US CARG	AMC822TA2	4PL500K29W1013657	Active	10.0	0.0
TRL152	1999	US CARG	24FT TRL	4PL500L27X1017917	Inactive	10.0	0.0
TRL156	2001	Roadmaster	Haz SplTr	5DT211K2311003111	Active	10.0	0.0
TRL157	2001	Roadmaster	SPL TRL	5DT211K2711003113	Active	10.0	0.0
TRL158	2001	Roadmaster	Trailer	5DT211E18Y1001271	Active	10.0	0.0
TRL159	1996	WABASH	BOX TRL	1JV482U5TL267217	Active	10.0	0.0
TRL160	2009	CAR MATE	Trailer	5A3C820DX9L001292	Active	3,486.0	0.0
TRL161	2009	CAR MATE	Trailer	5A3C820D19L001293	Active	10.0	0.0
TRL162	2012	CAR MATE	SPL TRL	5A3C820D9CL000710	Active	10.0	0.0
TRL170	2012	BRI-MAR	Trailer	43YDC3023CC089106	Active	10.0	0.0
TRL171	2012	BRI-MAR	Trailer	43YOC3025CC089107	Active	1.0	0.0
TRL172	2012	CAM	6J		Active	1.0	0.0
TRL188	2005	MILLENNIUM	M6F18P	5MTPF18295A000217	Active	10.0	0.0
TRL189	1997	Witzco	Challenge	1WBA11D26VS000087	Active	10.0	0.0
TRL190	2005	MILLENNIUM	.01	5MTPF18275A000328	Active	124,648.0	0.0
TRL194	2004	CAM	EQUIPMENT	5JPBU19284P008308	Active	10.0	0.0
TRL198	1999	EAGER BEAV	AP10	112AAH205XL052622	Active	10.0	0.0
TRL224	2002	EAGER BEAV	20 XPT	112H8V3232L059151	Active	79,130.0	0.0
TRL300	1999	KARCHER	PRESWASH	4ZHUF1013XP000749	Active	110.0	0.0
TRL320	2011	NILFISK	Tr5000	1N9N1FF20BT318023	Active	10.0	160.0
TRL321	2012	NILFISK	Tr5000	1N9N1FF22BT318024	Active	10.0	100.0
TRL344	1994	MILLER	MOB.OFFI	327045	Active	10.0	0.0
V012	2007	FORD	E350	1FBSS31L87DB10167	Active	89,138.0	0.0
V013	2006	FORD	E350	1FBSS31L66DA43695	Active	183,654.0	0.0
V014	2006	FORD	E350	1FDS31L16DA21868	Inactive	59,317.0	0.0
V015	2005	FORD	E350	1FBSS31L45HB29403	Inactive	69,000.0	0.0
V016	2007	FORD	E350	1FBSS31L37DB35302	Inactive	68,000.0	0.0
V017	2006	FORD	E350	1FDS31L66DA21848	Active	143,073.0	0.0
VEH004	2011	GMC	YUKON	1GKS2EEF2BR165547	Active	20,423.0	0.0
VEH005	2009	GMC	ACADIA	1GKEV13D79J13600	Inactive	35,833.0	0.0

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VEH006	2011	BMW	750LXI	WBAKC8C57BC433531	Active	10.0	0.0
VEH008	2005	FORD	500SEL	1FAFP27115G125674	Active	117,000.0	0.0
VEH009	2005	FORD	500	1FAHP26125G197932	Active	147,281.0	0.0
VEH010	2000	GMC	SONOMA	1GTCS19W4Y8129697	Inactive	262,953.0	0.0
VEH014	1995	FORD	F250 4X4	1FTRF26H0SLA90231	Active	246,446.0	0.0
VEH017	2005	FORD	F250 4X4	1FTNF21575EA38989	Active	163,526.0	0.0
VEH020	2011	FORD	F-150	1FTFW16F7BK035551	Active	20,915.0	0.0
VEH044	2004	FORD	F450 4X4	1FDXW47P64EA10317	Inactive	176,567.0	0.0
VEH045	2004	FORD	F450	1FDXW46P44EB61741	Inactive	180,663.0	0.0
VEH046	2005	FORD	F450 4X4	1FDXW47P95EC08732	Active	148,732.0	0.0
VEH047	2006	FORD	F-450	1FDXW46P96EA71617	Active	172,601.0	0.0
VEH048	2008	FORD	F-450 4X4	1FDXW47R88EB59111	Active	118,840.0	0.0
VEH049	2008	FORD	F-450	1FDXW46R48EB59110	Active	129,911.0	0.0
VEH050	2008	FORD	F-250 4X4	1FTSW21Y68EE49933	Active	103,142.0	0.0
VEH051	2008	FORD	F-250 4X4	1FTSW21Y18EE50147	Active	75,485.0	0.0
VEH052	2008	FORD	F-250 4X4	1FTWW3BY2AE450741	Active	68,334.0	0.0
VEH053	2010	FORD	F-350 4X4	1FTWW3BY3AEA61182	Active	65,901.0	0.0
VEH054	2010	FORD	F-350 4X4	1FTFW1EVAFB06456	Active	50,268.0	0.0
VEH055	2010	FORD	F150 4X4	1FTFW1EV3AFC83222	Active	40,974.0	0.0
VEH056	1999	GMC	6500HD	1GDJ7H1C1XJ510042	Active	150,746.0	0.0
VEH057	2010	FORD	F-150	1FTFW1EV6AFD83170	Active	41,453.0	0.0
VEH058	2012	FORD	F150	1FTVX1ETXBKE12928	Active	24,529.0	0.0
VEH059	2011	FORD	F-150	1FTFW1ETZBKD49122	Active	16,750.0	0.0
VEH060	2011	FORD	F450	1FD0W4HT58EB96667	Active	36,526.0	0.0
VEH061	2011	FORD	F-450	1FD0W4HTXBEC17366	Active	28,808.0	0.0
VEH062	2012	FORD	F350	1FT8W3B69CEA53100	Active	19,090.0	0.0
VEH063	2012	FORD	F350	1FT8W3B65CEA33474	Active	21,958.0	0.0
VEH064	2012	FORD	F450	1FD0W4HT5CEA33938	Active	29,950.0	0.0
VEH065	2012	FUSO	FE160	JL6BPH1AXCK003546	Active	17,422.0	0.0
VEH066	2012	FORD	F-450	1FD0W4NT6CEA98863	Active	18,617.0	0.0
VEH067	2012	FORD	F-450	1FD0W4HT2CEB31437	Active	12,919.0	0.0
VEH076	2006	MACK	CT713	1M2AL02C46M002317	Active	1,766,112.0	5,822.0
VEH077	2000	MACK	RD688S	1M2P267C6YM051093	Active	431,521.0	15,915.0
VEH078	2005	MACK	GRAINET	1M2AG11C75M023950	Active	271,058.0	10,193.0
VEH079	2013	MAK	GU813	1MAX13CXDM019600	Active	33.0	0.0
VEH083	2005	FORD	F750	3FRXF75T75V184010	Active	87,310.0	0.0
VEH086	2000	PETERBUILT	330	1NPNDL9X0YS495247	Active	279,879.0	18,659.0
VEH087	2008	INTERNATIONAL	7400	1HTWGAAT48J577479	Active	55,000.0	6,732.0

Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #
 VEH088
 VEH089
 VEH090
 VEH091
 VEH092
 VEH093
 VEH094
 VEH095
 VEH096
 VEH099
 VEH115
 VEH117
 VEH118
 VEH400
 VEHE1
 VEHE2

Year Make
 2008 INTERNATIONAL
 1989 FREIGHTLIN
 1997 GMC
 2006 PETERBILT
 2006 STERLING
 2010 PETERBILT
 2010 PETERBILT
 2011 PETERBILT
 2006 MACK
 1989 MACK
 1990 ALLIED
 2004 PRESVAC
 2011 ARCO
 2000 KAWASAKI
 2012 FORD
 2011 FORD

Model
 7400 FLC112
 W4
 335
 LT9500
 340 -
 340 -
 384
 CXN 613
 RW613
 MARATHO
 F3L 913
 03-20N-12-6500-1
 KAF300-C
 F-250
 F-250

VIN #
 1HTWGAAT68-1047515
 1FVXZMYB4KH409382
 4KDB4B1R8VJ000721
 2NPLLZ9X76M652787
 2FZMAZAV36AX05176
 2NPRLNOX9AM794745
 2NPRLNOX7AM794744
 1XPVDP9X2BD128382
 1M1AK06Y86N009021
 1M2AY04Y5KM005876
 1A9SPT12XLC002843
 2P9S1528641005015
 1A9114223B1005055
 JK1AFBC18YB517303
 1FT7X2BT3CEB82717

Status
 Active
 Active
 Inactive
 Active
 Active
 Active
 Active
 Active
 Inactive
 Inactive
 Active
 Inactive
 Active
 Active
 Active
 Active
 Active

Current Meter 1
 31,345.0
 58,457.0
 221,581.0
 1,148,888.0
 130,236.0
 29,880.0
 49,206.0
 7,295.0
 147,574.0
 114,311.0
 10.0
 1,538.0
 10.0
 2,181.0
 11,302.0
 13,517.0

Current Meter 2
 3,972.0
 827.0
 0.0
 7,648.0
 6,616.0
 3,581.0
 3,580.0
 139.0
 6,432.0
 0.0
 0.0
 0.0
 0.0
 0.0
 0.0
 0.0

774 Vehicle(s) at MainSite - Main Location
 774 Vehicle(s) Overall

National Response Corporation Resource Availability By Type

Equipment Types: Boom/Portable Storage/Skimmer/Vacuum System/Vessel
Zone: Philadelphia, PA
Philadelphia - Case# DM12-0248

October 05, 2012

00 to 06 hours (* Does not include recall/mobilization time)

Boom
>=6 and <18 inch

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
12" Boom	0	500	0	0	ICN	Bridgeport	CT	03:46
8" Boom	0	2000	0	0	ICN	Nitro	WV	04:33
12" Boom	0	500	0	0	ICN	Meriden	CT	04:45
12" Boom	0	1000	0	0	ICN	South Windsor	CT	05:24
Sub Total >=6 and <18 inch:		4000	0	0				

>18 and <42 inch

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
24"	0	1000	0	0	ICN	New Castle	DE	00:52
30" Boom	0	1000	0	0	ICN	Clermont	NJ	01:33
21" Boom	0	2000	0	0	ICN	Clermont	NJ	01:33
34" Boom	0	2500	0	0	ICN	Bayonne	NJ	02:07
24" Boom	0	2000	0	0	ICN	Bayonne	NJ	02:07
24" Boom	0	2000	0	0	ICN	Baltimore	MD	02:34
24" Boom	0	3000	0	0	ICN	South Windsor	CT	05:24
Sub Total >18 and <42 inch:		13500	0	0				

>42 inch

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
70" Boom	BM70-31101	300	0	0	NRC	Dennisville	NJ	01:03
70" Boom	BM70-31102	300	0	0	NRC	Dennisville	NJ	01:03
70" Boom	BM70-31103	300	0	0	NRC	Dennisville	NJ	01:03
70" Boom	BM70-31104	200	0	0	NRC	Dennisville	NJ	01:03
Sub Total >42 inch:		1100	0	0				

18"

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
18" Boom	0	2000	0	0	ICN	West Deptford	NJ	00:12
18" Boom	BM18-734	3000	0	0	NRC	Paulsboro	NJ	00:12
18" Boom	0	20000	0	0	ICN	Paulsboro	NJ	00:12
18" Boom	BM18-732	3000	0	0	NRC	Bridgeport	NJ	00:24
18" Boom	BM18-733	3000	0	0	NRC	Bridgeport	NJ	00:24
18" Boom	0	3000	0	0	ICN	Bridgeport	NJ	00:24
18" Boom	0	1000	0	0	ICN	Aston	PA	00:27
18" Boom	0	5600	0	0	ICN	Royersford	PA	00:46
18" Boom	0	3500	0	0	ICN	New Castle	DE	00:52
18" Boom	BM21-349	100	0	0	NRC	Delaware City	DE	01:01
18" Boom	BM18-730	3000	0	0	NRC	Delaware City	DE	01:01
18" Boom	BM18-731	3000	0	0	NRC	Delaware City	DE	01:01
18" Boom	0	1200	0	0	ICN	Clermont	NJ	01:33
18" Boom	0	3000	0	0	ICN	Clermont	NJ	01:33
18" Boom	0	2400	0	0	ICN	Edison	NJ	01:39
18" Boom	0	4500	0	0	ICN	Rahway	NJ	01:52
18" Boom	0	500	0	0	ICN	Linden	NJ	01:57
18" Boom	0	12000	0	0	ICN	Staten Island	NY	02:05
18" Boom	0	40000	0	0	ICN	Bayonne	NJ	02:07
18" Boom	0	7000	0	0	ICN	Bayonne	NJ	02:07
18" Boom	0	500	0	0	ICN	Baltimore	MD	02:25
18" Boom	0	5000	0	0	ICN	Baltimore	MD	02:29
18" Boom	BM21-713	1000	0	0	NRC	Baltimore	MD	02:34
18" Boom	0	10000	0	0	ICN	Baltimore	MD	02:34
18" Boom	0	5000	0	0	ICN	Westbury	NY	02:55

00 to 06 hours (* Does not include recall/mobilization time)

18" Boom	0	1000	0	0	ICN	Laurel	MD	03:01
18" Boom	0	1000	0	0	ICN	Laurel	MD	03:01
18" Boom	0	1500	0	0	ICN	Laurel	MD	03:01
18" Boom	BM21-408	3800	0	0	NRC	Rock Tavern	NY	03:31
18" Boom	0	10000	0	0	ICN	Rock Tavern	NY	03:31
18" Boom	0	1000	0	0	ICN	Newburgh	NY	03:34
18" Boom	0	3000	0	0	ICN	Port Jefferson	NY	03:42
18" Boom	0	6000	0	0	ICN	Bridgeport	CT	03:46
18" Boom	0	1000	0	0	ICN	Monroe	CT	03:59
18" Boom	0	2000	0	0	ICN	Newtown	CT	04:02
18" Boom	0	2500	0	0	ICN	Newtown	CT	04:02
18" Boom	0	800	0	0	ICN	Milford	CT	04:06
18" Boom	0	1200	0	0	ICN	Milford	CT	04:06
18" Boom	BM18-398	100	0	0	NRC	Calverton	NY	04:06
18" Boom	BM21-503	50	0	0	NRC	Calverton	NY	04:06
18" Boom	0	20000	0	0	ICN	Calverton	NY	04:06
18" Boom	BM21-725	1000	0	0	NRC	Riverhead	NY	04:16
18" Boom	0	1500	0	0	ICN	New Haven	CT	04:23
18" Boom	0	1000	0	0	ICN	Meriden	CT	04:45
18" Boom	0	500	0	0	ICN	Fredericksburg	VA	04:45
18" Boom	0	1000	0	0	ICN	Bristol	CT	04:45
18" Boom	0	100	0	0	ICN	Bloomfield	CT	05:11
18" Boom	0	2000	0	0	ICN	New London	CT	05:20
18" Boom	0	500	0	0	ICN	Montville	CT	05:25
18" Boom	BM21-718	1000	0	0	NRC	Glenmont	NY	05:37
18" Boom	0	3000	0	0	ICN	Glenmont	NY	05:37
18" Boom	0	2000	0	0	ICN	Albany	NY	05:40
18" Boom	0	1000	0	0	ICN	West Point	VA	05:41
18" Boom	0	1000	0	0	ICN	Albany	NY	05:49
Sub Total 18":		212850	0	0				

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
42" Boom	BM42-434	2000	0	0	NRC	New Castle	DE	00:52
42" Boom	BM42-423	2000	0	0	NRC	New Castle	DE	00:52
42" Boom	BM42-Wclerm	300	0	0	NRC	Dennisville	NJ	01:03
42" Boom	BM42-602	2000	0	0	NRC	Port Jefferson	NY	03:42
42" Inflatable Boom	BM42-601	4500	0	0	NRC	Calverton	NY	04:06
Sub Total 42":		10800	0	0				
Total Boom:		242250	0	0				

Portable Storage

Barge - Portable

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Barge-Portable	0	1	0	100	ICN	New Castle	DE	00:52
Portable Barge Set	103-104	1	0	238	NRC	Delaware City	DE	01:01
Barge-Portable	0	2	0	200	ICN	Newtown	CT	04:02
Portable Barge Set	604-605	1	0	238	NRC	Calverton	NY	04:06
Sub Total Barge - Portable:		5	0	776				

Dracone/Bladder

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Bladder	0	1	0	71	ICN	Milford	CT	04:06
Towable Bladder	TB 01	1	0	65	NRC	Calverton	NY	04:06
Inflatable Barge/Canflex	0	1	0	102	ICN	New Haven	CT	04:23
Polyethylene Tank	0	20	0	240	ICN	South Windsor	CT	05:24
Sub Total Dracone/Bladder:		23	0	478				

Frac Tank

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Frac Tank	0	1	0	476	ICN	Paulsboro	NJ	00:12
Frac Tank	0	1	0	476	ICN	Paulsboro	NJ	00:12

00 to 06 hours (* Does not include recall/mobilization time)

Frac Tank		1	0	500	ICN	Aston	PA	00:27
Frac Tank	0	1	0	452	ICN	Aston	PA	00:27
Frac Tank	0	2	0	1000	ICN	Aston	PA	00:27
Frac Tank	0	2	0	858	ICN	Aston	PA	00:27
Frac Tank	0	2	0	952	ICN	Aston	PA	00:27
Frac Tank	0	1	0	429	ICN	Aston	PA	00:27
Frac Tank	0	1	0	500	ICN	Aston	PA	00:27
Frac Tank	0	5	0	2500	ICN	Aston	PA	00:27
Frac Tank	0	1	0	500	ICN	Rahway	NJ	01:52
Frac Tank	0	6	0	3000	ICN	Bayonne	NJ	02:07
Frac Tank	0	3	0	1500	ICN	Baltimore	MD	02:34
Frac Tank	0	2	0	952	ICN	Westbury	NY	02:55
Frac Tank	0	2	0	952	ICN	Laurel	MD	03:01
Frac Tank	0	1	0	478	ICN	Rock Tavern	NY	03:31
Frac Tank	0	2	0	1000	ICN	Bridgeport	CT	03:46
Frac Tank	0	6	0	1428	ICN	Monroe	CT	03:59
Frac Tank	0	6	0	3000	ICN	Monroe	CT	03:59
Frac Tank	0	2	0	840	ICN	Newtown	CT	04:02
Frac Tank	0	4	0	1904	ICN	Calverton	NY	04:06
Frac Tank	0	3	0	1500	ICN	Stafford	VA	04:35
Frac Tank	0	2	0	952	ICN	Meriden	CT	04:45
Frac Tank	0	4	0	952	ICN	Meriden	CT	04:45
Frac Tank	0	2	0	952	ICN	Bristol	CT	04:45
Frac Tank	0	2	0	952	ICN	Albany	NY	05:40
Sub Total Frac Tank:		65	0	29003				

Other

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Modular Storage Container	0	2	0	240	ICN	Brooklyn	NY	02:23
Sub Total Other:		2	0	240				

Portable Tank

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Poly Tank	0	1	0	95	ICN	Bridgeport	NJ	00:24
Portable Tank	0	1	0	523	ICN	New Castle	DE	00:52
Modular Storage Container	0	1	0	231	ICN	Rahway	NJ	01:52
Modular Storage Container	0	3	0	576	ICN	Rahway	NJ	01:52
Modular Storage Container	0	42	0	6048	ICN	Rahway	NJ	01:52
Modular Storage Container	0	9	0	1080	ICN	Rahway	NJ	01:52
Modular Storage Container	0	1	0	106	ICN	Rahway	NJ	01:52
Modular Storage Container	0	123	0	11808	ICN	Rahway	NJ	01:52
Modular Storage Container	0	2	0	164	ICN	Rahway	NJ	01:52
Modular Storage Container	0	2	0	144	ICN	Rahway	NJ	01:52
Modular Storage Container	0	4	0	252	ICN	Rahway	NJ	01:52
	0	25	0	1375	ICN	Linden	NJ	01:57
Portable Tank	0	1	0	18	ICN	Staten Island	NY	02:05
Tank Truck	0	1	0	171	ICN	Bayonne	NJ	02:07
Tank Truck	0	1	0	78	ICN	Bayonne	NJ	02:07
Tank Truck	0	1	0	148	ICN	Bayonne	NJ	02:07
Tank Truck	0	1	0	155	ICN	Bayonne	NJ	02:07
Tank Truck	0	1	0	76	ICN	Long Island City	NY	02:25
Pillow Tank	ELS-18	1	0	24	NRC	Baltimore	MD	02:34
Pillow Tank	ELS-19	1	0	24	NRC	Baltimore	MD	02:34
Portable Tank	0	1	0	48	ICN	Rock Tavern	NY	03:31
Portable Tank	0	2	0	952	ICN	Rock Tavern	NY	03:31
Portable Tank	0	1	0	100	ICN	Port Jefferson	NY	03:42
Portable Tank	0	1	0	13	ICN	Monroe	CT	03:59
Portable Tank	0	1	0	24	ICN	Monroe	CT	03:59
Double Wall Horizontal Steel	0	1	0	238	ICN	Monroe	CT	03:59
Open Top Container	0	5	0	0	ICN	Monroe	CT	03:59
Single Wall Vertical Poly Tank	0	2	0	194	ICN	Monroe	CT	03:59
Portable Tank	0	2	0	1046	ICN	Newtown	CT	04:02

00 to 06 hours (* Does not include recall/mobilization time)

