

Introduction

This guidebook provides guidance to some environmentally friendly practices for marina facilities. As the framework of the Oregon Clean Marina program, this guidebook outlines a suite of best management practices for marina facilities and the process by which such a facility can become a certified Oregon Clean Marina.

Nonpoint source pollution

While point sources of pollution – those that come from a discrete point of discharge – remain a source of water quality degradation, it is nonpoint sources – pollution from diffuse sources – that have become the leading cause of water quality impairment in the United States (EPA, 2002). In general, nonpoint source pollution results from snow or rain runoff transporting pollution from farming, urban areas, forestry, construction, paved areas, mining sites, and other activities and areas to waterbodies.

In Oregon, 74 percent of rivers and 51 percent of lakes surveyed in 2000 had good water quality that fully supported aquatic life uses (EPA, 2002). Only six percent of the surveyed estuarine waters in Oregon fully supported shellfishing. The most commonly reported problems for each of these waterbody types were due to nonpoint sources.

Nonpoint sources pollute marine environments by adding excess nutrients, sediments, and toxicants. Excess nutrients can cause weedy plant growth and algal blooms, which can lead to low dissolved oxygen, poor water clarity, and inhibition of aquatic plant growth. Toxicants can cause negative human and aquatic organism health effects. Excess sediments can lead to poor water clarity. Each of these effects results in a negative impact on aquatic organisms and the ecosystem in which they live – and therefore disrupt the environment which humans enjoy and depend on.

Why marinas?

The congregation of recreational boats at marinas, the activities that often occur at marinas, and the physical location of marinas in and near the water can result in significant local impacts to water quality.

Because pollutants from upstream in the watershed often flow through the land and water of the marina, water quality at a marina is often a reflection of not only pollutants generated at the marina but also of pollutants resulting from several watershed sources. While this “offsite” pollution production is something to be acknowledged, the pollution generated from marina activities, marina facilities, and the boats themselves must also be addressed.

Pollutants which are often generated at a marina and which could enter a marina basin include:

- ◆ Petroleum hydrocarbons from fuel and oil drippings and from solvents
- ◆ Nutrients and pathogens from overboard sewage discharge and pet waste
- ◆ Toxic metal from antifoulants and hull and boat maintenance debris
- ◆ Liquid and solid wastes from engine and hull maintenance and general marina activities
- ◆ Sediments from parking lot runoff and shoreline erosion
- ◆ Fish waste from dockside fish cleaning (EPA, 2001)

The input of pollutants from both marinas and from upstream in the watershed is exacerbated since most marinas are situated in areas protected from the wind and waves and where the currents are slower. These protected basins are often poorly flushed and therefore more susceptible to damage by pollutants.

What is the Clean Marina program?

The goal of the Oregon Clean Marina program is to protect and improve local water quality of Oregon waters by reducing pollution from marinas.

The Oregon Clean Marina program provides the opportunity for marinas, boatyards, yacht clubs, and floating home marinas to receive recognition for helping to establish and promote a cleaner marine environment for Oregon.

If a facility (which will be referred to as a marina throughout this guidebook) is in compliance with environmental regulations and uses a high percentage of the recommended practices, it can be designated as an Oregon Clean Marina. Such certified marinas are authorized to fly the Clean Marina flag and use the logo in their advertising. The flag is a signal to boaters that a marina cares about the cleanliness of area waterways.

The Oregon Clean Marina program is part of a much larger effort to reduce nonpoint sources of pollution throughout the state in part to address the requirements of the Environmental Protection Agency and the National Oceanic and Atmospheric Administration under Section 319 of the 1987 amendments to the Clean Water Act and Section 6217 of the federal Coastal Zone Act Reauthorization Amendments of 1990.

Why participate in the Clean Marina program?

The Oregon Clean Marina program provides the opportunity to proactively maintain clean water for the benefit of your facility and future generations.

Ultimately we feel the Clean Marina program will be good for your business. How?
Having a Clean Marina certification:

- ◆ Recognizes you for doing your part to protect water quality.
- ◆ May ensure your facility is in compliance with environmental regulations.
- ◆ Could encourage responsible boaters to patronize your establishment.
- ◆ Provides guidelines with which to educate your staff and patrons on effective best management practices.
- ◆ May make your marina more aesthetically attractive by reducing odor and visual impairments.
- ◆ Adds you to a published list of Clean Marina facilities and provides a link to your facility's website on the Marine Board website (www.boatoregon.com).
- ◆ Could reduce pollution clean up costs.
- ◆ Makes you eligible for grant money and free technical assistance.
- ◆ Promotes your facility as eco-friendly.

How to Use this Guidebook

This guidebook is intended to be used as a reference manual. Refer to selected sections as needed for best management practice ideas and some pointers on legal requirements for various marina activities and facility management.

This guidebook is divided into the following sections:

- ◆ Boater Education
- ◆ Facility Management
- ◆ Hauling and Storing Boats
- ◆ Fueling
- ◆ Mechanical Activities
- ◆ Painting and Fiberglass Repair
- ◆ Emergency Planning

Each section first contains an explanation of the potential environmental impacts, then a basic outline of some of the environmental legal requirements, a description of best management practices, and lastly a list of other relevant sections in the guidebook.

The legal requirements described in this guidebook are only to help outline some of the major environmental laws and regulations that pertain to marinas and are not comprehensive. While the outlines can be used as guidance, compliance with laws and regulations can only be determined by the appropriate agency.

The best management practices in this guidebook may be used individually or in combination to reduce environmental impacts and to reduce the risk of illegal discharges of pollutants into the water.

The checklist used to determine Oregon Clean Marina certification status references the sections and best management practices contained in this guidebook.

The appendices summarize some of the environmental federal and state laws and regulations that apply to marinas and boatyards. The appendices also include fact sheets from the Oregon Department of Environmental Quality, a contract language sample, and a list of contacts for more information.

How to Become a Certified Oregon Clean Marina

A marina, boatyard, yacht club, or floating home marina must meet all the environmental legal and regulatory standards required by the state and federal government, and then employ a percentage of BMPs described in this document to become certified as an Oregon Clean Marina. The criteria for certification are outlined in the checklist “Oregon Clean Marina Award Checklist”, which is included in the front flap of this guidebook.

To become a certified Oregon Clean Marina, use the “Oregon Clean Marina Award Checklist” and this *Oregon Clean Marina Guidebook* as references to assess your facility. If you meet the requirements for certification, contact the Oregon Clean Marina Program at (503) 378-8587 to schedule a confirmation visit. Representatives with the Oregon Clean Marina Program will meet with you to verify the items checked on the “Oregon Clean Marina Award Checklist.”

If you do not yet meet the minimum percentage of criteria on the checklist, you can still join the program with a Clean Marina Pledge. By signing the “Oregon Clean Marina Pledge,” located in the front flap of this guidebook, you commit to becoming certified within one year. Clean Marina staff and specialists are available to help answer questions as you work toward Clean Marina certification.

Once certified, you must confirm annually in writing that you continue to meet the award standards described on the “