Portable Tank	0	2	0	24	ICN	Milford	CT	04:06
Portable Tank	0	1	0	100	ICN	Calverton	NY	04:06
Tank Truck	0	3	0	156	ICN	Calverton	NY	04:06
Flow Tank	ELS-04	1	0	24	NRC	Riverhead	NY	04:16
Pillow Tank	ELS-02	1	0	24	NRC	Riverhead	NY	04:16
Pillow Tank	ELS-03	1	0	24	NRC	Riverhead	NY	04:16
Pillow Tank	ELS-05	1	0	24	NRC	Riverhead	NY	04:16
Tanker Truck	0	4	0	476	ICN	Nitro	WV	04:33
Recovery Skid tank	0	1	0	7	ICN	Meriden	CT	04:45
Recovery Skid Tank	0	2	0	24	ICN	Meriden	CT	04:45
Recovery Skid Tank	0	2	0	48	ICN	Meriden	CT	04:45
Poly Tank	0	4	0	72	ICN	Meriden	CT	04:45
Portable Tank	0	2	0	24	ICN	Fredericksburg	VA	04:45
Portable Tank	0	2	0	18	ICN	Fredericksburg	VA	04:45
Tank Truck	0	2	0	20	ICN	Fredericksburg	VA	04:45
Recovery Tank	0	1	0	7	ICN	Bristol	CT	04:45
Portable Tank	0	1	0	7	ICN	South Windsor	CT	05:24
Pillow Tank	ELS-16	1	0	24	NRC	Glenmont	NY	05:37
Pillow Tank	ELS-17	1	0	24	NRC	Glenmont	NY	05:37
Portable Tank	0	1	0	48	ICN	Glenmont	NY	05:37
Skid Mounted Vacuum	0	1	0	12	ICN	Glenmont	NY	05:37
Tank Truck	0	1	0	143	ICN	West Point	VA	05:41

Sub Total Portable Tank: 274 0 27041

Storage Container

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Gallon Drum	0	50	0	2750	ICN	Rahway	NJ	01:52

Sub Total Storage Container: 50 0 2750

Tank Truck

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Tank Truck	0	1	0	143	ICN	Rahway	NJ	01:52

Sub Total Tank Truck: 1 0 143

Total Portable Storage: 420 0 50431

Skimmer

Drum

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Small Drum Skimmer	0	1	240	0	ICN	New Castle	DE	00:52
Crucial 1D18P24 Skimmer	0	1	171	0	ICN	Edison	NJ	01:39
Crucial 1D18P36 Skimmer	0	1	240	0	ICN	Edison	NJ	01:39
Elastec TDS118 Skimmer	0	1	240	0	ICN	Bayonne	NJ	02:07
Action Drum Skimmer	0	1	1954	0	ICN	Bayonne	NJ	02:07
Acme Vacuum Unit	0	4	3784	0	ICN	Bayonne	NJ	02:07
Acme Pnuematic Unit	0	2	714	0	ICN	Bayonne	NJ	02:07
Elastec Double Drum Skimmer	0	1	360	0	ICN	Bayonne	NJ	02:07
Medium Drum Skimmer	0	1	274	0	ICN	Baltimore	MD	02:25
Aqua-Guard RBS-05	AG-005	1	363	0	NRC	Baltimore	MD	02:34
Double Drum Skimmer	0	1	480	0	ICN	Baltimore	MD	02:34
Double Drum Skimmer	0	2	480	0	ICN	Baltimore	MD	02:34
Drum Skimmer	0	1	137	0	ICN	Baltimore	MD	02:34
Small Drum Skimmer	0	1	192	0	ICN	Bridgeport	CT	03:46
Elastec TDS118 Skimmer	0	1	240	0	ICN	Newtown	CT	04:02
Elastec TDS118 Skimmer	0	1	240	0	ICN	Milford	CT	04:06
Crucial 206234 Skimmer	0	1	240	0	ICN	Milford	CT	04:06
Double Drum Skimmer	0	2	480	0	ICN	Stafford	VA	04:35

Sub Total Drum: 24 10829 0

Floating Suction

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Acme Weir Head Skimmer	WH-106	1	0	0	NRC	Paulsboro	NJ	00:12
Desmi Weir Head Skimmer	RD-101	1	0	0	NRC	Paulsboro	NJ	00:12

00 to 06 hours (* Does not include recall/mobilization time)

Megator Skimmer	0	1	1886	0	ICN	Paulsboro	NJ	00:12
Douglas 4200 SkimPac	0	1	466	0	ICN	Paulsboro	NJ	00:12
Vikoma Fasflo Skimmer	FFP-012	1	2112	0	NRC	Bridgeport	NJ	00:24
Douglas 18000 SkimPac	0	1	2057	0	ICN	Bridgeport	NJ	00:24
Air/Suction Skimmer	0	1	1714	0	ICN	Aston	PA	00:27
Floating Suction Skimmer	0	2	548	0	ICN	New Castle	DE	00:52
Acme Weir Head Skimmer	WH-104	1	0	0	NRC	Dennisville	NJ	01:03
Air/Suction Skimmer	0	9	15426	0	ICN	Rahway	NJ	01:52
Desmi Termite Skimmer	0	1	1509	0	ICN	Staten Island	NY	02:05
Douglas SkimPac	0	1	240	0	ICN	Bayonne	NJ	02:07
Slickbar Manta Ray	0	1	315	0	ICN	Bayonne	NJ	02:07
Air/Suction Skimmer	0	1	1714	0	ICN	Brooklyn	NY	02:23
Slickbar Manta Ray	0	1	315	0	ICN	Baltimore	MD	02:25
Vikoma Fasflo Skimmer	FFP-017	1	2112	0	NRC	Baltimore	MD	02:34
Acme Weir Head Skimmer	WH-220	1	0	0	NRC	Baltimore	MD	02:34
Floating Suction Skimmer	0	1	274	0	ICN	Westbury	NY	02:55
Floating Suction Skimmer	0	1	274	0	ICN	Rock Tavern	NY	03:31
Megator Skimmer	0	1	363	0	ICN	Port Jefferson	NY	03:42
Slickbar Manta Ray	0	1	315	0	ICN	Bridgeport	CT	03:46
Desmi 250 Skimmer	0	1	1714	0	ICN	Bridgeport	CT	03:46
Douglas 2300 SkimPac	0	2	796	0	ICN	Newtown	CT	04:02
Duck Bill Skimmer	0	2	3428	0	ICN	Newtown	CT	04:02
Douglas 2300 SkimPac	0	2	796	0	ICN	Newtown	CT	04:02
Douglas 4300 SkimPac	0	1	480	0	ICN	Newtown	CT	04:02
Duck Bill Skimmer	0	2	3428	0	ICN	Newtown	CT	04:02
Acme Weir Head Skimmer	WH-101	1	0	0	NRC	Calverton	NY	04:06
Desmi Weir Head Skimmer	RD-102	1	0	0	NRC	Calverton	NY	04:06
Floating Suction Skimmer	0	3	822	0	ICN	Calverton	NY	04:06
Floating Suction Skimmer	0	1	274	0	ICN	Calverton	NY	04:06
Megator Skimmer	0	1	583	0	ICN	Calverton	NY	04:06
DF 1002 Skimmer	0	1	2057	0	ICN	Calverton	NY	04:06
Floating Suction Skimmer	0	1	274	0	ICN	Calverton	NY	04:06
Douglas SkimPac	0	2	480	0	ICN	Calverton	NY	04:06
Elastec TDS118 Skimmer	0	1	240	0	ICN	Nitro	WV	04:33
Douglas SkimPac	0	3	720	0	ICN	Meriden	CT	04:45
Slickbar Manta Ray	0	1	315	0	ICN	South Windsor	CT	05:24
Douglas SkimPac	0	2	480	0	ICN	South Windsor	CT	05:24
Acme 39T Skimmer	0	1	480	0	ICN	Albany	NY	05:49
Sub Total Floating Suction:		69	49007	0				

Multi Skimmer

<u>Description</u>	<u>Stencil #</u>	<u>Quantity</u>	<u>EDRC</u>	<u>Storage</u>	<u>Owner</u>	<u>City</u>	<u>State</u>	<u>*Time Away (hr:mm)</u>
Action 18 Skimmer	AP-18-725	1	446	0	NRC	Riverhead	NY	04:16
Action 24 Skimmer	AP-24-113	1	823	0	NRC	Glenmont	NY	05:37
Sub Total Multi Skimmer:		2	1269	0				

Oleophilic Disk

<u>Description</u>	<u>Stencil #</u>	<u>Quantity</u>	<u>EDRC</u>	<u>Storage</u>	<u>Owner</u>	<u>City</u>	<u>State</u>	<u>*Time Away (hr:mm)</u>
NRC Weir Disk Skimmer	WD-118	1	1371	24	NRC	Paulsboro	NJ	00:12
MEG 3000 Skimmer	0	3	4113	0	ICN	Staten Island	NY	02:05
TDS118 Skimmer	0	1	240	0	ICN	Laurel	MD	03:01
MEG 1000 Disk Skimmer	0	1	590	0	ICN	Port Jefferson	NY	03:42
MEG 3000 Disk Skimmer	0	2	3428	0	ICN	Calverton	NY	04:06
MEG 1000 Disk Skimmer	0	2	600	0	ICN	Calverton	NY	04:06
MEG 5000 Disk Skimmer	0	1	1371	0	ICN	Calverton	NY	04:06
NRC Weir Disk Skimmer	WD-113	1	1371	24	NRC	Calverton	NY	04:06
Small Disk Skimmer	0	1	117	0	ICN	New Haven	CT	04:23
Douglas SkimPac	0	1	240	0	ICN	Nitro	WV	04:33
Sub Total Oleophilic Disk:		14	13441	48				

Oleophilic Rope Mop

<u>Description</u>	<u>Stencil #</u>	<u>Quantity</u>	<u>EDRC</u>	<u>Storage</u>	<u>Owner</u>	<u>City</u>	<u>State</u>	<u>*Time Away (hr:mm)</u>
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00 to 06 hours (* Does not include recall/mobilization time)

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
4-Band Rope Mop Skimmer	RM4-009	1	1509	0	NRC	Bridgeport	NJ	00:24
Mark II Skimmer	0	1	175	0	ICN	Bayonne	NJ	02:07
4-Band Rope Mop Skimmer	RM4-010	1	1509	0	NRC	Calverton	NY	04:06
Sub Total Oleophilic Rope Mop:		3	3193	0				
Total Skimmer:		102	7738	48				

Vacuum System**Loader**

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Skid Mount	0	1	686	18	ICN	Bridgeport	NJ	00:24
PowerVac	0	1	343	71	ICN	Royersford	PA	00:46
Vacuum Loader	0	1	686	71	ICN	Glenmont	NY	05:37
Vacuum Loader	0	2	1646	142	ICN	West Point	VA	05:41
Sub Total Loader:		5	3361	302				

Vacuum Trailer

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Vacuum Trailer	0	2	686	240	ICN	Bridgeport	NJ	00:24
Vacuum Trailer	0	5	1715	600	ICN	Edison	NJ	01:39
Vacuum Trailer	0	1	343	142	ICN	Laurel	MD	03:01
Vacuum Trailer	PACSVTU1	1	343	24	NRC	Newington	CT	04:56
Vacuum Trailer	0	1	343	120	ICN	Glenmont	NY	05:37
Vacuum Trailer	0	1	343	120	ICN	West Point	VA	05:41
Vacuum Trailer	0	1	343	75	ICN	Albany	NY	05:52
Sub Total Vacuum Trailer:		12	4116	1321				

Vacuum Transfer Unit

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Vacuum Transfer Unit	106	1	6857	24	NRC	Paulsboro	NJ	00:12
Vacuum Transfer Unit	104	1	6857	24	NRC	Dennisville	NJ	01:03
Vacuum Transfer Unit	0	1	343	70	ICN	Linden	NJ	01:57
Vacuum Transfer Unit	0	2	1372	48	ICN	Staten Island	NY	02:05
Vacuum Transfer Unit	220	1	6857	24	NRC	Baltimore	MD	02:34
	0	2	0	0	ICN	Rock Tavern	NY	03:31
Vac Skid	0	1	1714	119	ICN	Newtown	CT	04:02
Vacuum Transfer Unit	101	1	6857	24	NRC	Calverton	NY	04:06
Vacuum Transfer Unit	0	2	1372	48	ICN	Calverton	NY	04:06
Sub Total Vacuum Transfer Unit:		12	32229	381				

Vacuum Truck

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Vacuum Truck	0	3	1029	390	ICN	Paulsboro	NJ	00:12
Vacuum Truck	0	1	343	128	ICN	Paulsboro	NJ	00:12
Vacuum Truck	0	2	686	140	ICN	Aston	PA	00:27
Vacuum Truck	0	1	343	70	ICN	Aston	PA	00:27
Vacuum Truck	0	1	343	70	ICN	Aston	PA	00:27
Vacuum Truck	0	1	343	70	ICN	Aston	PA	00:27
Vacuum Truck	0	1	343	70	ICN	Aston	PA	00:27
Vacuum Truck	0	1	343	70	ICN	Aston	PA	00:27
Vacuum Truck	0	2	686	140	ICN	Aston	PA	00:27
Vacuum Truck	0	2	686	140	ICN	Aston	PA	00:27
Vacuum Truck	0	2	686	140	ICN	Aston	PA	00:27
Vacuum Truck	0	6	2058	426	ICN	Royersford	PA	00:46
Vacuum Truck	0	2	686	190	ICN	New Castle	DE	00:52
Vacuum Truck	0	1	343	71	ICN	Edison	NJ	01:36
Vacuum Truck	0	1	343	24	ICN	Edison	NJ	01:39
Vacuum Truck	0	1	343	83	ICN	Edison	NJ	01:39
Vacuum Truck	0	2	686	14	ICN	Edison	NJ	01:39
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	119	ICN	Rahway	NJ	01:52

00 to 06 hours (* Does not include recall/mobilization time)

Vacuum Truck	0	1	343	143	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	119	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	70	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	76	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	55	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	76	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	2	686	142	ICN	Rahway	NJ	01:52
Vacuum Truck	0	2	686	142	ICN	Rahway	NJ	01:52
Vacuum Truck	0	2	686	142	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	70	ICN	Linden	NJ	01:57
Vacuum Truck	0	2	1886	286	ICN	Bayonne	NJ	02:07
Vacuum Truck	0	2	1886	238	ICN	Bayonne	NJ	02:07
Vacuum Truck	0	1	943	71	ICN	Bayonne	NJ	02:07
Vacuum Truck	0	2	1886	120	ICN	Bayonne	NJ	02:07
Vacuum Truck	0	2	1886	96	ICN	Bayonne	NJ	02:07
Vacuum Truck	0	2	686	140	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	2	686	140	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	2	686	140	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	2	686	140	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	2	686	140	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	2	686	140	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	1	343	70	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	1	343	70	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	1	343	70	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	1	343	70	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	1	343	70	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	1	343	70	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	1	343	57	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	1	343	57	ICN	Brooklyn	NY	02:23
Vacuum Truck	0	2	686	142	ICN	Bridgeport	NJ	02:25
Vacuum Truck	0	1	343	120	ICN	Baltimore	MD	02:25
Vacuum Truck	0	3	1029	360	ICN	Baltimore	MD	02:29
Vacuum Tank Truck	0	1	2057	95	ICN	Baltimore	MD	02:34
Vacuum Tank Truck	0	1	2057	71	ICN	Baltimore	MD	02:34
Vacuum Tank Truck	0	1	2057	71	ICN	Baltimore	MD	02:34
Vacuum Tank Truck	0	1	2057	83	ICN	Baltimore	MD	02:34
Vacuum Tank Truck	0	1	2057	76	ICN	Baltimore	MD	02:34

00 to 06 hours (* Does not include recall/mobilization time)

Vacuum Tank Truck	0	1	2057	83	ICN	Baltimore	MD	02:34
Vacuum Tank Truck	0	1	2057	71	ICN	Baltimore	MD	02:34
Vacuum Tank Truck	0	1	2057	76	ICN	Baltimore	MD	02:34
Vacuum Truck	0	1	343	47	ICN	Westbury	NY	02:55
Vacuum Truck	0	2	686	142	ICN	Laurel	MD	03:01
Vacuum Truck	0	1	343	59	ICN	Laurel	MD	03:01
Vacuum Truck	0	2	686	94	ICN	Rock Tavern	NY	03:31
Vacuum Truck	0	1	343	130	ICN	Rock Tavern	NY	03:31
Vacuum Truck	0	1	343	50	ICN	Newburgh	NY	03:34
Vacuum Truck	0	1	343	71	ICN	Newburgh	NY	03:34
Vacuum Tanker	0	1	343	143	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	48	ICN	Bridgeport	CT	03:46
Turbo Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Turbo Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Turbo Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Tanker	0	3	1029	210	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	95	ICN	Bridgeport	CT	03:52
Vacuum Truck	0	1	343	83	ICN	Monroe	CT	03:59
Vacuum Truck	0	1	343	95	ICN	Newtown	CT	04:02
Vacuum Truck	0	1	343	83	ICN	Newtown	CT	04:02
Vacuum Truck	0	1	343	23	ICN	Newtown	CT	04:02
Vacuum Truck	0	2	686	166	ICN	Newtown	CT	04:02
Vacuum Truck	0	3	1029	213	ICN	Newtown	CT	04:02
Vacuum Truck	0	2	686	142	ICN	Milford	CT	04:06
Vacuum Truck	0	2	686	96	ICN	Calverton	NY	04:06
Vacuum Truck	0	6	2058	780	ICN	Calverton	NY	04:06
Vacuum Truck	0	6	2058	720	ICN	Nitro	WV	04:33
Vacuum Tank Truck	0	1	2057	83	ICN	Stafford	VA	04:35
Vacuum Tank Truck	0	1	2057	76	ICN	Stafford	VA	04:35
Vacuum Tank Truck	0	1	2057	76	ICN	Stafford	VA	04:35
Vacuum Truck	0	1	343	71	ICN	Waverly	NY	04:37
Vacuum Truck	0	2	686	190	ICN	Meriden	CT	04:45
Vacuum Trailer	0	4	1372	380	ICN	Meriden	CT	04:45
Vacuum Trailer	0	4	1372	476	ICN	Meriden	CT	04:45
Vacuum Trailer	0	6	2058	714	ICN	Meriden	CT	04:45
Vacuum Truck	0	2	686	166	ICN	Fredericksburg	VA	04:45
Vacuum Truck	0	3	1029	210	ICN	Bristol	CT	04:45
Vacuum Truck	0	1	343	76	ICN	South Windsor	CT	05:24
Vacuum Truck	0	1	343	83	ICN	South Windsor	CT	05:24
Vacuum Truck	0	1	343	88	ICN	South Windsor	CT	05:24
Vacuum Truck	0	2	686	260	ICN	South Windsor	CT	05:24
Vacuum Truck	0	2	686	404	ICN	South Windsor	CT	05:24
Vacuum Truck	0	2	686	152	ICN	South Windsor	CT	05:24
Vacuum Truck	0	1	343	119	ICN	South Windsor	CT	05:24
Vacuum Truck	0	1	343	83	ICN	South Windsor	CT	05:24
Vacuum Truck	0	1	343	107	ICN	South Windsor	CT	05:24
Vacuum Truck	0	2	686	238	ICN	South Windsor	CT	05:24
Vacuum Truck	0	2	686	142	ICN	Glenmont	NY	05:37
Vacuum Truck	0	2	686	104	ICN	Albany	NY	05:40
Vacuum Truck	0	2	686	262	ICN	Albany	NY	05:40
Vacuum Truck	0	2	686	142	ICN	Albany	NY	05:49
Vacuum Truck	0	2	686	142	ICN	Albany	NY	05:49
Vacuum Truck	0	1	343	78	ICN	Albany	NY	05:52

Sub Total Vacuum Truck: 212 96970 17712

Total Vacuum System: 241 136676 19718

00 to 06 hours (* Does not include recall/mobilization time)

Vessel**Deployment Craft (< 25 foot)**

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Deployment Craft	0	5	0	0	ICN	Paulsboro	NJ	00:12
18' Deployment Craft	0	1	0	0	ICN	Bridgeport	NJ	00:24
14' Deployment Craft	0	5	0	0	ICN	Bridgeport	NJ	00:24
16' Deployment Craft	0	3	0	0	ICN	Bridgeport	NJ	00:24
19' Deployment Craft	0	1	0	0	ICN	Bridgeport	NJ	00:24
21' Deployment Craft	0	1	0	0	ICN	Bridgeport	NJ	00:24
14' Deployment Craft	0	5	0	0	ICN	Royersford	PA	00:46
16' Deployment Craft	0	1	0	0	ICN	Royersford	PA	00:46
18' Pontoon Barge	0	1	0	0	ICN	Royersford	PA	00:46
22' Deployment Craft	0	1	0	0	ICN	Royersford	PA	00:46
14' Deployment Craft	0	1	0	0	ICN	New Castle	DE	00:52
24' Deployment Craft	0	1	0	0	ICN	New Castle	DE	00:52
20' Deployment Craft	0	1	0	0	ICN	New Castle	DE	00:52
16' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
15' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
14' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
21' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
22' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
17' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
12' Deployment Craft	0	1	0	0	ICN	Edison	NJ	01:39
24' Deployment Craft	0	1	0	0	ICN	Edison	NJ	01:39
16' Deployment Craft	0	3	0	0	ICN	Edison	NJ	01:39
14' Deployment Craft	0	1	0	0	ICN	Edison	NJ	01:39
18' Deployment Craft	0	12	0	0	ICN	Staten Island	NY	02:05
22' Deployment Craft	0	3	0	0	ICN	Staten Island	NY	02:05
24' Deployment Craft	0	4	0	0	ICN	Bayonne	NJ	02:07
22' Deployment Craft	0	4	0	0	ICN	Bayonne	NJ	02:07
Deployment Craft	0	1	0	0	ICN	Bayonne	NJ	02:07
16' Deployment Craft	0	6	0	0	ICN	Bayonne	NJ	02:07
15' Deployment Craft	0	6	0	0	ICN	Bayonne	NJ	02:07
14' Deployment Craft	0	1	0	0	ICN	Bayonne	NJ	02:07
14' Deployment Craft	0	1	0	0	ICN	Bayonne	NJ	02:07
20' Deployment Craft	0	1	0	0	ICN	Baltimore	MD	02:25
14' Deployment Craft	0	1	0	0	ICN	Baltimore	MD	02:29
16' Deployment Craft	0	1	0	0	ICN	Baltimore	MD	02:29
13' Deployment Craft	0	2	0	0	ICN	Baltimore	MD	02:34
12' Deployment Craft	0	15	0	0	ICN	Baltimore	MD	02:34
22' Deployment Craft	0	1	0	0	ICN	Baltimore	MD	02:34
14' Deployment Craft	0	5	0	0	ICN	Baltimore	MD	02:34
15' Deployment Craft	0	9	0	0	ICN	Baltimore	MD	02:34
16' Deployment Craft	0	6	0	0	ICN	Baltimore	MD	02:34
16' Deployment Craft	0	12	0	0	ICN	Baltimore	MD	02:34
14' Deployment Craft	0	4	0	0	ICN	Baltimore	MD	02:34
21' Deployment Craft	0	8	0	0	ICN	Baltimore	MD	02:34
24' Deployment Craft	0	1	0	0	ICN	Laurel	MD	03:01
15' Deployment Craft	0	2	0	0	ICN	Laurel	MD	03:01
18' Deployment Craft	0	2	0	0	ICN	Rock Tavern	NY	03:31
24' Deployment Craft	0	2	0	0	ICN	Rock Tavern	NY	03:31
16' Deployment Craft	0	1	0	0	ICN	Newburgh	NY	03:34
20' Deployment Craft	0	1	0	0	ICN	Newburgh	NY	03:34
Fast Response Boat	0	1	0	0	ICN	Port Jefferson	NY	03:42
Work Boat	0	1	0	0	ICN	Port Jefferson	NY	03:42
John Boat	0	1	0	0	ICN	Port Jefferson	NY	03:42
John Boat	0	1	0	0	ICN	Port Jefferson	NY	03:42
Deployment Craft	Z-804	1	0	0	NRC	Port Jefferson	NY	03:42
18' Deployment Craft	0	1	0	0	ICN	Bridgeport	CT	03:46
14' Deployment Craft	0	1	0	0	ICN	Bridgeport	CT	03:46

00 to 06 hours (* Does not include recall/mobilization time)

18' Deployment Craft	0	1	0	0	ICN	Bridgeport	CT	03:52
16' Deployment Craft	0	1	0	0	ICN	Monroe	CT	03:59
14' Deployment Craft	0	2	0	0	ICN	Newtown	CT	04:02
14' Deployment Craft	0	1	0	0	ICN	Newtown	CT	04:02
14' Deployment Craft	1	3	0	0	ICN	Newtown	CT	04:02
20' Deployment Craft	0	2	0	0	ICN	Newtown	CT	04:02
14' Deployment Craft	0	1	0	0	ICN	Milford	CT	04:06
24' Deployment Craft	0	1	0	0	ICN	Milford	CT	04:06
18' Deployment Craft	0	14	0	0	ICN	Calverton	NY	04:06
14' Deployment Craft	0	1	0	0	ICN	Nitro	WV	04:33
20' Deployment Craft	0	1	0	0	ICN	Nitro	WV	04:33
13' Deployment Craft	0	2	0	0	ICN	Stafford	VA	04:35
12' Deployment Craft	0	2	0	0	ICN	Meriden	CT	04:45
16' Deployment Craft	0	1	0	0	ICN	Meriden	CT	04:45
17' Deployment Craft	0	1	0	0	ICN	Fredericksburg	VA	04:45
14' Deployment Craft	0	1	0	0	ICN	Bristol	CT	04:45
19' Deployment Craft	0	1	0	0	ICN	Bristol	CT	04:45
23' Deployment Craft	0	1	0	0	ICN	Bloomfield	CT	05:11
22' Deployment Craft	0	4	0	0	ICN	South Windsor	CT	05:24
14' Deployment Craft	0	1	0	0	ICN	South Windsor	CT	05:24
12' Deployment Craft	0	1	0	0	ICN	South Windsor	CT	05:24
14' Deployment Craft	0	1	0	0	ICN	Montville	CT	05:25
14' Deployment Craft	0	1	0	0	ICN	Glenmont	NY	05:37
17' Deployment Craft	0	1	0	0	ICN	Glenmont	NY	05:37
20' Deployment Craft	0	1	0	0	ICN	Glenmont	NY	05:37
23' Deployment Craft	0	1	0	0	ICN	Albany	NY	05:40
16' Deployment Craft	0	1	0	0	ICN	Albany	NY	05:40
14' Deployment Craft	0	2	0	0	ICN	West Point	VA	05:41
22' Deployment Craft	0	1	0	0	ICN	West Point	VA	05:41
18' Deployment Craft	0	1	0	0	ICN	Albany	NY	05:52
Sub Total Deployment Craft (< 25 foot):		211	0	0				

Deployment Craft (> 25 foot)

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
32' Deployment Craft	0	4	0	0	ICN	Paulsboro	NJ	00:12
28' Deployment Craft	0	1	0	0	ICN	Bridgeport	NJ	00:24
28' BHSS Vessel	BHSS-105	1	0	0	NRC	Delaware City	DE	01:01
33' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
29' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
25' Deployment Craft	0	3	0	0	ICN	Bayonne	NJ	02:07
34' Deployment Craft	0	1	0	0	ICN	Bayonne	NJ	02:07
35' Deployment Craft	0	1	0	0	ICN	Bayonne	NJ	02:07
26' Deployment Craft	0	1	0	0	ICN	Baltimore	MD	02:29
Utility Work Boat	0	1	0	0	ICN	Port Jefferson	NY	03:42
42' Launch	0	1	0	0	ICN	Bridgeport	CT	03:50
41' Launch	0	1	0	0	ICN	Bridgeport	CT	03:50
55' Pilot Boat	0	1	0	0	ICN	Bridgeport	CT	03:50
34' Deployment Craft	0	1	0	0	ICN	Calverton	NY	04:06
27' Deployment Craft	0	1	0	0	ICN	Calverton	NY	04:06
25' Deployment Craft	0	1	0	0	ICN	Calverton	NY	04:06
65' Deployment Craft	0	1	0	0	ICN	New Haven	CT	04:23
Landing Craft Response Vessel	0	1	0	0	ICN	Albany	NY	05:49
Landing Craft Response Vessel	0	1	0	0	ICN	Albany	NY	05:49
Sub Total Deployment Craft (> 25 foot):		24	0	0				

WorkBoat

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
John Boat	0	1	0	0	ICN	West Deptford	NJ	00:12
John Boat	0	1	0	0	ICN	West Deptford	NJ	00:12
John Boat	0	1	0	0	ICN	West Deptford	NJ	00:12
John Boat	0	1	0	0	ICN	Aston	PA	00:27
John Boat	0	1	0	0	ICN	Rahway	NJ	01:52

00 to 06 hours (* Does not include recall/mobilization time)

John Boat	0	2	0	0	ICN	Linden	NJ	01:57
John Boat	0	1	0	0	ICN	Linden	NJ	01:57
Frank A	0	1	0	0	ICN	Bayonne	NJ	02:07
Responder Skimmer Boat	0	1	0	1000	ICN	Bayonne	NJ	02:07

Sub Total WorkBoat: 10 0 1000

Total Vessel: 246 0 1000

Total 00 to 06 hours: 214415 81198

Remaining Total from 0 to 24 hours: 214415 81198

Vehicle Listing

LEWIS ENVIRONMENTAL

Site: MainSite - Main Location

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
0001	N/A	FLEET	N/A	FLEET	Active	4,000.0	0.0
0001.2	2011	DELAWARE	SUPPLIES		Active	10.0	0.0
0002	.0	Spill	SUPPLIES		Active	10.0	0.0
0003	.0	HAND TOOLS	Hand Tools		Active	10.0	0.0
0004	.0	HOSES & FITTINGS	HOSES & FITTINGS		Active	10.0	0.0
006	2008	CHRYSLER	TOWN & COU		Inactive	26,019.0	0.0
036	2000	FORD	F250 4X4	1FTNX21F2YEB65269	Inactive	238,451.0	0.0
037	2000	FORD	F350 4X4	1FTWXX33FYEB36079	Inactive	230,425.0	0.0
040	2000	FORD	F250 4X4	1FTNX21FTYEB54770	Inactive	271,506.0	0.0
154-SOLD	1988	WABASH	MOVING VAN	1JUV4520L114302	Inactive	10.0	0.0
307	1993	HONDA	EB5000	EA73107354	Inactive	10.0	0.0
312-1-SOLD	2001	HONDA	GX390	2152014214	Inactive	10.0	0.0
312-3	.01	HONDA	GX390	GCAA2979047	Inactive	10.0	0.0
312.2	2001	HONDA	GX390	2152122008	Inactive	10.0	0.0
331	2002	HONDA	EB5000	EA73181249	Inactive	10.0	0.0
345	.01	PACER	27PUMP	971229A	Inactive	10.0	0.0
353	1994	INGERSAL	MX90	JH90	Inactive	0.0	0.0
358	2007	JOHN DEERE	020297	1014549859	Inactive	10.0	0.0
438	2008	Texas	TX-JF20		Inactive	10.0	0.0
493-SOLD		WILDEN	M8		Inactive	10.0	0.0
493.1	.01	WILDEN	M8		Inactive	10.0	0.0
493.2	.01	WILDEN	M8		Inactive	10.0	0.0
493.3	.01	WILDEN	M8		Inactive	10.0	0.0
493.4	.01	WILDEN	M8		Inactive	10.0	0.0
493.5	.01	WILDEN	M8		Inactive	10.0	0.0
493.6	.01	WILDEN	M8		Inactive	10.0	0.0
494-SOLD		WILDEN	M15		Inactive	10.0	0.0
598-SOLD	1998	KUBOTA	R520	10520	Inactive	2,684.0	0.0
601-SOLD	1999	KUBOTA	KX121-2	10881	Inactive	4,138.0	0.0
602-SOLD	2000	CASE	9007		Inactive	2,397.0	0.0
820	.01	RYOBI	D551H		Inactive	10.0	0.0
835-SOLD	1900	KARCHER	PRES WASH	2081	Inactive	10.0	0.0
852.1	2000	DEWALT	SAWSall		Inactive	10.0	0.0
852.7	2000	MILWAUKEE	SAWSall		Inactive	10.0	0.0
869	2005	HILTI	TE-14	04-227941	Active	0.0	0.0
886	.01	POULAN	295PRO	05187D100821-4	Inactive	10.0	0.0

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Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
888	.01	TOKU	TCO-30	4K089	Inactive	0.0	0.0
950	10	JOHN DEERE	285	FD580-004141	Inactive	10.0	0.0
AC300	2012	Gilbrco	AB121G03A0052	64847	Active	1.0	0.0
AC313	2000	SULLIVAN	D185Q.	20114A	Active	3.216.0	0.0
AC313.1	2008	SULLIVAN	D185Q11JD	29246	Active	546.0	0.0
AC313.2	2010	SULLIVAN	D185P2	100358	Active	245.0	0.0
AC313.3	2011	SULLIVAN	D185P2JD	100574	Active	10.0	0.0
AC873.2	.01	AMERICAN I	AVM-A-TNT	7111	Active	10.0	0.0
AC873.3	2008	DEWALT	D55146		Active	10.0	0.0
AM19161	.01	BIO SYSTEM	4GAS		Active	0.0	0.0
AM19295	.01	BIO SYSTEM	4GAS		Active	0.0	0.0
AM21838	.01	BIO SYSTEM	4GAS		Active	0.0	0.0
AM28710	.01	BIO SYSTEM	4GAS		Active	0.0	0.0
AM3389	2006	JEROME	431-X	3389	Active	10.0	0.0
AM3411	.01	Q-RAE	MINI PID		Active	0.0	0.0
AM405-348	.01	Q-RAE	4GAS		Active	10.0	0.0
AM6136	2009	MSA	ALTAIR	00006136	Active	10.0	0.0
AM6139	2009	MSA	ALTAIR	00006139	Active	10.0	0.0
AM7251	2009	MSA	ALTAIR5		Active	0.0	0.0
AM817	.1	Q-RAE	MINI PID	2125	Active	10.0	0.0
AM836	.01	NEGATIVE	AIR MACH		Active	0.0	0.0
AM840	.01	Q-RAE	MINI PID		Active	0.0	0.0
AM905-328	.01	Q-RAE	MINI PID	110-010940	Active	0.0	0.0
AM905-350	.01	Q-RAE	4GAS		Active	0.0	0.0
AM905-355	.01	Q-RAE	4GAS		Active	0.0	0.0
ATT014-P	1995	WESTERN	PRO PLOW	B1024860	Active	0.0	0.0
ATT086.4	2000	PRESVAC	PV750	PV8-750-R-2853	Inactive	0.0	15.039.0
ATT086.5	2010	PRESVAC	PV750	3341	Active	16.410.0	17.455.0
ATT089.4	1989	PRESVAC	PV750		Active	33.034.0	2.966.0
ATT091.4	2006	PRESVAC	PV750		Active	99.731.0	6.346.0
ATT092.4	2006	PRESVAC	PV750		Active	88.387.0	5.723.0
ATT092.5	2006	HIBON PB	5300		Active	10.0	5.723.0
ATT107.1	2011	SIDELINDER	DECK		Active	0.0	0.0
ATT115A	8 HP	HONDA	GX240	WABJ1108343	Active	10.0	0.0
ATT150-A	2006	BOILER	.01		Active	0.0	0.0
ATT189-PM02	2002	BRIGGS STR	192432	0204271A	Active	10.0	0.0
ATT602B	2000	CASE	BUCKET	2000	Active	0.0	0.0
ATT830	.01	MORSE	DRUMTIPF	0590	Active	0.0	0.0

Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
ATT832	.01	WESCO	DRUMGRA		Active	0.0	0.0
ATT833	.01	.01	DRUMGRA		Active	0.0	0.0
ATT865	2005	NPTN/TRI	2 nd -10	31842636	Active	0.0	0.0
ATT875	.01	HERCULES	.01		Active	0.0	0.0
ATT877	.01	VESTIL	DRUM TIPPE		Active	0.0	0.0
ATT878	.01	VESTIL	DRUM PICKE		Active	0.0	0.0
ATT879	.01	LIFTOMATIC	.01	S-119370	Active	0.0	0.0
ATT883	2006	GIRAFFE	HIGH PRES	22675	Active	0.0	0.0
ATT883.1	.01	DAYTON	1MDD9		Active	0.0	0.0
ATT910	2008	ROSEDALE	NC38135-ZP	1MDD9	Active	0.0	0.0
ATT910.1	2008	ROSEDALE	NC38135-ZP	207898	Active	0.0	0.0
ATT911	.01	ROSEDALE	6182P1150C		Active	0.0	0.0
ATT93.2	2010	PRESVAC	PV750	93617-B-N-B	Active	0.0	0.0
ATT94.2	2010	PRESVAC	PV750		Active	1,704.0	0.0
ATT951	.01	GAS BOY	GAS BOY		Active	1,722.0	5,617.0
ATT952	2008	GASBOY	.01	8046882	Active	10.0	0.0
CSE100	2008	AIR-SYSTEM	89107		Active	0.0	0.0
CSE1000	.01	MSE	2005-50G	4206	Active	0.0	0.0
CSE1000.1	.01	MSE	2005-50G	4207	Active	10.0	0.0
CSE1000.2	.01	MSE	2005-50G	3783	Active	100.0	0.0
CSE101	2008	AIR SYSTEM	89107		Active	0.0	0.0
CSE2000	.01	MILLER	M52-50G	68701V	Active	10.0	0.0
CSE2001	.1	MILLER	M52-50G	60794V	Active	10.0	0.0
CSE2002	.01	MILLER	M52-50G	69326V	Active	10.0	0.0
CSE2003	.01	MILLER	M52-50G	86733V	Active	10.0	0.0
CSE2004	.01	MILLER	M52-50G	68703V	Active	10.0	0.0
CSE2005	2012	MILLER	MRS05B	598544	Active	1.0	0.0
CSE363	.01	BRIGGS STR	91232	980901YA	Active	0.0	0.0
CSE428	2005	CINCINAT	BSS00S	G013730	Active	0.0	0.0
CSE429	2005	GENERAL	SUB-E8EC		Active	0.0	0.0
CSE429.1	2005	GENERAL	SUB-E8EC		Active	0.0	0.0
CSE430	.01	ALLEGRO	AIR BLOW	9505-27025	Active	10.0	0.0
CSE431	2010	PELSUE	1000	1000-9100	Active	10.0	0.0
CSE433	.01	RIDGID	AM25000	03253AA0280	Active	0.0	0.0
CSE434	.01	PELSUE	.01		Active	0.0	0.0
CSE435	.01	COPUSHO	.01		Active	0.0	0.0
CSE436	.01	COPUSHO	3-HP		Active	0.0	0.0
CSE439	10	COPOSFAN	871-00		Active	10.0	0.0

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Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
CSE872	01	COPUSHO	3HP		Active	0.0	0.0
CSE872-1	.01	COPUSHO	HORN		Active	0.0	0.0
CSE872-2	.01	COPUSHO	HORN		Active	0.0	0.0
CSE9000	2009	MILLER	FL11-1/11F	MFP9345963	Active	0.0	0.0
D9	.01	SCOTT	804441-02	NK0011269EZES	Inactive	0.0	0.0
DCE 500	2011	PACIFIC	10 C		Active	0.0	0.0
DCE100	.01	CRAFTSMAN	.01		Active	10.0	0.0
DCE100.9	2010	TOOL	??		Active	0.0	0.0
DCE201	2010	EARTHQUAKE	9070300	13066	Active	0.0	0.0
DCE202	2010	CHIPPING HAMMER	THH9B	508023	Active	0.0	0.0
DCE203	2010	HUSKY	HSTC4733	666629	Active	0.0	0.0
DCE334	1999	FARMERS	POWERBF	32-7045	Active	0.0	0.0
DCE348	.01	CENTRAL	DRILL		Active	0.0	0.0
DCE348.1	.01	DAYTON	32360G	991251	Active	0.0	0.0
DCE349	2007	POULAN	WILDTHING		Active	10.0	0.0
DCE350	1998	WACKER	BS600	5039391	Active	0.0	0.0
DCE351	1997	WACKER	BS500	5028057	Active	0.0	0.0
DCE353.1	2008	TOKU	TPB-60	TPB60-8E387	Active	0.0	0.0
DCE353.2	2008	TOKU	TPB-30	A0122	Active	0.0	0.0
DCE354	.01	CRAFTSMAN	CHAINSAW		Active	10.0	0.0
DCE355	2012	HUSQVARNA	455	2011 2001448	Active	1.0	0.0
DCE356	2001	DEWALT	DW402K	1068996	Active	0.0	0.0
DCE357	2001	DEWALT	DW236K	982381	Active	0.0	0.0
DCE359	.01	ECHO	SRM-210	05275027	Active	0.0	0.0
DCE369	10	MILWAUKEE	4096	798C602340049	Active	10.0	0.0
DCE370	.01	CRAFTSMAN	EASYFIRE	26EB	Active	0.0	0.0
DCE370.1	2008	POWERSHOT	8000		Active	0.0	0.0
DCE370.2	2008	POWERSHOT	8000		Active	0.0	0.0
DCE437	10	TOYOTA	CA7A	1C043	Active	0.0	0.0
DCE800	2012	HUSQVARNA	PAC IV	1235779002	Active	1.0	0.0
DCE801	2012	EDCO	SS-20	071010043	Active	1.0	0.0
DCE802	2012	EDCO	SS20-20H	070910012	Active	1.0	0.0
DCE813	.01	STIHL	ST400		Active	10.0	0.0
DCE814.1	2008	STIHL	TS-420	1-68-824-385	Active	10.0	0.0
DCE820.1	.01	RYOBI	.01		Active	0.0	0.0
DCE821	.01	INGERSOLL	.01		Active	0.0	0.0
DCE822	.01	HILTI	TE22P		Active	0.0	0.0
DCE822.1	.01	HILTI	TE22P		Active	0.0	0.0

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Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
DCE836	.01	DEWALT	SANDER	010969	Active	0.0	0.0
DCE837	.01	SKILL	DRILL	6325	Active	0.0	0.0
DCE838	.01	BLK&DECKER	DRILL	7190	Active	0.0	0.0
DCE838.1	.01	BLK&DECKER	.01		Active	0.0	0.0
DCE838.2	2008	CRAFTSMAN	172.108650		Active	0.0	0.0
DCE839	.01	MODERN	NIBBLER	5094	Active	0.0	0.0
DCE840	.01	BLK&DECKER	BULL	13694	Active	0.0	0.0
DCE840.1	.01	RYOBI	.01		Active	0.0	0.0
DCE840.2	.01	MILWAUKEE	.01		Active	0.0	0.0
DCE841	.01	SKILL	DRILL	HD 6876	Active	0.0	0.0
DCE842	.01	CRAFTSMAN	BLOWER	257.796351	Active	0.0	0.0
DCE844	.01	CRAFTSMAN	WRENCH	875.199870	Active	0.0	0.0
DCE845	.01	BLK&DECKER	SAW	7392	Active	0.0	0.0
DCE846	.01	CRAFTSMAN	STAPLER		Active	0.0	0.0
DCE847	.01	MASTER	MM8510		Active	0.0	0.0
DCE848	.01	BLK&DECKER	G0213		Active	0.0	0.0
DCE852	2005	CRAFTSMAN	.01	172.171740	Active	0.0	0.0
DCE852.1	.1	MILWAUKEE	6627		Active	0.0	0.0
DCE852.2	.01	MILWAUKEE	6609-22	A17B605461166	Active	0.0	0.0
DCE852.3	.01	MILWAUKEE	6609-22	A17B606122719	Active	0.0	0.0
DCE852.4	.01	MILWAUKEE	6620-21	B02A507441251	Active	10.0	0.0
DCE852.5	.01	TIGERSAW	738		Active	10.0	0.0
DCE852.6	.01	MILWAUKEE	6623-21	A65C607351598	Active	0.0	0.0
DCE852.8	2008	MILWAUKEE	6638-21	B36A608231880	Active	0.0	0.0
DCE852.9	2009	MILWAUKEE	6620-21	B02C609340223	Active	0.0	0.0
DCE853	2005	CRAFTSMAN	.01	G0426	Active	0.0	0.0
DCE854	2012	MILWAUKEE	6619-30	C25B61150096	Active	1.0	0.0
DCE855	2012	MILWAUKEE	6619-30	C25B611450092	Active	1.0	0.0
DCE856	2012	MILWAUKEE	6619-31	C25B612235534	Active	1.0	0.0
DCE861	2005	BLK/DCKR	.01	A9645	Active	0.0	0.0
DCE862	.01	ECHO	GT-2100	0020037	Active	10.0	0.0
DCE862.1	.01	BLK&DECKER	.01		Active	0.0	0.0
DCE862.2	2009	BLACK&DECK	TR016		Active	0.0	0.0
DCE863	2009	STIHL	FSS5R	279414987	Active	0.0	0.0
DCE863.1	2009	HUSQVARNA	125L		Active	10.0	0.0
DCE864	2010	ECHO	SRM-230	S73112212195	Active	10.0	0.0
DCE864.1	2010	ECHO	SRM-230	S73112131659	Active	0.0	0.0
DCE873	10	TTAN	AIR COMP	32864	Active	10.0	0.0

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Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
DCE873.1	.01	CAMPBELL	.01		Active	10.0	0.0
DCE885	.01	BOSCH	BLAZER		Active	0.0	0.0
DCE885.1	10	BOSCH	DRILL		Active	0.0	0.0
DCE885.2	2010	HITACHI	FDV16VB2	92492	Active	0.0	0.0
DCE887	.01	CLARKE	GRINDER	041201767	Active	0.0	0.0
DCE888.1	2008	TOKU	B-90	8G010	Active	10.0	0.0
DCE889	.01	AMER PNEU	115	2350	Active	10.0	0.0
DCE890	2009	TOKU	CHIPPING H	707075	Active	0.0	0.0
DCE891	2007	HUSQVARNA	965 03 02-	070700901	Active	10.0	0.0
DCE892	2007	HUSQVARNA	965 03 02-	072102081	Active	10.0	0.0
DCE893	2011	HOG RING	.01	S/N-08-187-K	Active	10.0	0.0
DCE894	2011	HOG RING	.01	S/N-08-189-K	Active	10.0	0.0
E100	2008	GARMIN	NUVI	1DN154-196	Active	0.0	0.0
E101	2009	GARMIN	255	1TV131082	Active	10.0	0.0
E102	2009	GARMIN	255	1TV132469	Active	10.0	0.0
E103	2009	GARMIN	255	1TV132464	Active	10.0	0.0
E104	2009	GARMIN	255	1TV132471	Inactive	10.0	0.0
E105	2009	GARMIN	255		Active	0.0	0.0
E106	2009	GARMIN	255	1Q6993208	Active	10.0	0.0
E107	2009	GARMIN	255	1TV000523	Active	10.0	0.0
E108	2009	GARMIN	255	1Q6992703	Active	10.0	0.0
E109	2011	GARMIN	NUVI 1350		Active	10.0	0.0
E110	2011	GARMIN	NUVI 1350		Active	0.0	0.0
E111	2011	GARMIN	NUVI 1350		Active	0.0	0.0
E115	2011	GARMIN	46ST		Active	0.0	0.0
E116	2012	GARMIN	NUVI 40	1SK101337	Active	10.0	0.0
E117	2012	GARMIN	NUVI 40	2HS115578	Active	10.0	0.0
E118	2012	GARMIN	NUVI 40	2HS115595	Active	10.0	0.0
E119	2012	GARMIN	NUVI 40	2HS115604	Active	10.0	0.0
E140	2010	TOMTOM	XL335-SE	ZHS115571	Active	10.0	0.0
E200	.1	JOHNSON	9100/40-09	GJ1240807379	Active	10.0	0.0
E210	.01	RADIO SHAC	CB RADIO	S0001002.80	Active	0.0	0.0
E250	.01	MOTOROLA	.01		Active	0.0	0.0
E250.1	.01	MOTOROLA	.01		Active	0.0	0.0
E250.2	.01	MOTOROLA	.01		Active	0.0	0.0
E250.3	.01	MOTOROLA	.01		Active	0.0	0.0
E250.4	.01	MOTOROLA	.01		Active	0.0	0.0
E250.5	.01	MOTOROLA	.01		Active	0.0	0.0

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Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
E400	2008 CST/BERGER	PAU/SAL/N	M301949	Active	0.0	0.0
E410	2008 CST/BERGER	.01		Active	0.0	0.0
E411	.01 LENGEMANN	81-0310		Active	10.0	0.0
E420	10 BERGER INS	190B	190-51544	Active	0.0	0.0
E430	2008 Nikon	AC-2S	642737	Active	0.0	0.0
E430.1	2008 22217	.01		Active	0.0	0.0
E430.2	2008 1	CR-20	92031	Active	0.0	0.0
E440	2008 LASERMARK	LM30		Active	0.0	0.0
E882	2005 ECHO	GT-2100	0020037	Inactive	0.0	0.0
GEN160.1	2009 HONDA	EB5000		Active	10.0	0.0
GEN161.1	2009 HONDA	EB5000		Active	41.0	0.0
GEN304	2000 HONDA	1218132	EU20001A	Inactive	10.0	0.0
GEN304.1	2008 HONDA	EM5000SXK2	SEANC-1026481	Active	10.0	0.0
GEN304.2	2008 HONDA	EM5000SXKZ	EANC-1024698	Active	10.0	0.0
GEN304.3	2008 HONDA	EB5000X	EAKC-1023993	Active	10.0	0.0
GEN304.4	2008 HONDA	EB6500X	EALC-1022235	Active	10.0	0.0
GEN306	2000 YAMAHA	YG6600D	7RH2179R03	Active	10.0	0.0
GEN306.1	2000 YAMAHA	YG6600D	XYMXS.3572EA	Active	10.0	0.0
GEN306.2	.01 SML INDUST	LR50H		Active	10.0	0.0
GEN306.3	2010 HONDA	EB5000XK2A	EAKC-1045071	Active	10.0	0.0
GEN308	2010 HONDA	ES6500K2A		Active	10.0	0.0
GEN310	2001 GENERAC	7000EXL	7366875	Active	10.0	0.0
GEN311	2012 HUSKY	2250		Active	0.0	0.0
GEN312	2012 POWERMATE	PM0103008	1	Active	0.0	0.0
GEN313	2012 POWERMATE	PM0103008	2	Active	0.0	0.0
GEN314	2012 POWERMATE	PM0497000.04		Active	0.0	0.0
GEN315	2012 POWERMATE	PM0497000.04		Active	0.0	0.0
GEN333.1	2010 HONDA	EB5000XK2A	0010389	Active	10.0	0.0
GEN868	2005 COLEMAN	19E417	9610311A	Active	10.0	0.0
HEQ503	1994 CASE	590SL		Active	5,863.0	0.0
HEQ520	00 SKYJACK	SSU-3220	602387	Active	0.0	0.0
HEQ550	2005 KOBOTA	KX91-3	10477	Active	2,666.0	2,266.0
HEQ604	2008 CAT	304CCR	0FPRK05733	Active	1,150.0	0.0
HEQ701	2005 75XT	SKID STEER	JAF0380304	Active	1,662.9	0.0
HEQ702	2000 CAT	232B		Active	10.0	0.0
L100	2009 CHAMBERS	PS400MH-C		Active	0.0	0.0
L101	2009 CHAMBERS	PS400MH-C		Active	0.0	0.0
L162-1	2002 BROWNE	XP-162		Active	0.0	0.0

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L162-2	2002	BROWNE	XP-162		Active	0.0	0.0
LEW-07	2002	DODGE	1500	1D7HU18Z22J127769	Inactive	177.929.0	0.0
MAR1-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR10-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR100-1	.01	BOOM	.01		Active	0.0	0.0
MAR100-10	.01	BOOM	.01		Active	0.0	0.0
MAR100-11	.01	BOOM	.01		Active	0.0	0.0
MAR100-12	.01	BOOM	.01		Active	0.0	0.0
MAR100-13	.01	BOOM	.01		Active	0.0	0.0
MAR100-14	.01	BOOM	.01		Active	0.0	0.0
MAR100-15	.01	BOOM	.01		Active	0.0	0.0
MAR100-16	.01	BOOM	.01		Active	0.0	0.0
MAR100-17	.01	BOOM	.01		Active	0.0	0.0
MAR100-18	.01	BOOM	.01		Active	0.0	0.0
MAR100-19	.01	BOOM	.01		Active	0.0	0.0
MAR100-2	.01	BOOM	.01		Active	0.0	0.0
MAR100-20	.01	BOOM	.01		Active	0.0	0.0
MAR100-21	.01	BOOM	.01		Active	0.0	0.0
MAR100-22	.01	BOOM	.01		Active	0.0	0.0
MAR100-23	.01	BOOM	.01		Active	0.0	0.0
MAR100-24	.01	BOOM	.01		Active	0.0	0.0
MAR100-25	.01	BOOM	.01		Active	0.0	0.0
MAR100-26	.01	BOOM	.01		Active	0.0	0.0
MAR100-27	.01	BOOM	.01		Active	0.0	0.0
MAR100-28	.01	BOOM	.01		Active	0.0	0.0
MAR100-29	.01	BOOM	.01		Active	10.0	0.0
MAR100-3	.01	BOOM	.01		Active	0.0	0.0
MAR100-4	.01	BOOM	.01		Active	0.0	0.0
MAR100-5	.01	BOOM	.01		Active	0.0	0.0
MAR100-6	.01	BOOM	.01		Active	0.0	0.0
MAR100-7	.01	BOOM	.01		Active	0.0	0.0
MAR100-8	.01	BOOM	.01		Active	0.0	0.0
MAR100-9	.01	BOOM	.01		Active	0.0	0.0
MAR11-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR12-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR13-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR14-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR15-22	2010	BOOM	BOOM M		Active	0.0	0.0
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MAR16-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR17-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR18-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR19-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR2-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR20-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR202	1994	GRUMMAN	14 JON BO	OMCL1044K394	Active	10.0	0.0
MAR203	1994	GRUMMAN	14 JON BO	OMCL1045K394	Active	10.0	0.0
MAR204	1994	GRUMMAN	14 JON BO	OMCL23341394	Active	10.0	0.0
MAR205	1994	GRUMMAN	14 JON BO	OMCL23351394	Active	10.0	0.0
MAR206	1994	GRUMMAN	14 JON BO	OMCL1236J394	Active	10.0	0.0
MAR207	1994	MIST	PONTOON	KEI01566C494	Active	10.0	0.0
MAR208	1985	ALLISON	PREDATOR	PAZ09371G685	Active	10.0	0.0
MAR209	2010	CAROLINA SKIFF	2790DLXEW	EKHIM0434G010	Active	10.0	0.0
MAR21-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR210	2011	TRACKER	1542LW	BUJ14211L011	Active	10.0	0.0
MAR211	2011	LOWE	1648	LWC05463C111	Active	10.0	0.0
MAR212	2011	TRACKER	TOPPER1542LW	BUJ02452F011	Active	10.0	0.0
MAR213	2011	LOWE	1648	LWC05460C111	Active	10.0	0.0
MAR214	2011	TRACKER	1542LW	BUJ00436D011	Active	10.0	0.0
MAR22-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR221	1992	STARCRAFT	16 JON BO	FMCL82FNA292	Active	0.0	0.0
MAR250	1989	ALUMITE	AIR BOAT	AON00159E989	Active	10.0	0.0
MAR266	2010	YAMAHA	F20MLH	6AHK-L-1025223	Active	10.0	0.0
MAR267	2009	YAMAHA	F15CMLH	6AGK-L-1001508	Active	10.0	0.0
MAR268	2007	HONDA	BF10DKLH	BABJ-1601341	Inactive	10.0	0.0
MAR269	2007	HONDA	BF15DKLH	BALL-1400050	Active	10.0	0.0
MAR270	1994	EVINRUD	15HP OUT	G03641927	Active	10.0	0.0
MAR271	1994	EVINRUD	15HP OUT	G03641951	Active	10.0	0.0
MAR273	1994	EVINRUD	15HP OUT	G03533028	Active	10.0	0.0
MAR274	1994	EVINRUD	15HP OUT	G03641949	Active	10.0	0.0
MAR275	1994	EVINRUD	E15RERE	G03533955	Active	10.0	0.0
MAR276	1992	MERCURY	25HP OUT	DD2033336	Active	10.0	0.0
MAR277	2000	MERCURY	40HP OUT	OT008095	Active	10.0	0.0
MAR278	2003	MERCURY	60HP OUT	OT682283	Active	0.0	0.0
MAR280	.01	YAMAHA	F115TXRCS	68VK-1113045	Active	10.0	0.0
MAR281	.01	YAMAHA	LF115TXR	68WX-1004651	Active	10.0	0.0
MAR282	2010	MERCURY	1F20201HK	CR384584	Active	10.0	0.0

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MAR283	2008	MERCURY	8A25203FK	OR256478	Active	10.0	0.0
MAR284	2010	MERCURY	1F20201HK	OR384553	Active	10.0	0.0
MAR285	2010	MERCURY	OR374769	OR374769	Active	10.0	0.0
MAR286	2007	MERCURY	.01	OR170971	Active	10.0	0.0
MAR3-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR4-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR5-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR50-1	.01	BOOM	.01		Active	0.0	0.0
MAR50-10	.01	BOOM	.01		Active	0.0	0.0
MAR50-2	.01	BOOM	.01		Active	0.0	0.0
MAR50-3	.01	BOOM	.01		Active	0.0	0.0
MAR50-4	.01	BOOM	.01		Active	0.0	0.0
MAR50-5	.01	BOOM	.01		Active	0.0	0.0
MAR50-6	.01	BOOM	.01		Active	0.0	0.0
MAR50-7	.01	BOOM	.01		Active	0.0	0.0
MAR50-8	.01	BOOM	.01		Active	0.0	0.0
MAR50-9	.01	BOOM	.01		Active	0.0	0.0
MAR6-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR7-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR8-22	2010	BOOM	BOOM M		Active	0.0	0.0
MAR9-22	2010	BOOM	BOOM M		Active	0.0	0.0
MEQ001	2010	ROLL OVER KIT	ROLL OVER KIT	.01	Active	10.0	0.0
MEQ002	2011	ROLL OVER KIT	ROLL OVER KIT	.01	Active	10.0	0.0
MEQ100	.01	AMERICAN L	ACC-12KT	03D 602-2	Active	0.0	0.0
MEQ100.1	.01	PROPANE TA	.01		Active	0.0	0.0
MEQ100.2	.01	PROPANE TA	.01		Active	0.0	0.0
MEQ100.3	.01	PROPANE TA	.01		Active	0.0	0.0
MEQ100.4	.01	PROPANE TA	.01		Active	0.0	0.0
MEQ105	2011	PROPANE TA	.01		Active	0.0	0.0
MEQ106	2011	PROPANE TA	.01		Active	1.0	0.0
MEQ150	2012	WERNER Co.	.01		Active	0.0	0.0
MEQ200	2009	MILTON BAY	22ft	300-22	Active	0.0	0.0
MEQ200.1	2009	MILTON BAY	501		Active	0.0	0.0
MEQ200.2	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ200.3	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ200.4	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ200.5	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ200.6	.01	AIR LARGE	.01		Active	0.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
MEQ200.7	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ200.8	.01	AIR LARGE	.01		Active	0.0	0.0
MEQ2300	2007	TYPHOON	1107	CF-01T-A1A20285-02559	Active	0.0	0.0
MEQ2301	2007	TYPHOON	1107	CF-01T-A1A20285-02569	Active	0.0	0.0
MEQ2302	2007	TYPHOON	1107	CF-01T-A1A20285-02562	Active	0.0	0.0
MEQ300	.01	MED OXYGEN	.01		Active	0.0	0.0
MEQ300.1	.01	MED OXYGEN	.01		Active	0.0	0.0
MEQ311	1996	KING	KFG50	BN51011	Active	2,574.0	0.0
MEQ314	2001	LINCOLN	AC-225		Active	0.0	0.0
MEQ330	1989	BELT	CONVEYO		Active	0.0	0.0
MEQ3389	.01	431X	DRUM METER	3389	Active	0.0	0.0
MEQ360	10	TOYOTA	025FG30	75227	Active	4,752.0	0.0
MEQ361	2006	DAEWOO	GC30E-5		Active	10.0	0.0
MEQ370	2012	Niche products	99572100	02362	Active	1.0	0.0
MEQ400	.01	OXYGEN	.01		Active	0.0	0.0
MEQ400.1	.01	OXYGEN	.01		Active	0.0	0.0
MEQ490	2007	BOILER	.01		Active	0.0	0.0
MEQ500	2004	DAYTON	4YX97		Active	1.0	0.0
MEQ600	2012	ELLSWORTH	SUN SIGHT GLASS		Active	1.0	0.0
MEQ601	2012	ELLSWORTH	SUN SIGHT GLASS		Active	1.0	0.0
MEQ602	2012	ELLSWORTH	SUN SIGHT GLASS		Active	1.0	0.0
MEQ603	2012	ELLSWORTH	WAWA SIGHT GLASS		Active	1.0	0.0
MEQ604	2012	ELLSWORTH	WAWA SIGHT GLASS		Active	1.0	0.0
MEQ750	2007	LM	3CROOMSWEE		Active	1.0	0.0
MEQ751	2010	LAYMOR	3C	31048	Active	10.0	0.0
MEQ760	1999	SCHMIDT	3.SCF	33227	Active	10.0	0.0
MEQ804	1996	SEARS	BATTERY	LG104	Active	10.0	0.0
MEQ805	2011	SCHUMACHER	.01		Active	0.0	0.0
MEQ807	.01	DRUM DOLLY	.01		Active	10.0	0.0
MEQ849	.01	VAC	LID		Active	10.0	0.0
MEQ855	2005	DAYTON	3VE52	03908000496	Inactive	0.0	0.0
MEQ857	2005	CRAFTSMAN	.01	572-610500	Active	0.0	0.0
MEQ871	.01	.01	GANG BOX		Active	0.0	0.0
MEQ880	.01	REDDY	HEATER	016580019	Active	10.0	0.0
MEQ880.1	.01	REDDY	.01		Active	0.0	0.0
MEQ880.2	.01	WAYNE	.01		Active	0.0	0.0
MEQ901	2007	BETTS	EM46443SS	EM46443SS	Active	0.0	0.0
MEQ903	10	COATES	??		Active	10.0	0.0

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MEQ944	2012	PROFORCE	GHM105890	008954	Active	1.0	0.0
MEQ945	2009	HUSKY	GHM105890	138124	Active	0.0	0.0
MEQ946	2009	PORTER CAB	DRILL KIT		Active	0.0	0.0
MEQ960	2007	MAX FORCE	VAF-16	AF-01T-E1AZ0194-02059	Active	0.0	0.0
MEQ961	2007	MAX FORCE	VAF-16	AF-01T-E1AZ0194-02083	Active	0.0	0.0
MEQ962	2007	PHOENIX	4024920	F0682845	Active	10.0	0.0
MEQ963	2007	HEPA 500	F284	10896	Active	0.0	0.0
MEQ964	2007	HEPA 500	F284	10896	Active	0.0	0.0
MEQ980	2008	MILLERMATI	907321	10894	Active	0.0	0.0
MEQ990	10	1	PIPE PLUG		Active	0.0	0.0
P315	2011	DAYTON	3ACB2	G96A	Active	0.0	0.0
P316	2011	DAYTON	3ACB2	40A56C178G5502AP	Active	10.0	0.0
P317	1990	GRACO	1" PUMP	0902610004	Active	10.0	0.0
P319	1995	SIMMER	1" PUMP	123456	Active	0.0	0.0
P319.2	2009	DAYTON	4UN80	0971	Active	0.0	0.0
P320	1997	SEARS	11/2" pump	B615970	Active	0.0	0.0
P322	.01	Ace	11/2" pump	12345	Active	10.0	0.0
P323	.01	TSURUMI	2" PUMP	12091	Active	0.0	0.0
P325	1993	ROPER	PUMP		Active	0.0	0.0
P326	1996	TSURUMI	3" PUMP		Active	0.0	0.0
P327	.01	HYDROM	1 1/2" pump		Active	0.0	0.0
P328	1993	AGME	PUMP		Active	0.0	0.0
P329	1993	AGME	SKIMMER		Active	0.0	0.0
P332	.01	HONDA	WT30X		Active	0.0	0.0
P335.1	00	NSF	C731-24	2002012342	Active	10.0	0.0
P340	.01	MILTON ROY	.01		Active	0.0	0.0
P341-1	.01	ARO	PUMP	00101000	Active	0.0	0.0
P341-2	.01	ARO	6661B33116	C0301551	Active	0.0	0.0
P341.4	.01	ARO	660709C		Active	0.0	0.0
P343	.01	ARO	6661A3344C	L0210709	Active	0.0	0.0
P347	.01	GODWIN	.01		Active	110.0	0.0
P350	2010	SKIMPAK	WETR 4300	210212-A	Active	0.0	0.0
P351	2010	SKIMPAK	WETR 4300	210212-C	Active	0.0	0.0
P352	2012	SLIKBAR	3"		Active	0.0	0.0
P361	10	HONDA	WP30X	WZBF10109	Active	0.0	0.0
P362	.01	HOMELITE	AP220C	HA2230740	Active	10.0	0.0
P364	.01	FLOWTEC	.01		Active	0.0	0.0
P365	.01	GRACO	1020137	E91A	Inactive	0.0	0.0

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P401	.01	ARO	6661A3344C	B0261960	Active	0.0	0.0
P402	.01	ARO	6661B3311C	19176972	Active	0.0	0.0
P450	.01	WATERACE	RGS		Active	0.0	0.0
P492	.01	ARO	6662A3311C	A9245058	Active	10.0	0.0
P499	.01	JOHN DEERE	GODWIN	T04039D413297	Active	471.0	0.0
P500	2011	DAYTON	4VV65		Active	10.0	0.0
P501	2011	DAYTON	4VV65		Active	10.0	0.0
P502	2011	DAYTON	4VV65		Active	10.0	0.0
P503	2011	DAYTON	4VV65		Active	0.0	0.0
P504	2011	DAYTON	4VV65		Active	10.0	0.0
P505	2011	HONDA	WMIP20X		Active	10.0	0.0
P506	2011	HONDA	WMIP20X		Active	0.0	0.0
P507	2011	HONDA	WMIP20X		Active	0.0	0.0
P508	2011	HONDA	WMIP20X		Active	0.0	0.0
P509	2011	HONDA	WMIP20X		Active	0.0	0.0
P510	2011	HONDA	WMIP20X		Active	0.0	0.0
P511	2011	HONDA	WMIP20X		Active	0.0	0.0
P512	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P513	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P514	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P515	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P516	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P517	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P518	2011	MASTER QUALITY POWER	WP-3		Active	0.0	0.0
P856	2005	FLOTEC	.01	FPOS1300X-08	Active	0.0	0.0
P864	2005	FLOTEC	1/6HP	FPOS1300X	Active	0.0	0.0
P867	2005	FLOTEC	NOTES	FPOF360AC-08	Active	0.0	0.0
P881	.01	DAYTON	4CB57	4CB57	Active	10.0	0.0
P884	.01	DAYTON	3P601C		Active	10.0	0.0
P8841	2010	ARO	PD20A-AAS-FTT-B	SPA1211 455	Active	10.0	0.0
P8842	2010	ARO	PD20A-AAS-FTT-B	SPA1211 460	Active	10.0	0.0
P888	2011	ARO	6661A3-344-C	GC11171020	Active	0.0	0.0
P890	2012	YAMADA	NDP-50BPS	622931	Active	1.0	0.0
P953	2011	PUMP	PUMP		Active	10.0	0.0
PS001	2010	??	SEABOX		Active	0.0	0.0
PS1000-1	.01	POLY	TOTE		Active	0.0	0.0
PS1000-2	.01	POLY	TOTE		Active	0.0	0.0
PS1000-3	.01	POLY	TOTE		Active	0.0	0.0

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PS1000-4	.01	POLY	TOTE		Active	0.0	0.0
PS1500-1	.01	POLY	TOTE		Active	0.0	0.0
PS275-1	.01	POLY	TOTE		Active	0.0	0.0
PS275-10	.01	POLY	TOTE		Active	0.0	0.0
PS275-11	.01	POLY	TOTE		Active	0.0	0.0
PS275-12	.01	POLY	TOTE		Active	0.0	0.0
PS275-13	.01	POLY	TOTE		Active	0.0	0.0
PS275-14	.01	POLY	TOTE		Active	0.0	0.0
PS275-15	.01	POLY	TOTE		Active	0.0	0.0
PS275-16	.01	POLY	TOTE		Active	0.0	0.0
PS275-17	.01	POLY	TOTE		Active	0.0	0.0
PS275-18	.01	POLY	TOTE		Active	0.0	0.0
PS275-19	.01	POLY	TOTE		Active	0.0	0.0
PS275-2	.01	POLY	TOTE		Active	0.0	0.0
PS275-20	.01	POLY	TOTE		Active	0.0	0.0
PS275-21	.01	POLY	TOTE		Active	0.0	0.0
PS275-3	.01	POLY	TOTE		Active	0.0	0.0
PS275-4	.01	POLY	TOTE		Active	0.0	0.0
PS275-5	.01	POLY	TOTE		Active	0.0	0.0
PS275-6	.01	POLY	TOTE		Active	0.0	0.0
PS275-7	.01	POLY	TOTE		Active	0.0	0.0
PS275-8	.01	POLY	TOTE		Active	0.0	0.0
PS275-9	.01	POLY	TOTE		Active	0.0	0.0
PS325-1	.01	POLY	TOTE		Active	0.0	0.0
PS400.1	.01	TUB	CONTAINMENT		Active	0.0	0.0
PS425-1	.01	POLY	TOTE		Active	0.0	0.0
PS5000-1	.01	POLY	TOTE		Active	0.0	0.0
PS75-22	.01	POLY	TOTE		Active	0.0	0.0
PV805	.01	PNEUVAC	PNEU VAC		Active	0.0	0.0
PV806	.01	EXAIR	DRUM VAC		Active	10.0	0.0
PV808	.01	DAYTON	DRUM VAC		Active	0.0	0.0
PV809	.01	DAYTON	DRUM VAC		Active	0.0	0.0
PV810	2012	ARAMSCO	P4710H/VAF-RA	52714-61	Active	10.0	0.0
PV811	1999	ARAMSC	HEPAVAC	120009033	Active	0.0	0.0
PV811.1	.01	NILFISK AD	HEPAVAC	P98F05458	Active	0.0	0.0
PV812	2012	Nikro	01797300		Active	0.0	0.0
PV815A	.01		MV/00622-SS	394259	Active	0.0	0.0
PV815B	.01		POWER DR	PDHA	Active	0.0	0.0
10/05/2012			POWER DR	PDHB	Active	0.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
PV815C	.01	.01	POWER DR		Active	0.0	0.0
PV816	.01	GABRIEL	.01	P9LJ08656	Active	0.0	0.0
PV816.1	2010	ENVIRONMENTAL	P47410-HVAF-RA	P10G37954	Active	0.0	0.0
PV882.1	.01	DAYTON	4YE60	4YE60	Active	0.0	0.0
PV882.2	2008	DAYTON	4YE63		Active	0.0	0.0
PV882.3	2008	DAYTON	4YE63		Active	0.0	0.0
PV882.4	2008	DAYTON	4YE63		Active	0.0	0.0
PV882.5	2010	DAYTON	4YE63		Active	0.0	0.0
PV882.6	2010	HAFCO	HV-55-2010H	52728.44	Active	0.0	0.0
PV882.7	2011	DAYTON	1VHG3		Active	0.0	0.0
PV882.8	2011	DAYTON	4YE63		Active	0.0	0.0
PV882.9	2011	DAYTON	4YE63		Active	0.0	0.0
PV882.H	2008	HAFCO	HV-55-20		Active	0.0	0.0
PV900	.01	KEYSTONE	COMPRESS		Active	0.0	0.0
PV904	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.1	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.2	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.3	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.4	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.5	.01	.01	SHOPVAC		Active	0.0	0.0
PV904.6	2009	RIDGID	WD19560	09231 R 0261	Active	0.0	0.0
PV904.7	2011	RIDGID	WD09700	10311R0585	Active	0.0	0.0
PV105	2009	SIDEWINDER	105F		Active	0.0	0.0
PV106	2009	SIDEWINDER	105FRSC		Active	0.0	0.0
PV107	2011	SIDEWINDER	105FRSC	01091105	Active	0.0	0.0
PV108	2011	SIDEWINDER	105FRSC		Active	0.0	0.0
PV109	2011	SIDEWINDER	105FRSC		Active	0.0	0.0
PV300A	1999	KARCHER	HDS3205BE	XDK4200	Active	0.0	0.0
PV312.6	2008	KARCHER	HD10-35PB	15752050-100115	Active	0.0	0.0
PV312.7	2008	KARCHER	HD 10/35PB	15752050-100132	Active	0.0	0.0
PV312.8	2009	KARCHER	K5.85MR	000245	Active	0.0	0.0
PV312.9	2010	KARCHER	K 5.93		Active	0.0	0.0
PV315.D	2010	KARCHER	BR-343087E	15752020-161611	Active	0.0	0.0
PV316	2010	KARCHER	BR-455037e	161091	Active	0.0	0.0
PV317	2012	LANDA	002		Active	0.0	0.0
PV318	2012	Clean Force	HD1800		Active	0.0	0.0
PV320	2012	Cyclone	CY210		Active	0.0	0.0
PV321	2012	Cyclone	CY210		Active	0.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
PW360	2012	DEWALT	DXFPW4240	DXPW4240 183414-C	Active	0.0	0.0
PW876	.01	HOTSY	950A	H24146-0293	Active	10.0	0.0
R 10-01	1998	FAIRHILL	ROLLOFF	33511	Active	10.0	0.0
R 10-02	2000	FAIRHILL	ROLLOFF	33512	Active	10.0	0.0
R 20-01	1989	BUCKS FA	ROLLOFF		Active	0.0	0.0
R 20-03	1989	BUCKS FA	ROLLOFF		Active	10.0	0.0
R 20-05	1989	BUCKS FA	ROLLOFF		Active	10.0	0.0
R 20-06	1989	BUCKS FA	ROLLOFF		Active	0.0	0.0
R 20-07	1989	BUCKS FA	ROLLOFF		Active	0.0	0.0
R 20-09	1998	FAIRHILL	ROLLOFF	33433	Active	10.0	0.0
R 20-10	1998	FAIRHILL	ROLLOFF	33434	Active	10.0	0.0
R 20-11	1998	FAIRHILL	ROLLOFF	33435	Active	10.0	0.0
R 20-12	1998	FAIRHILL	ROLLOFF	33436	Active	10.0	0.0
R 20-13	1998	FAIRHILL	ROLLOFF	33437	Active	10.0	0.0
R 20-14	1998	FAIRHILL	ROLLOFF	33505	Active	10.0	0.0
R 20-15	1998	FAIRHILL	ROLLOFF	33506	Active	10.0	0.0
R 20-16	1998	FAIRHILL	ROLLOFF	33507	Active	10.0	0.0
R 20-18	1998	FAIRHILL	ROLLOFF	33509	Active	10.0	0.0
R 20-19	2000	EAGLE	ROLLOFF	02715	Active	10.0	0.0
R 20-20	2000	EAGLE	ROLLOFF	02716	Active	10.0	0.0
R 20-21	2000	EAGLE	ROLLOFF	02770	Active	10.0	0.0
R 20-22	2000	EAGLE	ROLLOFF	02716	Active	10.0	0.0
R 20-23	2000	EAGLE	ROLLOFF	02772	Active	10.0	0.0
R 20-24	2000	BUCKS FA	ROLLOFF	02771	Active	10.0	0.0
R 20-25	2000	FAIRHILL	ROLLOFF	92639	Active	10.0	0.0
R 20-26	2000	FAIRHILL	ROLLOFF	36155	Active	10.0	0.0
R 20-27	2000	FAIRHILL	ROLLOFF	36154	Active	10.0	0.0
R 20-28	2000	FAIRHILL	ROLLOFF	36153	Active	10.0	0.0
R 20-29	2000	FAIRHILL	ROLLOFF	36156	Active	10.0	0.0
R 20-30	2000	FAIRHILL	ROLLOFF	36217	Active	10.0	0.0
R 20-31	2000	FAIRHILL	ROLLOFF	36190	Active	10.0	0.0
R 20-32	2000	FAIRHILL	ROLLOFF	36215	Active	10.0	0.0
R 20-33	2000	FAIRHILL	ROLLOFF	36191	Active	10.0	0.0
R 20-34	2000	FAIRHILL	ROLLOFF	36216	Active	10.0	0.0
R 20-35	2000	FAIRHILL	ROLLOFF	36214	Active	10.0	0.0
R 20-36	2006	ACCURATE	ROLLOFF	36220	Active	10.0	0.0
R 20-37	2006	ACCURATE	ROLLOFF	W56331	Active	10.0	0.0
R 20-38	2006	ACCURATE	ROLLOFF	W56339	Active	10.0	0.0
				W56332	Active	10.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
R 20-39	2006	AccURATE	ROLLOFF	W56333	Active	10.0	0.0
R 20-40	2006	AccURATE	ROLLOFF	W56330	Active	10.0	0.0
R 20-41	2011	WASTEQUIP	ROLLOFF	14327	Active	10.0	0.0
R 20-42	2011	WASTEQUIP	ROLLOFF	14331	Active	10.0	0.0
R 20-43	2011	WASTEQUIP	ROLLOFF	14332	Active	10.0	0.0
R 30-01	2008	AccURATE	ROLLOFF	W58217	Active	10.0	0.0
R 30-02	2008	AccURATE	ROLLOFF	W58218	Active	10.0	0.0
R20-44	2011	WASTEQUIP	ROLLOFF	14330	Active	10.0	0.0
R20-45	2011	WASTEQUIP	ROLLOFF	14335	Active	0.0	0.0
R20-46	2011	WASTEQUIP	ROLLOFF	14329	Active	0.0	0.0
R20-47	2011	WASTEQUIP	ROLLOFF	14333	Active	0.0	0.0
R20-48	2011	WASTEQUIP	ROLLOFF	14333	Active	0.0	0.0
R20-49	2011	WASTEQUIP	ROLLOFF	14334	Active	0.0	0.0
R20-50	2011	WASTEQUIP	ROLLOFF	14328	Active	0.0	0.0
RO 20-02	1989	BUCKS FA	ROLLOFF	14326	Active	0.0	0.0
RO 20-04	1989	BUCKS FA	ROLLOFF		Inactive	10.0	0.0
SEQ1	.01	SCOTT	REGULATOR	19100515	Inactive	10.0	0.0
SEQ10	.01	SCOTT	REGULATOR	19200202	Inactive	0.0	0.0
SEQ100	.01	SURVVAIR	HIP PAC	0409230360	Active	0.0	0.0
SEQ102	.01	SURVVAIR	HIP PAC	9908182107	Active	0.0	0.0
SEQ103	.01	SURVVAIR	HIP PAC	0503290086	Active	0.0	0.0
SEQ104	.01	SURVVAIR	L01561	0406150523	Active	10.0	0.0
SEQ105	.01	SURVVAIR	L01561	0402190829	Active	10.0	0.0
SEQ106	2011	SURVVAIR	HIP PAC	1109060162	Active	0.0	0.0
SEQ107	2011	SURVVAIR	HIP PAC	1109060138	Active	0.0	0.0
SEQ108	2011	SURVVAIR	HIP PAC	0409230360	Active	0.0	0.0
SEQ11	.01	SCOTT	REGULATOR	19200243	Inactive	0.0	0.0
SEQ12	.01	SCOTT	REGULATOR	19200169	Inactive	0.0	0.0
SEQ13	2012	AIR SYSTEM	REGULATOR	1190K2JF	Active	0.0	0.0
SEQ14	2012	AIR SYSTEM	REGULATOR	1190K2HX	Active	0.0	0.0
SEQ15	2012	AIR SYSTEM	REGULATOR	1190K2HN	Active	0.0	0.0
SEQ2	.01	SCOTT	REGULATOR	19100508	Inactive	0.0	0.0
SEQ200	2011	SURVVAIR	SCBA	0504150243	Active	0.0	0.0
SEQ201	2011	SURVVAIR	SCBA		Active	0.0	0.0
SEQ202	2011	SURVVAIR	SCBA		Active	0.0	0.0
SEQ203	2011	SURVVAIR	SCBA		Active	0.0	0.0
SEQ204	2011	SURVVAIR	SCBA		Active	0.0	0.0
SEQ3	.01	SCOTT	REGULATOR	19100170	Inactive	0.0	0.0

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Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
SEQ300	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ301	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ302	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ303	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ304	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ305	2011	PLATFORM	PLATFORM		Active	0.0	0.0
SEQ4	.01	SCOTT	REGULATOR		Active	0.0	0.0
SEQ400	2004	SURVIVAIR	30 MINUTE	19100130	Inactive	0.0	0.0
SEQ401	2002	SURVIVAIR	30 MINUTE	WKS89510	Active	0.0	0.0
SEQ402	2002	SURVIVAIR	30 MINUTE	WKS84459	Active	0.0	0.0
SEQ403	2003	SURVIVAIR	30 MINUTE	WKS85110	Active	0.0	0.0
SEQ404	2004	SURVIVAIR	30 MINUTE	WKS85922	Active	0.0	0.0
SEQ405	2004	SURVIVAIR	30 MINUTE	WKS89482	Active	0.0	0.0
SEQ406	2005	SURVIVAIR	30 MINUTE	WKS87643	Active	0.0	0.0
SEQ407	2004	SURVIVAIR	30 MINUTE	WK600231	Active	0.0	0.0
SEQ408	2004	SURVIVAIR	30 MINUTE	WKS87639	Active	0.0	0.0
SEQ450	2011	SURVIVAIR	30 MINUTE	WKS84828	Active	0.0	0.0
SEQ451	2011	SURVIVAIR	5 MINUTE	J130165	Active	0.0	0.0
SEQ452	2011	SURVIVAIR	5 MINUTE	J82690	Active	0.0	0.0
SEQ453	2011	SURVIVAIR	5 MINUTE	J130721	Active	0.0	0.0
SEQ454	2011	SURVIVAIR	5 MINUTE	J51415	Active	0.0	0.0
SEQ491	2011	SURVIVAIR	5 MINUTE	J130156	Active	0.0	0.0
SEQ5	.01	SCOTT	REGULATOR		Inactive	0.0	0.0
SEQ6	.01	SCOTT	REGULATOR		Inactive	0.0	0.0
SEQ7	.01	SCOTT	REGULATOR		Inactive	0.0	0.0
SEQ8	.01	SCOTT	REGULATOR		Inactive	0.0	0.0
SH299	2000	MINUTEMA	KLEENSWEEP	09900072	Inactive	0.0	0.0
TOMMY JR	1992	MTS	MONTRELLO	THM350000QP0854	Active	10.0	0.0
TRL120	1989	RAM-LIN	BOAT TRL	JAA4GK51SONJ004597	Inactive	0.0	0.0
TRL123	2002	LOAD RITE	BOAT TRL	1RLAFCR18K1000072	Active	0.0	0.0
TRL124	1984	EZ LOADER	BOAT TRL	5A4JCVR1122050260	Active	10.0	0.0
TRL125	1994	LOADRITE	BOAT TRL	1ZE1LLS11EN028951	Active	0.0	0.0
TRL126	1992	LOADRITE	BOAT TRL	4L2FPRJ12R2006358	Active	10.0	0.0
TRL128	1994	LOADRITE	BOAT TRL	4L2FRR13P2000007	Active	0.0	0.0
TRL129	2011	MAGIC TILT	BOAT TRL	4L2FPRJ13R2003646	Active	10.0	0.0
TRL131	1994	PREMIER	BOOM TRL	1M5BM262XB1E59990	Active	10.0	0.0
TRL132	1994	PREMIER	PRES WASH	1P9LS1624PH224857	Active	10.0	0.0
TRL133	1995	TRAFCON	ARROW BR	1P9LS1629RH224250	Active	1,684.0	0.0
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TRL134	2011	LOAD RITE	BOAT TRL	5A4CRSL16B2004325	Active	10.0	0.0
TRL135	2011	LOAD RITE	BOAT TRL	5A4CRSL18B2004326	Active	10.0	0.0
TRL136	2011	LOAD RITE	BOAT TRL	5A4CRSL12B2004323	Active	10.0	0.0
TRL137	2011	LOAD RITE	16F1200W	5A4CRSL19B2004027	Active	10.0	0.0
TRL140	2012	HAULMARK	TST6X12DS2	16HCB1217CP087238	Active	1.0	0.0
TRL141	2012	HAULMARK	TST6X10DS2	16HCB101XCP087236	Active	1.0	0.0
TRL142	2012	CAR MATE	Trailer	5A3C614SXCL002717	Active	10.0	0.0
TRL150	1996	US CARG	USC816TA	4PL500G28T1003612	Active	10.0	0.0
TRL151	1998	US CARG	AMC822TA2	4PL500K29W1013657	Active	10.0	0.0
TRL152	1999	US CARG	24FT TRL	4PL500L27X1017917	Active	10.0	0.0
TRL156	2001	Readmaster	Haz Spillr	5DT211K2311003111	Active	10.0	0.0
TRL157	2001	Readmaster	SPL TRL	5DT211K2711003113	Active	10.0	0.0
TRL158	2001	Readmaster	Trailer	5DT211E18Y1001271	Active	10.0	0.0
TRL159	1996	WABASH	BOX TRL	1JLV482U5TL267217	Active	10.0	0.0
TRL160	2009	CAR MATE	Trailer	5A3C820DX9L001292	Active	10.0	0.0
TRL161	2009	CAR MATE	Trailer	5A3C820D19L001293	Active	3.486.0	0.0
TRL162	2012	CAR MATE	SPL TRL	5A3C820D9CL000710	Active	10.0	0.0
TRL170	2012	BRI-MAR	Trailer	43YDC3023CC089106	Active	10.0	0.0
TRL171	2012	BRI-MAR	Trailer	43YDC3023CC089107	Active	1.0	0.0
TRL172	2012	CAM	GJ		Active	1.0	0.0
TRL188	2005	MILLENNIUM	M6F18P	5MTPF18285A000217	Active	10.0	0.0
TRL189	1997	Witzco	Challenge	1W8A11D26V5000087	Active	10.0	0.0
TRL190	2005	MILLENNIUM	.01	5MTPF18275A000328	Active	10.0	0.0
TRL194	2004	CAM	EQUIPMENT	5JFBU19284P008308	Active	124.648.0	0.0
TRL198	1999	EAGER BEAV	AP10	112AAH205XL052622	Active	10.0	0.0
TRL224	2002	EAGER BEAV	20 XPT	4ZHUJF1013XP000749	Active	10.0	0.0
TRL300	1999	KARCHER	PRESWASH	112H8V3232L059151	Active	79.130.0	0.0
TRL320	2011	NILFISK	T5500	1N9N1FF20BT318023	Active	110.0	0.0
TRL321	2012	NILFISK	T5500	1N9N1FF22BT318024	Active	10.0	160.0
TRL344	1994	MILLER	MOB.OFFI	327045	Active	10.0	100.0
V012	2007	FORD	E350	1FBSS31L87DB10167	Active	10.0	0.0
V013	2006	FORD	E350	1FBSS31L66DA43695	Active	89.138.0	0.0
V014	2006	FORD	E350	1FDSS31L16DA21868	Active	183.654.0	0.0
V015	2005	FORD	E350	1FDSS31L16DA21868	Inactive	53.317.0	0.0
V016	2005	FORD	E350	1FBSS31L45HB29403	Inactive	69,000.0	0.0
V017	2007	FORD	E350	1FBSS31L37DB35302	Inactive	68,000.0	0.0
VEH004	2011	GMC	YUKON	1FDSS31L66DA21848	Active	143.073.0	0.0
VEH005	2009	GMC	ACADIA	1GKS2EEF2BR165547	Active	20.423.0	0.0
10/05/2012				1GKEV13D79J113600	Inactive	35.833.0	0.0

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VEH006	2011	BMW	750LXI	WB8AKC8C57BC433531	Active	10.0	0.0
VEH008	2005	FORD	500SEL	1FAFP27115G125674	Active	117,000.0	0.0
VEH009	2005	FORD	500	1FAHP26125G197932	Active	147,281.0	0.0
VEH010	2000	GMC	SONOMA	1GTC519W4Y8129697	Inactive	262,953.0	0.0
VEH014	1995	FORD	F250 4X4	1FTHF26H0SLA90231	Active	246,446.0	0.0
VEH017	2005	FORD	F250 4X4	1FTNF21575EA38989	Active	163,526.0	0.0
VEH020	2011	FORD	F-150	1FTFW16F7BK036551	Active	20,915.0	0.0
VEH044	2004	FORD	F450 4X4	1FDXW47P64EA10317	Inactive	176,567.0	0.0
VEH045	2004	FORD	F450	1FDXW46P44EB61741	Inactive	180,663.0	0.0
VEH046	2005	FORD	F450 4X4	1FDXW47P95EC08732	Active	148,732.0	0.0
VEH047	2006	FORD	F-450	1FDXW46P96EA71617	Active	172,601.0	0.0
VEH048	2008	FORD	F-450 4X4	1FDXW47R88EB59111	Active	118,840.0	0.0
VEH049	2008	FORD	F-450	1FDXW46R48EB59110	Active	129,911.0	0.0
VEH050	2008	FORD	F-250 4X4	1FTSW21Y68EE49933	Active	103,142.0	0.0
VEH051	2008	FORD	F-250 4X4	1FTSW21Y18EE50147	Active	75,485.0	0.0
VEH052	2010	FORD	F-350 4X4	1FTVMW3BY2AEA50741	Active	68,334.0	0.0
VEH053	2010	FORD	F-350 4X4	1FTVMW3BY3AEA61182	Active	65,901.0	0.0
VEH054	2010	FORD	F150 4X4	1FTFM1EVXAFB06456	Active	50,268.0	0.0
VEH055	2010	FORD	F150 4X4	1FTFM1EV3AFC83222	Active	40,974.0	0.0
VEH056	1999	GMC	6500HD	1GDJ7H1C1XJ510042	Active	150,746.0	0.0
VEH057	2010	FORD	F-150	1FTFM1EV6AFD83170	Active	41,453.0	0.0
VEH058	2012	FORD	F150	1FTVX1ETXBKE12928	Active	24,529.0	0.0
VEH059	2011	FORD	F-150	1FTFW1ETZBKD49122	Active	16,750.0	0.0
VEH060	2011	FORD	F-450	1FD0W4HT5BEB96667	Active	36,526.0	0.0
VEH061	2011	FORD	F-450	1FD0W4HTXBEC17366	Active	28,808.0	0.0
VEH062	2012	FORD	F350	1FT8W3B69CEA53100	Active	19,090.0	0.0
VEH063	2012	FORD	F350	1FT8W3B69CEA53474	Active	21,958.0	0.0
VEH064	2012	FORD	F450	1FD0W4HT5CEA33938	Active	29,950.0	0.0
VEH065	2012	FUSO	FE160	JL6BP11AXCK003546	Active	17,422.0	0.0
VEH066	2012	FORD	F-450	1FD0W4NT6CEA98863	Active	18,617.0	0.0
VEH067	2012	FORD	F-450	1FD0W4HT2CEB31437	Active	12,919.0	0.0
VEH076	2006	MACK	CT713	1M2AL02C46M002317	Active	1,766,112.0	5,822.0
VEH077	2000	MACK	RD688S	1M2P267C6YM051093	Active	431,521.0	15,915.0
VEH078	2005	MACK	GRAINET	1M2AG11C75M023950	Active	271,058.0	10,193.0
VEH079	2013	MACK	GU813	1MAX13CXDM019600	Active	33.0	0.0
VEH083	2005	FORD	F750	3FRXF75T5V184010	Active	87,310.0	0.0
VEH086	2000	PETERBUILT	330	1NPNLD9X0YS495247	Active	279,879.0	18,659.0
VEH087	2008	INTERNATIONAL	7400	1HTWGAAT48J577479	Active	55,000.0	6,732.0

9:52 AM

Vehicle Listing

LEWIS ENVIRONMENTAL

Vehicle #	Year	Make	Model	VIN #	Status	Current Meter 1	Current Meter 2
VEH088	2008	INTERNATIONAL	7400	1HTWGAAT68J047515	Active	31,345.0	3,972.0
VEH089	1989	FREIGHTLIN	FLC112	1FVXZMNY84KH409382	Active	58,457.0	827.0
VEH090	1997	GMC	W4	4KDB4B1R8VJ000721	Inactive	221,581.0	0.0
VEH091	2006	PETERBILT	335	2NPJLLZ9X76M652787	Active	1,148,869.0	7,648.0
VEH092	2006	STERLING	L79500	2FZMAZAV36AX05176	Active	130,236.0	6,616.0
VEH093	2010	PETERBILT	340 -	2NPRLN0X9AM794745	Active	29,880.0	3,581.0
VEH094	2010	PETERBILT	340 -	2NPRLN0X7AM794744	Active	49,206.0	3,580.0
VEH095	2011	PETERBILT	384	1XPVDP9X2BD128382	Active	7,295.0	139.0
VEH096	2006	MACK	CXN 613	1M1AK06Y86N009021	Inactive	147,574.0	6,432.0
VEH099	1989	MACK	RW613	1M2AY04Y5KM005676	Inactive	114,311.0	0.0
VEH115	1990	ALLIED	MARATHO	1A9SPT12XLC002843	Active	10.0	0.0
VEH117	2004	PRESVAC	F9L 913	2P9S1528641005015	Inactive	1,538.0	0.0
VEH118	2011	ARCO	03-20N-12-6500-1	1A9114223B1005055	Active	10.0	0.0
VEH400	2000	KAWASAKI	KAF300-C	JK1AFBC18YB517303	Active	2,181.0	0.0
VEHE1	2012	FORD	F-250	1FT7X2BT3CEB82717	Active	11,302.0	0.0
VEHE2	2011	FORD	F-250		Active	13,517.0	0.0

774 Vehicle(s) at MainSite - Main Location
 774 Vehicle(s) Overall

10/05/2012

9:52 AM

National Response Corporation Resource Availability By Type

Equipment Types: Boom/Portable Storage/Skimmer/Vacuum System/Vessel

Zone: Philadelphia, PA

Philadelphia - Case# DM12-0248

October 05, 2012

00 to 06 hours (* Does not include recall/mobilization time)

Boom

>=6 and <18 inch

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
12" Boom	0	500	0	0	ICN	Bridgeport	CT	03:46
8" Boom	0	2000	0	0	ICN	Nitro	WV	04:33
12" Boom	0	500	0	0	ICN	Meriden	CT	04:45
12" Boom	0	1000	0	0	ICN	South Windsor	CT	05:24
Sub Total >=6 and <18 inch:		4000	0	0				

>18 and <42 inch

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
24"	0	1000	0	0	ICN	New Castle	DE	00:52
30" Boom	0	1000	0	0	ICN	Clermont	NJ	01:33
21" Boom	0	2000	0	0	ICN	Clermont	NJ	01:33
34" Boom	0	2500	0	0	ICN	Bayonne	NJ	02:07
24" Boom	0	2000	0	0	ICN	Bayonne	NJ	02:07
24" Boom	0	2000	0	0	ICN	Baltimore	MD	02:34
24" Boom	0	3000	0	0	ICN	South Windsor	CT	05:24
Sub Total >18 and <42 inch:		13500	0	0				

>42 inch

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
70" Boom	BM70-31101	300	0	0	NRC	Dennisville	NJ	01:03
70" Boom	BM70-31102	300	0	0	NRC	Dennisville	NJ	01:03
70" Boom	BM70-31103	300	0	0	NRC	Dennisville	NJ	01:03
70" Boom	BM70-31104	200	0	0	NRC	Dennisville	NJ	01:03
Sub Total >42 inch:		1100	0	0				

18"

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
18" Boom	0	2000	0	0	ICN	West Deptford	NJ	00:12
18" Boom	BM18-734	3000	0	0	NRC	Paulsboro	NJ	00:12
18" Boom	0	20000	0	0	ICN	Paulsboro	NJ	00:12
18" Boom	BM18-732	3000	0	0	NRC	Bridgeport	NJ	00:24
18" Boom	BM18-733	3000	0	0	NRC	Bridgeport	NJ	00:24
18" Boom	0	3000	0	0	ICN	Bridgeport	NJ	00:24
18" Boom	0	1000	0	0	ICN	Aston	PA	00:27
18" Boom	0	5600	0	0	ICN	Royersford	PA	00:46
18" Boom	0	3500	0	0	ICN	New Castle	DE	00:52
18" Boom	BM21-349	100	0	0	NRC	Delaware City	DE	01:01
18" Boom	BM18-730	3000	0	0	NRC	Delaware City	DE	01:01
18" Boom	BM18-731	3000	0	0	NRC	Delaware City	DE	01:01
18" Boom	0	1200	0	0	ICN	Clermont	NJ	01:33
18" Boom	0	3000	0	0	ICN	Clermont	NJ	01:33
18" Boom	0	2400	0	0	ICN	Edison	NJ	01:39
18" Boom	0	4500	0	0	ICN	Rahway	NJ	01:52
18" Boom	0	500	0	0	ICN	Linden	NJ	01:57
18" Boom	0	12000	0	0	ICN	Staten Island	NY	02:05
18" Boom	0	40000	0	0	ICN	Bayonne	NJ	02:07
18" Boom	0	7000	0	0	ICN	Bayonne	NJ	02:07
18" Boom	0	500	0	0	ICN	Baltimore	MD	02:25
18" Boom	0	5000	0	0	ICN	Baltimore	MD	02:29
18" Boom	BM21-713	1000	0	0	NRC	Baltimore	MD	02:34
18" Boom	0	10000	0	0	ICN	Baltimore	MD	02:34
18" Boom	0	5000	0	0	ICN	Westbury	NY	02:55

00 to 06 hours (* Does not include recall/mobilization time)

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
18" Boom		1000	0	0	ICN	Laurel	MD	03:01
18" Boom		1000	0	0	ICN	Laurel	MD	03:01
18" Boom		1500	0	0	ICN	Laurel	MD	03:01
18" Boom	BM21-408	3800	0	0	NRC	Rock Tavern	NY	03:31
18" Boom		10000	0	0	ICN	Rock Tavern	NY	03:31
18" Boom		1000	0	0	ICN	Newburgh	NY	03:34
18" Boom		3000	0	0	ICN	Port Jefferson	NY	03:42
18" Boom		8000	0	0	ICN	Bridgeport	CT	03:46
18" Boom		1000	0	0	ICN	Monroe	CT	03:59
18" Boom		2000	0	0	ICN	Newtown	CT	04:02
18" Boom		2500	0	0	ICN	Newtown	CT	04:02
18" Boom		800	0	0	ICN	Milford	CT	04:06
18" Boom		1200	0	0	ICN	Milford	CT	04:06
18" Boom	BM18-398	100	0	0	NRC	Calverton	NY	04:06
18" Boom	BM21-503	50	0	0	NRC	Calverton	NY	04:06
18" Boom		20000	0	0	ICN	Calverton	NY	04:06
18" Boom	BM21-725	1000	0	0	NRC	Riverhead	NY	04:16
18" Boom		1500	0	0	ICN	New Haven	CT	04:23
18" Boom		1000	0	0	ICN	Meriden	CT	04:45
18" Boom		500	0	0	ICN	Fredericksburg	VA	04:45
18" Boom		1000	0	0	ICN	Bristol	CT	04:45
18" Boom		100	0	0	ICN	Bloomfield	CT	05:11
18" Boom		2000	0	0	ICN	New London	CT	05:20
18" Boom		500	0	0	ICN	Montville	CT	05:25
18" Boom	BM21-718	1000	0	0	NRC	Glenmont	NY	05:37
18" Boom		3000	0	0	ICN	Glenmont	NY	05:37
18" Boom		2000	0	0	ICN	Albany	NY	05:40
18" Boom		1000	0	0	ICN	West Point	VA	05:41
18" Boom		1000	0	0	ICN	Albany	NY	05:49
Sub Total 18":		212850	0	0				

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
42" Boom	BM42-434	2000	0	0	NRC	New Castle	DE	00:52
42" Boom	BM42-423	2000	0	0	NRC	New Castle	DE	00:52
42" Boom	BM42-Wclerm	300	0	0	NRC	Dennisville	NJ	01:03
42" Boom	BM42-602	2000	0	0	NRC	Port Jefferson	NY	03:42
42" Inflatable Boom	BM42-601	4500	0	0	NRC	Calverton	NY	04:06
Sub Total 42":		10800	0	0				
Total Boom:		242250	0	0				

Portable Storage

Barge - Portable

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Barge-Portable	0	1	0	100	ICN	New Castle	DE	00:52
Portable Barge Set	103-104	1	0	238	NRC	Delaware City	DE	01:01
Barge-Portable	0	2	0	200	ICN	Newtown	CT	04:02
Portable Barge Set	604-605	1	0	238	NRC	Calverton	NY	04:06
Sub Total Barge - Portable:		5	0	776				

Dracone/Bladder

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Bladder	0	1	0	71	ICN	Milford	CT	04:06
Towable Bladder	TB 01	1	0	65	NRC	Calverton	NY	04:06
Inflatable Barge/Canflex	0	1	0	102	ICN	New Haven	CT	04:23
Polyethylene Tank	0	20	0	240	ICN	South Windsor	CT	05:24
Sub Total Dracone/Bladder:		23	0	478				

Tank

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Frac Tank	0	1	0	476	ICN	Paulsboro	NJ	00:12
Frac Tank	0	1	0	476	ICN	Paulsboro	NJ	00:12

00 to 06 hours (* Does not include recall/mobilization time)

Frac Tank	0	1	0	500	ICN	Aston	PA	00:27
Frac Tank	0	1	0	452	ICN	Aston	PA	00:27
Frac Tank	0	2	0	1000	ICN	Aston	PA	00:27
Frac Tank	0	2	0	858	ICN	Aston	PA	00:27
Frac Tank	0	2	0	952	ICN	Aston	PA	00:27
Frac Tank	0	1	0	429	ICN	Aston	PA	00:27
Frac Tank	0	1	0	500	ICN	Aston	PA	00:27
Frac Tank	0	5	0	2500	ICN	Aston	PA	00:27
Frac Tank	0	1	0	500	ICN	Rahway	NJ	01:52
Frac Tank	0	6	0	3000	ICN	Bayonne	NJ	02:07
Frac Tank	0	3	0	1500	ICN	Baltimore	MD	02:34
Frac Tank	0	2	0	952	ICN	Westbury	NY	02:55
Frac Tank	0	2	0	952	ICN	Laurel	MD	03:01
Frac Tank	0	1	0	476	ICN	Rock Tavern	NY	03:31
Frac Tank	0	2	0	1000	ICN	Bridgeport	CT	03:46
Frac Tank	0	6	0	1428	ICN	Monroe	CT	03:59
Frac Tank	0	6	0	3000	ICN	Monroe	CT	03:59
Frac Tank	0	2	0	840	ICN	Newtown	CT	04:02
Frac Tank	0	4	0	1904	ICN	Calverton	NY	04:06
Frac Tank	0	3	0	1500	ICN	Stafford	VA	04:35
Frac Tank	0	2	0	952	ICN	Meriden	CT	04:45
Frac Tank	0	4	0	952	ICN	Meriden	CT	04:45
Frac Tank	0	2	0	952	ICN	Bristol	CT	04:45
Frac Tank	0	2	0	952	ICN	Albany	NY	05:40
Sub Total Frac Tank:		66	0	29003				

Other

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Modular Storage Container	0	2	0	240	ICN	Brooklyn	NY	02:23
Sub Total Other:		2	0	240				

Portable Tank

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Poly Tank	0	1	0	95	ICN	Bridgeport	NJ	00:24
Portable Tank	0	1	0	523	ICN	New Castle	DE	00:52
Modular Storage Container	0	1	0	231	ICN	Rahway	NJ	01:52
Modular Storage Container	0	3	0	576	ICN	Rahway	NJ	01:52
Modular Storage Container	0	42	0	6048	ICN	Rahway	NJ	01:52
Modular Storage Container	0	9	0	1080	ICN	Rahway	NJ	01:52
Modular Storage Container	0	1	0	106	ICN	Rahway	NJ	01:52
Modular Storage Container	0	123	0	11808	ICN	Rahway	NJ	01:52
Modular Storage Container	0	2	0	164	ICN	Rahway	NJ	01:52
Modular Storage Container	0	2	0	144	ICN	Rahway	NJ	01:52
Modular Storage Container	0	4	0	252	ICN	Rahway	NJ	01:52
	0	25	0	1375	ICN	Linden	NJ	01:57
Portable Tank	0	1	0	18	ICN	Staten Island	NY	02:05
Tank Truck	0	1	0	171	ICN	Bayonne	NJ	02:07
Tank Truck	0	1	0	78	ICN	Bayonne	NJ	02:07
Tank Truck	0	1	0	148	ICN	Bayonne	NJ	02:07
Tank Truck	0	1	0	155	ICN	Bayonne	NJ	02:07
Tank Truck	0	1	0	76	ICN	Long Island City	NY	02:25
Pillow Tank	ELS-18	1	0	24	NRC	Baltimore	MD	02:34
Pillow Tank	ELS-19	1	0	24	NRC	Baltimore	MD	02:34
Portable Tank	0	1	0	48	ICN	Rock Tavern	NY	03:31
Portable Tank	0	2	0	952	ICN	Rock Tavern	NY	03:31
Portable Tank	0	1	0	100	ICN	Port Jefferson	NY	03:42
Portable Tank	0	1	0	13	ICN	Monroe	CT	03:59
Portable Tank	0	1	0	24	ICN	Monroe	CT	03:59
Portable Wall Horizontal Steel	0	1	0	238	ICN	Monroe	CT	03:59
Top Container	0	5	0	0	ICN	Monroe	CT	03:59
Single Wall Vertical Poly Tank	0	2	0	194	ICN	Monroe	CT	03:59
Portable Tank	0	2	0	1046	ICN	Newtown	CT	04:02

00 to 06 hours (* Does not include recall/mobilization time)

Portable Tank	0	2	0	24	ICN	Milford	CT	04:06
Portable Tank	0	1	0	100	ICN	Calverton	NY	04:06
Tank Truck	0	3	0	156	ICN	Calverton	NY	04:06
Low Tank	ELS-04	1	0	24	NRC	Riverhead	NY	04:16
Low Tank	ELS-02	1	0	24	NRC	Riverhead	NY	04:16
Pillow Tank	ELS-03	1	0	24	NRC	Riverhead	NY	04:16
Pillow Tank	ELS-05	1	0	24	NRC	Riverhead	NY	04:16
Tanker Truck	0	4	0	476	ICN	Nitro	WV	04:33
Recovery Skid tank	0	1	0	7	ICN	Meriden	CT	04:45
Recovery Skid Tank	0	2	0	24	ICN	Meriden	CT	04:45
Recovery Skid Tank	0	2	0	48	ICN	Meriden	CT	04:45
Poly Tank	0	4	0	72	ICN	Meriden	CT	04:45
Portable Tank	0	2	0	24	ICN	Fredericksburg	VA	04:45
Portable Tank	0	2	0	18	ICN	Fredericksburg	VA	04:45
Tank Truck	0	2	0	20	ICN	Fredericksburg	VA	04:45
Recovery Tank	0	1	0	7	ICN	Bristol	CT	04:45
Portable Tank	0	1	0	7	ICN	South Windsor	CT	05:24
Pillow Tank	ELS-16	1	0	24	NRC	Glenmont	NY	05:37
Pillow Tank	ELS-17	1	0	24	NRC	Glenmont	NY	05:37
Portable Tank	0	1	0	48	ICN	Glenmont	NY	05:37
Skid Mounted Vacuum	0	1	0	12	ICN	Glenmont	NY	05:37
Tank Truck	0	1	0	143	ICN	West Point	VA	05:41

Sub Total Portable Tank: 274 0 27041

Storage Container

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Gallon Drum	0	50	0	2750	ICN	Rahway	NJ	01:52

Sub Total Storage Container: 50 0 2750

Tank Truck

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Tank Truck	0	1	0	143	ICN	Rahway	NJ	01:52

Sub Total Tank Truck: 1 0 143

Total Portable Storage: 420 0 40431

Skimmer**Drum**

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Small Drum Skimmer	0	1	240	0	ICN	New Castle	DE	00:52
Crucial 1D18P24 Skimmer	0	1	171	0	ICN	Edison	NJ	01:39
Crucial 1D18P36 Skimmer	0	1	240	0	ICN	Edison	NJ	01:39
Elastec TDS118 Skimmer	0	1	240	0	ICN	Bayonne	NJ	02:07
Action Drum Skimmer	0	1	1954	0	ICN	Bayonne	NJ	02:07
Acme Vacuum Unit	0	4	3784	0	ICN	Bayonne	NJ	02:07
Acme Pneumatic Unit	0	2	714	0	ICN	Bayonne	NJ	02:07
Elastec Double Drum Skimmer	0	1	360	0	ICN	Bayonne	NJ	02:07
Medium Drum Skimmer	0	1	274	0	ICN	Baltimore	MD	02:25
Aqua-Guard RBS-05	AG-005	1	363	0	NRC	Baltimore	MD	02:34
Double Drum Skimmer	0	1	480	0	ICN	Baltimore	MD	02:34
Double Drum Skimmer	0	2	480	0	ICN	Baltimore	MD	02:34
Drum Skimmer	0	1	137	0	ICN	Baltimore	MD	02:34
Small Drum Skimmer	0	1	192	0	ICN	Bridgeport	CT	03:46
Elastec TDS118 Skimmer	0	1	240	0	ICN	Newtown	CT	04:02
Elastec TDS118 Skimmer	0	1	240	0	ICN	Milford	CT	04:06
Crucial 206234 Skimmer	0	1	240	0	ICN	Milford	CT	04:06
Double Drum Skimmer	0	2	480	0	ICN	Stafford	VA	04:35

Sub Total Drum: 24 10829 0

Floating Suction

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Acme Weir Head Skimmer	WH-106	1	0	0	NRC	Paulsboro	NJ	00:12
Desmi Weir Head Skimmer	RD-101	1	0	0	NRC	Paulsboro	NJ	00:12

00 to 06 hours (* Does not include recall/mobilization time)

Megator Skimmer	0	1	1886	0	ICN	Paulsboro	NJ	00:12
Douglas 4200 SkimPac	0	1	466	0	ICN	Paulsboro	NJ	00:12
Vikoma Fasflo Skimmer	FFP-012	1	2112	0	NRC	Bridgeport	NJ	00:24
Douglas 18000 SkimPac	0	1	2057	0	ICN	Bridgeport	NJ	00:24
Suction Skimmer	0	1	1714	0	ICN	Aston	PA	00:27
Floating Suction Skimmer	0	2	548	0	ICN	New Castle	DE	00:52
Acme Weir Head Skimmer	WH-104	1	0	0	NRC	Dennisville	NJ	01:03
Air/Suction Skimmer	0	9	15426	0	ICN	Rahway	NJ	01:52
Desmi Termite Skimmer	0	1	1509	0	ICN	Staten Island	NY	02:05
Douglas SkimPac	0	1	240	0	ICN	Bayonne	NJ	02:07
Slickbar Manta Ray	0	1	315	0	ICN	Bayonne	NJ	02:07
Air/Suction Skimmer	0	1	1714	0	ICN	Brooklyn	NY	02:23
Slickbar Manta Ray	0	1	315	0	ICN	Baltimore	MD	02:25
Vikoma Fasflo Skimmer	FFP-017	1	2112	0	NRC	Baltimore	MD	02:34
Acme Weir Head Skimmer	WH-220	1	0	0	NRC	Baltimore	MD	02:34
Floating Suction Skimmer	0	1	274	0	ICN	Westbury	NY	02:55
Floating Suction Skimmer	0	1	274	0	ICN	Rock Tavern	NY	03:31
Megator Skimmer	0	1	363	0	ICN	Port Jefferson	NY	03:42
Slickbar Manta Ray	0	1	315	0	ICN	Bridgeport	CT	03:46
Desmi 250 Skimmer	0	1	1714	0	ICN	Bridgeport	CT	03:46
Douglas 2300 SkimPac	0	2	796	0	ICN	Newtown	CT	04:02
Duck Bill Skimmer	0	2	3428	0	ICN	Newtown	CT	04:02
Douglas 2300 SkimPac	0	2	796	0	ICN	Newtown	CT	04:02
Douglas 4300 SkimPac	0	1	480	0	ICN	Newtown	CT	04:02
Duck Bill Skimmer	0	2	3428	0	ICN	Newtown	CT	04:02
Acme Weir Head Skimmer	WH-101	1	0	0	NRC	Calverton	NY	04:06
Desmi Weir Head Skimmer	RD-102	1	0	0	NRC	Calverton	NY	04:06
Floating Suction Skimmer	0	3	822	0	ICN	Calverton	NY	04:06
Floating Suction Skimmer	0	1	274	0	ICN	Calverton	NY	04:06
Megator Skimmer	0	1	583	0	ICN	Calverton	NY	04:06
ME 1002 Skimmer	0	1	2057	0	ICN	Calverton	NY	04:06
Floating Suction Skimmer	0	1	274	0	ICN	Calverton	NY	04:06
Douglas SkimPac	0	2	480	0	ICN	Calverton	NY	04:06
Elastec TDS118 Skimmer	0	1	240	0	ICN	Nitro	WV	04:33
Douglas SkimPac	0	3	720	0	ICN	Meriden	CT	04:45
Slickbar Manta Ray	0	1	315	0	ICN	South Windsor	CT	05:24
Douglas SkimPac	0	2	480	0	ICN	South Windsor	CT	05:24
Acme 39T Skimmer	0	1	480	0	ICN	Albany	NY	05:49
Sub Total Floating Suction:		69	49007	0				

Multi Skimmer

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Action 18 Skimmer	AP-18-725	1	446	0	NRC	Riverhead	NY	04:16
Action 24 Skimmer	AP-24-113	1	823	0	NRC	Glenmont	NY	05:37
Sub Total Multi Skimmer:		2	1269	0				

Oleophilic Disk

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
NRC Weir Disk Skimmer	WD-118	1	1371	24	NRC	Paulsboro	NJ	00:12
MEG 3000 Skimmer	0	3	4113	0	ICN	Staten Island	NY	02:05
TDS118 Skimmer	0	1	240	0	ICN	Laurel	MD	03:01
MEG 1000 Disk Skimmer	0	1	590	0	ICN	Port Jefferson	NY	03:42
MEG 3000 Disk Skimmer	0	2	3428	0	ICN	Calverton	NY	04:06
MEG 1000 Disk Skimmer	0	2	600	0	ICN	Calverton	NY	04:06
MEG 5000 Disk Skimmer	0	1	1371	0	ICN	Calverton	NY	04:06
NRC Weir Disk Skimmer	WD-113	1	1371	24	NRC	Calverton	NY	04:06
Small Disk Skimmer	0	1	117	0	ICN	New Haven	CT	04:23
Douglas SkimPac	0	1	240	0	ICN	Nitro	WV	04:33
Sub Total Oleophilic Disk:		14	13441	48				

Oleophilic Rope Mop

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
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00 to 06 hours (* Does not include recall/mobilization time)

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
4-Band Rope Mop Skimmer	RM4-009	1	1509	0	NRC	Bridgeport	NJ	00:24
Mark II Skimmer	0	1	175	0	ICN	Bayonne	NJ	02:07
4-Band Rope Mop Skimmer	RM4-010	1	1509	0	NRC	Calverton	NY	04:06
Sub Total Oleophilic Rope Mop:		3	3193	0				
Total Skimmer:		102	77739	48				

Vacuum System

Loader

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Skid Mount	0	1	686	18	ICN	Bridgeport	NJ	00:24
PowerVac	0	1	343	71	ICN	Royersford	PA	00:46
Vacuum Loader	0	1	686	71	ICN	Glenmont	NY	05:37
Vacuum Loader	0	2	1646	142	ICN	West Point	VA	05:41
Sub Total Loader:		5	3361	302				

Vacuum Trailer

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Vacuum Trailer	0	2	686	240	ICN	Bridgeport	NJ	00:24
Vacuum Trailer	0	5	1715	600	ICN	Edison	NJ	01:39
Vacuum Trailer	0	1	343	142	ICN	Laurel	MD	03:01
Vacuum Trailer	PACSVTU1	1	343	24	NRC	Newington	CT	04:56
Vacuum Trailer	0	1	343	120	ICN	Glenmont	NY	05:37
Vacuum Trailer	0	1	343	120	ICN	West Point	VA	05:41
Vacuum Trailer	0	1	343	75	ICN	Albany	NY	05:52
Sub Total Vacuum Trailer:		12	4116	1321				

Vacuum Transfer Unit

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Vacuum Transfer Unit	106	1	6857	24	NRC	Paulsboro	NJ	00:12
Vacuum Transfer Unit	104	1	6857	24	NRC	Dennisville	NJ	01:03
Vacuum Transfer Unit	0	1	343	70	ICN	Linden	NJ	01:57
Vacuum Transfer Unit	0	2	1372	48	ICN	Staten Island	NY	02:05
Vacuum Transfer Unit	220	1	6857	24	NRC	Baltimore	MD	02:34
Vacuum Transfer Unit	0	2	0	0	ICN	Rock Tavern	NY	03:31
Vac Skid	0	1	1714	119	ICN	Newtown	CT	04:02
Vacuum Transfer Unit	101	1	6857	24	NRC	Calverton	NY	04:06
Vacuum Transfer Unit	0	2	1372	48	ICN	Calverton	NY	04:06
Sub Total Vacuum Transfer Unit:		12	32229	381				

Vacuum Truck

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Vacuum Truck	0	3	1029	390	ICN	Paulsboro	NJ	00:12
Vacuum Truck	0	1	343	128	ICN	Paulsboro	NJ	00:12
Vacuum Truck	0	2	686	140	ICN	Aston	PA	00:27
Vacuum Truck	0	1	343	70	ICN	Aston	PA	00:27
Vacuum Truck	0	1	343	70	ICN	Aston	PA	00:27
Vacuum Truck	0	1	343	70	ICN	Aston	PA	00:27
Vacuum Truck	0	1	343	70	ICN	Aston	PA	00:27
Vacuum Truck	0	1	343	70	ICN	Aston	PA	00:27
Vacuum Truck	0	2	686	140	ICN	Aston	PA	00:27
Vacuum Truck	0	2	686	140	ICN	Aston	PA	00:27
Vacuum Truck	0	2	686	140	ICN	Aston	PA	00:27
Vacuum Truck	0	6	2058	426	ICN	Royersford	PA	00:46
Vacuum Truck	0	2	686	190	ICN	New Castle	DE	00:52
Vacuum Truck	0	1	343	71	ICN	Edison	NJ	01:36
Vacuum Truck	0	1	343	24	ICN	Edison	NJ	01:39
Vacuum Truck	0	1	343	83	ICN	Edison	NJ	01:39
Vacuum Truck	0	2	686	14	ICN	Edison	NJ	01:39
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	71	ICN	Rahway	NJ	01:52
Vacuum Truck	0	1	343	119	ICN	Rahway	NJ	01:52

00 to 06 hours (* Does not include recall/mobilization time)

Vacuum Tank Truck	0	1	2057	83	ICN	Baltimore	MD	02:34
Vacuum Tank Truck	0	1	2057	71	ICN	Baltimore	MD	02:34
Vacuum Tank Truck	0	1	2057	76	ICN	Baltimore	MD	02:34
Vacuum Truck	0	1	343	47	ICN	Westbury	NY	02:55
Vacuum Truck	0	2	686	142	ICN	Laurel	MD	03:01
Vacuum Truck	0	1	343	59	ICN	Laurel	MD	03:01
Vacuum Truck	0	2	686	94	ICN	Rock Tavern	NY	03:31
Vacuum Truck	0	1	343	130	ICN	Rock Tavern	NY	03:31
Vacuum Truck	0	1	343	50	ICN	Newburgh	NY	03:34
Vacuum Truck	0	1	343	71	ICN	Newburgh	NY	03:34
Vacuum Tanker	0	1	343	143	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	48	ICN	Bridgeport	CT	03:46
Turbo Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Turbo Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Turbo Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	70	ICN	Bridgeport	CT	03:46
Vacuum Tanker	0	3	1029	210	ICN	Bridgeport	CT	03:46
Vacuum Truck	0	1	343	95	ICN	Bridgeport	CT	03:52
Vacuum Truck	0	1	343	83	ICN	Monroe	CT	03:59
Vacuum Truck	0	1	343	95	ICN	Newtown	CT	04:02
Vacuum Truck	0	1	343	83	ICN	Newtown	CT	04:02
Vacuum Truck	0	1	343	23	ICN	Newtown	CT	04:02
Vacuum Truck	0	2	686	166	ICN	Newtown	CT	04:02
Vacuum Truck	0	3	1029	213	ICN	Newtown	CT	04:02
Vacuum Truck	0	2	686	142	ICN	Milford	CT	04:06
Vacuum Truck	0	2	686	96	ICN	Calverton	NY	04:06
Vacuum Truck	0	6	2058	780	ICN	Calverton	NY	04:06
Vacuum Truck	0	6	2058	720	ICN	Nitro	WV	04:33
Vacuum Tank Truck	0	1	2057	83	ICN	Stafford	VA	04:35
Vacuum Tank Truck	0	1	2057	76	ICN	Stafford	VA	04:35
Vacuum Tank Truck	0	1	2057	76	ICN	Stafford	VA	04:35
Vacuum Truck	0	1	343	71	ICN	Waverly	NY	04:37
Vacuum Truck	0	2	686	190	ICN	Meriden	CT	04:45
Vacuum Trailer	0	4	1372	380	ICN	Meriden	CT	04:45
Vacuum Trailer	0	4	1372	476	ICN	Meriden	CT	04:45
Vacuum Trailer	0	6	2058	714	ICN	Meriden	CT	04:45
Vacuum Truck	0	2	686	166	ICN	Fredericksburg	VA	04:45
Vacuum Truck	0	3	1029	210	ICN	Bristol	CT	04:45
Vacuum Truck	0	1	343	76	ICN	South Windsor	CT	05:24
Vacuum Truck	0	1	343	83	ICN	South Windsor	CT	05:24
Vacuum Truck	0	1	343	88	ICN	South Windsor	CT	05:24
Vacuum Truck	0	2	686	260	ICN	South Windsor	CT	05:24
Vacuum Truck	0	2	686	404	ICN	South Windsor	CT	05:24
Vacuum Truck	0	2	686	152	ICN	South Windsor	CT	05:24
Vacuum Truck	0	1	343	119	ICN	South Windsor	CT	05:24
Vacuum Truck	0	1	343	83	ICN	South Windsor	CT	05:24
Vacuum Truck	0	1	343	107	ICN	South Windsor	CT	05:24
Vacuum Truck	0	2	686	238	ICN	South Windsor	CT	05:24
Vacuum Truck	0	2	686	142	ICN	Glenmont	NY	05:37
Vacuum Truck	0	2	686	104	ICN	Albany	NY	05:40
Vacuum Truck	0	2	686	262	ICN	Albany	NY	05:40
Vacuum Truck	0	2	686	142	ICN	Albany	NY	05:49
Vacuum Truck	0	2	686	142	ICN	Albany	NY	05:49
Vacuum Truck	0	1	343	78	ICN	Albany	NY	05:52
Sub Total Vacuum Truck:		212	96970	17712				
Total Vacuum System:		241	136576	19716				

00 to 06 hours (* Does not include recall/mobilization time)

Vessel

Deployment Craft (< 25 foot)

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
Deployment Craft	0	5	0	0	ICN	Paulsboro	NJ	00:12
Deployment Craft	0	1	0	0	ICN	Bridgeport	NJ	00:24
14' Deployment Craft	0	5	0	0	ICN	Bridgeport	NJ	00:24
16' Deployment Craft	0	3	0	0	ICN	Bridgeport	NJ	00:24
19' Deployment Craft	0	1	0	0	ICN	Bridgeport	NJ	00:24
21' Deployment Craft	0	1	0	0	ICN	Bridgeport	NJ	00:24
14' Deployment Craft	0	5	0	0	ICN	Royersford	PA	00:46
16' Deployment Craft	0	1	0	0	ICN	Royersford	PA	00:46
18' Pontoon Barge	0	1	0	0	ICN	Royersford	PA	00:46
22' Deployment Craft	0	1	0	0	ICN	Royersford	PA	00:46
14' Deployment Craft	0	1	0	0	ICN	New Castle	DE	00:52
24' Deployment Craft	0	1	0	0	ICN	New Castle	DE	00:52
20' Deployment Craft	0	1	0	0	ICN	New Castle	DE	00:52
16' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
15' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
14' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
21' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
22' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
17' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
12' Deployment Craft	0	1	0	0	ICN	Edison	NJ	01:39
24' Deployment Craft	0	1	0	0	ICN	Edison	NJ	01:39
16' Deployment Craft	0	3	0	0	ICN	Edison	NJ	01:39
14' Deployment Craft	0	1	0	0	ICN	Edison	NJ	01:39
18' Deployment Craft	0	12	0	0	ICN	Staten Island	NY	02:05
22' Deployment Craft	0	3	0	0	ICN	Staten Island	NY	02:05
24' Deployment Craft	0	4	0	0	ICN	Bayonne	NJ	02:07
22' Deployment Craft	0	4	0	0	ICN	Bayonne	NJ	02:07
Deployment Craft	0	1	0	0	ICN	Bayonne	NJ	02:07
Deployment Craft	0	6	0	0	ICN	Bayonne	NJ	02:07
15' Deployment Craft	0	6	0	0	ICN	Bayonne	NJ	02:07
14' Deployment Craft	0	1	0	0	ICN	Bayonne	NJ	02:07
14' Deployment Craft	0	1	0	0	ICN	Bayonne	NJ	02:07
20' Deployment Craft	0	1	0	0	ICN	Baltimore	MD	02:25
14' Deployment Craft	0	1	0	0	ICN	Baltimore	MD	02:29
16' Deployment Craft	0	1	0	0	ICN	Baltimore	MD	02:29
13' Deployment Craft	0	2	0	0	ICN	Baltimore	MD	02:34
12' Deployment Craft	0	15	0	0	ICN	Baltimore	MD	02:34
22' Deployment Craft	0	1	0	0	ICN	Baltimore	MD	02:34
14' Deployment Craft	0	5	0	0	ICN	Baltimore	MD	02:34
15' Deployment Craft	0	9	0	0	ICN	Baltimore	MD	02:34
16' Deployment Craft	0	6	0	0	ICN	Baltimore	MD	02:34
16' Deployment Craft	0	12	0	0	ICN	Baltimore	MD	02:34
14' Deployment Craft	0	4	0	0	ICN	Baltimore	MD	02:34
21' Deployment Craft	0	8	0	0	ICN	Baltimore	MD	02:34
24' Deployment Craft	0	1	0	0	ICN	Laurel	MD	03:01
15' Deployment Craft	0	2	0	0	ICN	Laurel	MD	03:01
18' Deployment Craft	0	2	0	0	ICN	Rock Tavern	NY	03:31
24' Deployment Craft	0	2	0	0	ICN	Rock Tavern	NY	03:31
16' Deployment Craft	0	1	0	0	ICN	Newburgh	NY	03:34
20' Deployment Craft	0	1	0	0	ICN	Newburgh	NY	03:34
Fast Response Boat	0	1	0	0	ICN	Port Jefferson	NY	03:42
Work Boat	0	1	0	0	ICN	Port Jefferson	NY	03:42
John Boat	0	1	0	0	ICN	Port Jefferson	NY	03:42
John Boat	0	1	0	0	ICN	Port Jefferson	NY	03:42
Deployment Craft	Z-804	1	0	0	NRC	Port Jefferson	NY	03:42
Deployment Craft	0	1	0	0	ICN	Bridgeport	CT	03:46
14' Deployment Craft	0	1	0	0	ICN	Bridgeport	CT	03:46

00 to 06 hours (* Does not include recall/mobilization time)

18' Deployment Craft	0	1	0	0	ICN	Bridgeport	CT	03:52
16' Deployment Craft	0	1	0	0	ICN	Monroe	CT	03:59
14' Deployment Craft	0	2	0	0	ICN	Newtown	CT	04:02
Deployment Craft	0	1	0	0	ICN	Newtown	CT	04:02
Deployment Craft	1	3	0	0	ICN	Newtown	CT	04:02
20' Deployment Craft	0	2	0	0	ICN	Newtown	CT	04:02
14' Deployment Craft	0	1	0	0	ICN	Milford	CT	04:06
24' Deployment Craft	0	1	0	0	ICN	Milford	CT	04:06
18' Deployment Craft	0	14	0	0	ICN	Calverton	NY	04:06
14' Deployment Craft	0	1	0	0	ICN	Nitro	WV	04:33
20' Deployment Craft	0	1	0	0	ICN	Nitro	WV	04:33
13' Deployment Craft	0	2	0	0	ICN	Stafford	VA	04:35
12' Deployment Craft	0	2	0	0	ICN	Meriden	CT	04:45
16' Deployment Craft	0	1	0	0	ICN	Meriden	CT	04:45
17' Deployment Craft	0	1	0	0	ICN	Fredericksburg	VA	04:45
14' Deployment Craft	0	1	0	0	ICN	Bristol	CT	04:45
19' Deployment Craft	0	1	0	0	ICN	Bristol	CT	04:45
23' Deployment Craft	0	1	0	0	ICN	Bloomfield	CT	05:11
22' Deployment Craft	0	4	0	0	ICN	South Windsor	CT	05:24
14' Deployment Craft	0	1	0	0	ICN	South Windsor	CT	05:24
12' Deployment Craft	0	1	0	0	ICN	South Windsor	CT	05:24
14' Deployment Craft	0	1	0	0	ICN	Montville	CT	05:25
14' Deployment Craft	0	1	0	0	ICN	Glenmont	NY	05:37
17' Deployment Craft	0	1	0	0	ICN	Glenmont	NY	05:37
20' Deployment Craft	0	1	0	0	ICN	Glenmont	NY	05:37
23' Deployment Craft	0	1	0	0	ICN	Albany	NY	05:40
16' Deployment Craft	0	1	0	0	ICN	Albany	NY	05:40
14' Deployment Craft	0	2	0	0	ICN	West Point	VA	05:41
22' Deployment Craft	0	1	0	0	ICN	West Point	VA	05:41
18' Deployment Craft	0	1	0	0	ICN	Albany	NY	05:52

Sub Total Deployment Craft (< 25 foot): 211 0 0

Deployment Craft (> 25 foot)

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
32' Deployment Craft	0	4	0	0	ICN	Paulsboro	NJ	00:12
28' Deployment Craft	0	1	0	0	ICN	Bridgeport	NJ	00:24
28' BHSS Vessel	BHSS-105	1	0	0	NRC	Delaware City	DE	01:01
33' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
29' Deployment Craft	0	1	0	0	ICN	Clermont	NJ	01:33
25' Deployment Craft	0	3	0	0	ICN	Bayonne	NJ	02:07
34' Deployment Craft	0	1	0	0	ICN	Bayonne	NJ	02:07
35' Deployment Craft	0	1	0	0	ICN	Bayonne	NJ	02:07
26' Deployment Craft	0	1	0	0	ICN	Baltimore	MD	02:29
Utility Work Boat	0	1	0	0	ICN	Port Jefferson	NY	03:42
42' Launch	0	1	0	0	ICN	Bridgeport	CT	03:50
41' Launch	0	1	0	0	ICN	Bridgeport	CT	03:50
55' Pilot Boat	0	1	0	0	ICN	Bridgeport	CT	03:50
34' Deployment Craft	0	1	0	0	ICN	Calverton	NY	04:06
27' Deployment Craft	0	1	0	0	ICN	Calverton	NY	04:08
25' Deployment Craft	0	1	0	0	ICN	Calverton	NY	04:06
65' Deployment Craft	0	1	0	0	ICN	New Haven	CT	04:23
Landing Craft Response Vessel	0	1	0	0	ICN	Albany	NY	05:49
Landing Craft Response Vessel	0	1	0	0	ICN	Albany	NY	05:49

Sub Total Deployment Craft (> 26 foot): 24 0 0

WorkBoat

Description	Stencil #	Quantity	EDRC	Storage	Owner	City	State	*Time Away (hr:mm)
John Boat	0	1	0	0	ICN	West Deptford	NJ	00:12
John Boat	0	1	0	0	ICN	West Deptford	NJ	00:12
John Boat	0	1	0	0	ICN	West Deptford	NJ	00:12
John Boat	0	1	0	0	ICN	Aston	PA	00:27
John Boat	0	1	0	0	ICN	Rahway	NJ	01:52

00 to 06 hours (* Does not include recall/mobilization time)

John Boat	0	2	0	0	ICN	Linden	NJ	01:57
John Boat	0	1	0	0	ICN	Linden	NJ	01:57
Frank A	0	1	0	0	ICN	Bayonne	NJ	02:07
ponder Skimmer Boat	0	1	0	1000	ICN	Bayonne	NJ	02:07
Sub Total WorkBoat:		10	0	1000				
Total Vessel:		245	0	1000				
Total 00 to 06 hours:			214435	21185				
Resource Total from 0 to 6 hours:			214435	21185				

APPENDIX D

EMERGENCY RESPONSE TEAM JOB DESCRIPTIONS

Unified Command

Unified Command (UC) is an expansion of the ICS organization. The need for UC is brought about when an incident impacts the jurisdictional or functional responsibility of more than one agency. As a component of ICS, the UC is a structure that brings together the “Incident Commanders” of all major organizations that have jurisdictional responsibility for the incident to coordinate an effective response while carrying out their own agencies jurisdictional responsibilities. UC links the responding organizations to the incident and provides a forum for these agencies to make consensus decisions. Under UC, the various jurisdictions and/or agencies and non-government responders may blend together throughout the organization to create an integrated response team. To be a member of the UC you must have authority and jurisdiction. It is SXL’s position to appoint a high level official to be the Company’s Incident Command Representative to assist and support the Federal On-Scene Coordinator to respond to an incident within his/her jurisdiction.

The Federal On-Scene Coordinator is the federal official pre-designated by the EPA or the USCG to coordinate responses under subpart D of the NCP (40 CFR 300) or the government official designated to coordinate and direct removal actions under subpart E of the NCP. A FOSC can also be designated as the Incident Commander.

QUALIFIED INDIVIDUAL- Reports to Executive Management

Facility personnel responsible for initiating a response, including: activate oil spill removal organization(s); liaison with Federal On-Scene Coordinator; and obligate funds. All QIs have received the required training under OSHA 29 CFR 1910-120 guidelines. The Terminal Manager or designee is initially assigned as QI/Incident Commander and will:

- * Shut down transfer operations.
- * Activate incident command structure
- * Evacuate facility (if necessary)

INCIDENT COMMANDER (IC) — Reports to Executive Management and/or Federal On-Scene Coordinator

The IC’s responsibility is the overall management of the incident. On many incidents, the command activity is carried out by a single IC. The IC is selected based on qualifications and experience. The IC may have Deputy IC’s, who may be from the same agency or from an assisting agency. The Deputy IC must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time. When span of control becomes an issue for the IC, a Deputy IC/Chief of Staff may be assigned to manage the Command Staff.

The major responsibilities of the IC are:

- a. Coordinate SXL activities at Incident Command Post
- b. Liaison between Unified Command & SXL Corporate Headquarters
- c. Obtain a briefing from the prior IC (201 Briefing).
- d. Determine Incident Objectives and general direction for managing the incident.
- e. Establish priorities.
- f. Establish an ICP.

- g. Brief Command Staff and Section Chiefs.
- h. Establish an appropriate organization.
- i. Ensure planning meetings are scheduled as required.
- j. Approve and authorize the implementation of an IAP.
- k. Ensure that adequate safety measures are in place.
- l. Coordinate activity for all Command and General Staff.
- m. Coordinate with key people and officials.
- n. Approve requests for additional resources or for the release of resources.
- o. Keep agency administrator informed of incident status.
- p. Approve the use of trainees, volunteers, and auxiliary personnel.
- q. Authorize release of information to the news media.
- r. Ensure Incident Status Summary (ICS 209-CG) is completed and forwarded to appropriate higher authority.
- s. Order the demobilization of the incident when appropriate.
- t. Maintain Unit Log (ICS 214-CG).

Information Flow

Information will be shared throughout the response organization via period briefing sessions and posted status boards in the command center. A joint information team will be assembled to assure information released to the public is accurate and complete.

PUBLIC INFORMATION OFFICER (PIO) – The PIO is responsible for developing and releasing information about the incident to the news media, to incident personnel, and to other appropriate agencies and organizations. Only one primary PIO will be assigned for each incident, including incidents operating under UC and multi-jurisdiction incidents. The PIO may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions. The PIO and Joint Information Center (JIC) Job Aids (references (b) and (c)) should be reviewed regarding the organization and duties of the PIO. Agencies have different policies and procedures relative to the handling of public information. The following are the major responsibilities of the PIO, which would generally apply on any incident. The major responsibilities of the PIO are:

- a. Determine from the IC if there are any limits on information release.
- b. Develop material for use in media briefings.
- c. Obtain IC approval of media releases.
- d. Inform media and conduct media briefings.
- e. Arrange for tours and other interviews or briefings that may be required.
- f. Manage a Joint Information Center (JIC) if established.
- g. Obtain media information that may be useful to incident planning.
- h. Maintain current information summaries and/or displays on the incident and provide information on the status of the incident to assigned personnel.
- i. Ensure that all required agency forms, reports and documents are completed prior to demobilization.
- j. Brief Command on PIO issues and concerns.
- k. Have debriefing session with the IC prior to demobilization.
- l. Maintain Unit Log (ICS 214-CG).

LIAISON OFFICER (LNO) – Incidents that are multijurisdictional, or have several agencies involved, may require the establishment of the LNO position on the Command Staff. Only one primary LNO will be assigned for each incident, including incidents operating under UC and multi-jurisdiction incidents. The LNO may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions. The LNO is assigned to the incident to be the contact for assisting and/or cooperating Agency Representatives.

The major responsibilities of the LNO are:

- a. Review Common Responsibilities in Chapter 2.
- b. Be a contact point for Agency Representatives.
- c. Maintain a list of assisting and cooperating agencies and Agency Representatives, including name and contact information. Monitor check-in sheets daily to ensure that all Agency Representatives are identified.
- d. Assist in establishing and coordinating interagency contacts.
- e. Keep agencies supporting the incident aware of incident status.
- f. Monitor incident operations to identify current or potential inter-organizational problems.
- g. Participate in planning meetings, providing limitations and capability of assisting agency resources.
- h. Coordinate response resource needs for Natural Resource Damage Assessment and Restoration (NRDAR) activities with the OSC during oil and HAZMAT responses.
- i. Coordinate response resource needs for incident investigation activities with the OSC.
- j. Coordinate activities of visiting dignitaries.
- k. Ensure that all required agency forms, reports and documents are completed prior to demobilization.
- l. Brief Command on agency issues and concerns.
- m. Have debriefing session with the IC prior to demobilization.
- n. Maintain Unit Log (ICS 214-CG).

SAFETY OFFICER (SOFR) – The SOFR function is to develop and recommend measures for assuring personnel safety and to assess and/or anticipate hazardous and unsafe situations. Only one primary SOFR will be assigned for each incident. The SOFR may have assistants, as necessary, and the assistants may also represent assisting agencies or jurisdictions. Safety assistants may have specific responsibilities, such as air operations, hazardous materials, etc.

The major responsibilities of the SOFR are:

- a. Review Common Responsibilities in Chapter 2.
- b. Participate in tactics and planning meetings, and other meetings and briefings as required.
- c. Identify hazardous situations associated with the incident.
- d. Review the IAP for safety implications.
- e. Provide safety advice in the IAP for assigned responders.
- f. Exercise emergency authority to stop and prevent unsafe acts.
- g. Investigate accidents that have occurred within the incident area.
- h. Assign assistants, as needed.

- i. Review and approve the Medical Plan
- j. Develop the Site Safety Plan and publish Site Safety Plan Summary (ICS 208-CG) as required.
- k. Develop the Work Safety Analysis Worksheet (ICS-215a-CG) as required.
- l. Ensure that all required agency forms, reports and documents are completed prior to demobilization.
- m. Brief Command on safety issues and concerns.
- n. Have debriefing session with the IC prior to demobilization.
- o. Maintain Unit Log (ICS 214-CG).

OPERATIONS SECTION CHIEF (OSC) – The OSC, a member of the General Staff, is responsible for the management of all tactical operations directly applicable to the primary mission. The OSC will normally be selected from the organization/agency with the most jurisdictional responsibility for the incident. The OSC activates and supervises organization elements in accordance with the IAP and directs its execution. The OSC also directs the preparation of operational plans; requests or releases resources, monitors operational progress and makes expedient changes to the IAP, as necessary; and reports such to the IC. The OSC may have Deputy OSC's, who may be from the same agency or from an assisting agency. The Deputy OSC must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time. In complex incidents, the OSC may assign a Deputy OSC to supervise on-scene operations (major responsibilities (d) through (k) listed below) while the OSC participates in the incident planning process (major responsibilities (l) through (w) listed below).

The major responsibilities of the OSC are:

- a. Obtain briefing from IC.
- b. Evaluate and request sufficient Section supervisory staffing for both operational and planning activities.
- c. Supervise Operations Section field personnel.
- d. Implement the IAP for the Operations Section.
- e. Evaluate on-scene operations and make adjustments to organization, strategies, tactics, and resources as necessary.
- f. Ensure the Resources Unit is advised of changes in the status of resources assigned to the section.
- g. Ensure that Operations Section personnel execute work assignments following approved safety practices.
- h. Monitor need for and request additional resources to support operations as necessary.
- i. Assemble/disassemble task force/strike teams as appropriate.
- j. Identify/utilize staging areas.
- k. Evaluate and monitor current situation for use in next operational period planning.
- l. Convert operational incident objectives into strategic and tactical options. These options may be documented on a Work Analysis Matrix (ICS-234-CG).
- m. Coordinate and consult with the PSC, SOFR, technical specialists, modeling scenarios, trajectories, etc., on selection of appropriate strategies and tactics to accomplish objectives.
- n. Identify kind and number of resources required to support selected strategies.
- o. Subdivide work areas into manageable units.

- p. Develop work assignments and allocate tactical resources based on strategic requirements (i.e. develop the ICS-215-CG).
- q. Coordinate planned activities with the SOFR to ensure compliance with safety practices.
- r. Participate in the planning process and the development of the tactical portions (ICS 204-CG and ICS 220-CG) of the IAP.
- s. Assist with development of long-range strategic, contingency, and demobilization plans.
- t. Develop recommended list of Section resources to be demobilized and initiate recommendation for release when appropriate.
- u. Receive and implement applicable portions of the incident Demobilization Plan.
- v. Participate in operational briefings to IMT members as well as briefings to media, and visiting dignitaries.
- w. Maintain Unit Log (ICS 214-CG).

PLANNING SECTION CHIEF (PSC) – The PSC, a member of the General Staff, is responsible for the collection, evaluation, dissemination and use of incident information and maintaining status of assigned resources. Information is needed to:

- 1) Understand the current situation;
- 2) Predict the probable course of incident events;
- 3) Prepare strategies, plans and alternative strategies and plans for the incident; and
- 4) Submit required incident status reports.

The PSC may have Deputy PSC's, who may be from the same agency or from an assisting agency. The Deputy PSC must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time.

The major duties of the PSC are:

- a. Review Common Responsibilities in Chapter 2.
- b. Collect, process, and display incident information.
- c. Assist OSC in the development of response strategies.
- d. Supervise preparation of the IAP.
- e. Facilitate planning meetings and briefings.
- f. Supervise the tracking of incident personnel and resources through the Resources Unit.
- g. Assign personnel already on-site to ICS organizational positions as appropriate.
- h. Establish information requirements and reporting schedules for Planning Section Units (e.g., Resources, Situation).
- i. Determine the need for any specialized resources in support of the incident.
- j. Establish special information collection activities as necessary (e.g., weather, environmental, toxics, etc.).
- k. Assemble information on alternative strategies.
- l. Provide periodic predictions on incident potential.
- m. Keep IMT apprised of any significant changes in incident status.
- n. Compile and display incident status information.
- o. Oversee preparation and implementation of the Incident Demobilization Plan.
- p. Incorporate plans (e.g., Traffic, Medical, Communications, and Site Safety) into the IAP.
- q. Develop other incident supporting plans (e.g., salvage, transition, security).
- r. Review PSC Job Aid.
- s. Maintain Unit Log (ICS 214-CG).

LOGISTICS SECTION CHIEF (LSC) – The LSC, a member of the General Staff, is responsible for providing facilities, services, and material in support of the incident. The LSC participates in the development and implementation of the IAP and activates and supervises the Branches and Units within the Logistics Section. The LSC may have Deputy LSC's, who may be from the same agency or from an assisting agency. The Deputy LSC must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time.

The major responsibilities of the LSC are:

- a. Plan the organization of the Logistics Section.
- b. Assign work locations and preliminary work tasks to Section personnel.
- c. Notify the Resources Unit of the Logistics Section Units activated, including names and locations of assigned personnel.
- d. Assemble and brief Logistics Branch Directors and Unit Leaders.
- e. Determine and supply immediate incident resource and facility needs.
- f. In conjunction with Command, develop and advise all Sections of the IMT resource approval and requesting process.
- g. Review proposed tactics for upcoming operational period for ability to provide resources and logistical support.
- h. Identify long-term service and support requirements for planned and expected operations.
- i. Advise Command and other Section Chiefs on resource availability to support incident needs.
- j. Provide input to and review the Communications Plan, Medical Plan and Traffic Plan.
- k. Identify resource needs for incident contingencies.
- l. Coordinate and process requests for additional resources.
- m. Track resource effectiveness and make necessary adjustments.
- n. Advise on current service and support capabilities.
- o. Request and/or set up expanded ordering processes as appropriate to support incident.
- p. Develop recommended list of Section resources to be demobed and initiate recommendation for release when appropriate.
- q. Receive and implement applicable portions of the incident Demobilization Plan.
- r. Ensure the general welfare and safety of Logistics
- s. Maintain Unit Log (ICS 214-CG).

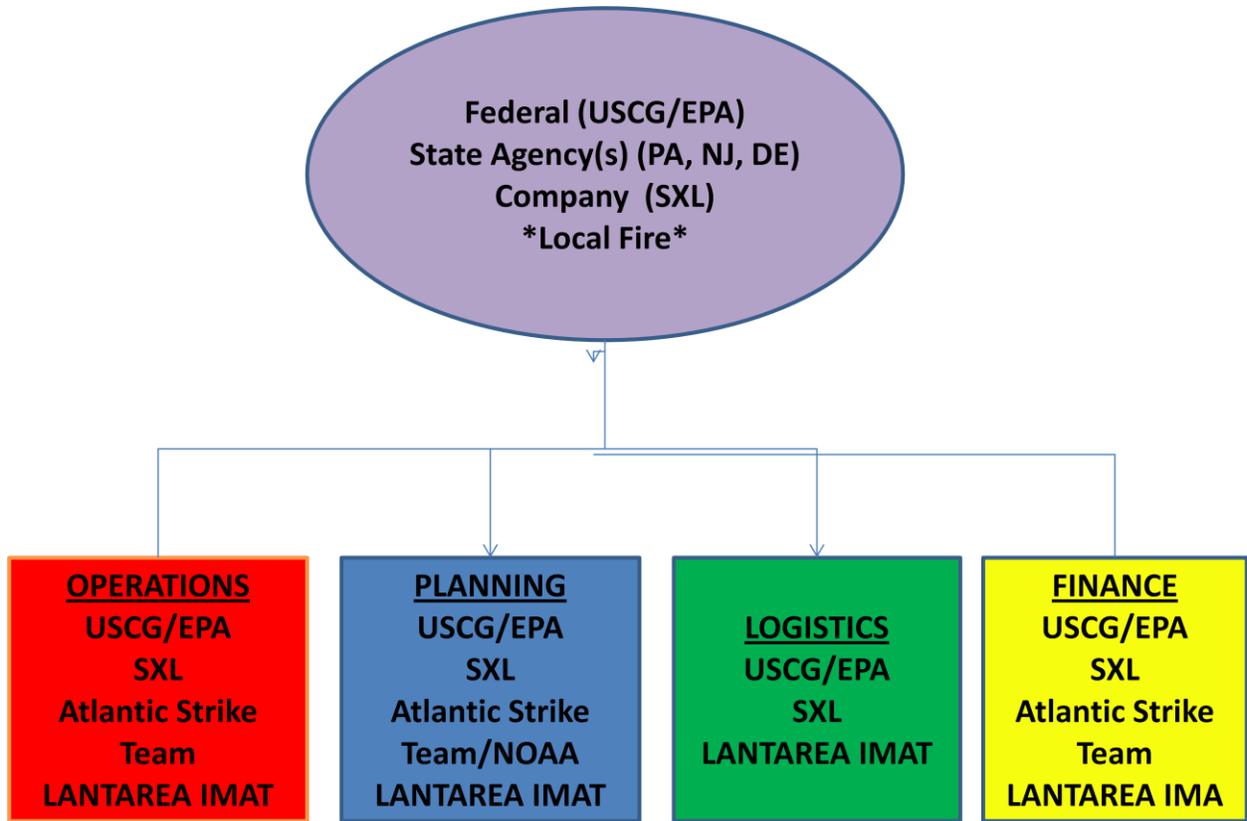
FINANCE/ADMINISTRATION SECTION CHIEF (FSC) - The FSC, a member of the General Staff, is responsible for all financial, administrative and cost analysis aspects of the incident and for supervising members of the Finance/Admin Section. The FSC Job Aid (reference (a)) should be reviewed regarding the organization and duties of the FSC. The FSC may have Deputy FSC's, who may be from the same agency or from an assisting agency. The Deputy FSC must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time. The major responsibilities of the FSC are:

- a. Review Common Responsibilities in Chapter 2.
- b. Participate in incident planning meetings and briefings as required.
- c. Review operational plans and provide alternatives where financially appropriate.
- d. Manage all financial aspects of an incident.

- e. Provide financial and cost analysis information as requested.
- f. Gather pertinent information from briefings with responsible agencies.
- g. Develop an operating plan for the Finance/ Admin Section; fill supply and support needs.
- h. Determine the need to set up and operate an incident commissary.
- i. Meet with Assisting and Cooperating Agency Representatives, as needed.
- j. Maintain daily contact with agency(s) administrative headquarters on Finance/Admin matters.
- k. Ensure that all personnel time records are accurately completed and transmitted to home agencies, according to policy.
- l. Provide financial input to demobilization planning.
- m. Ensure that all obligation documents initiated at the incident are properly prepared and completed.
- n. Brief agency administrative personnel on all incident-related financial issues needing attention or follow-up prior to leaving incident.
- o. Develop recommended list of Section resources to be demobed and initial recommendation for release when appropriate.
- p. Receive and implement applicable portions of the incident Demobilization Plan.
- q. Maintain Unit Log (ICS 214-CG).

Volunteers

It is Sunoco Logistic's policy to direct volunteers to response contractors or bird and wildlife recovery personnel which will provide training in accordance with OSHA 29CFR 1910.120.



Unified Command Organization

The make-up of the Unified Command organization for an oil spill response is usually comprised of the Coast Guard or Environmental Protection Agency, the Pennsylvania Department of Environmental Protection, New Jersey Department of Environmental Protection, Delaware Department of Natural Resources and Environmental Control and the Responsible Party. Figure D-1 is an illustration of the agencies and/or entities that could serve in the Unified Command and General Staff. The list of agencies is not exclusive.

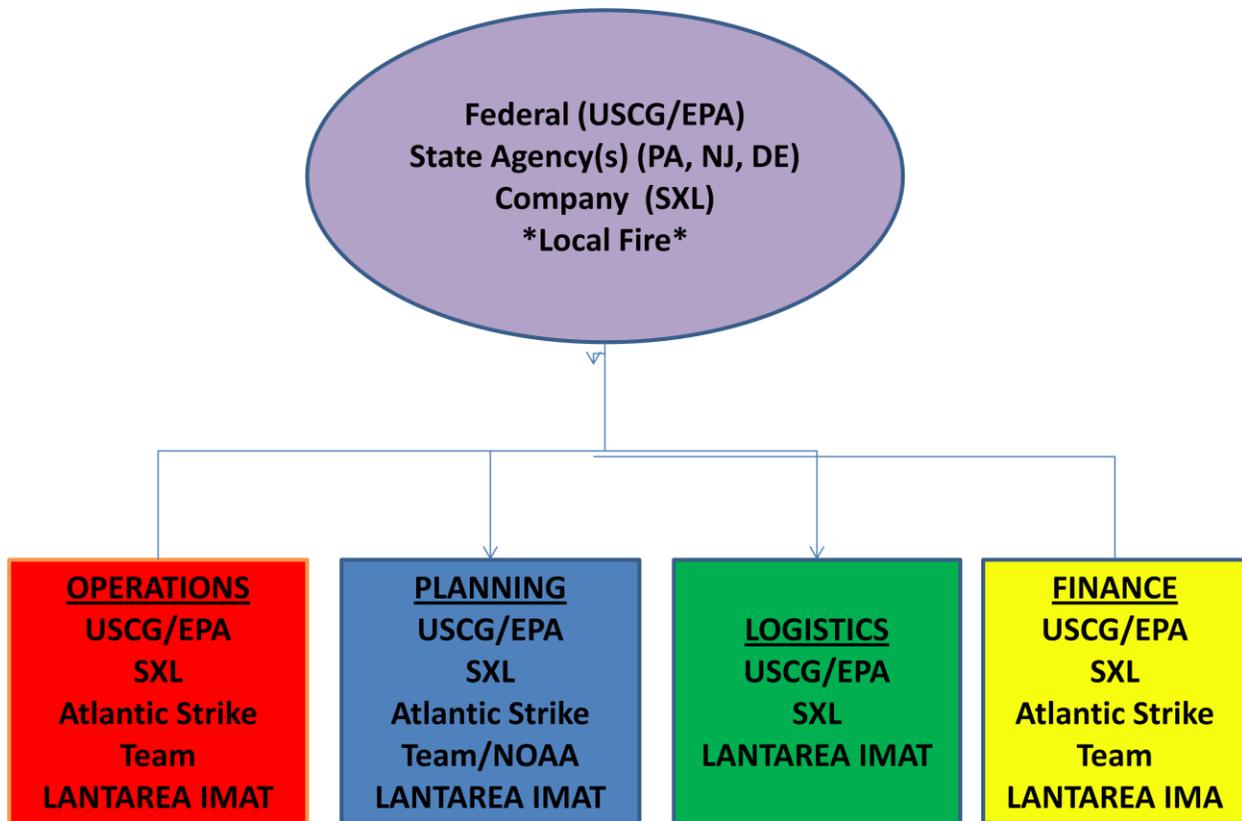


Figure D-1: The generic incident Command organization for an oil spill response.

Local governments are encouraged to contact the Unified Command through the Liaison Officer

APPENDIX E

Trenton Response Zone

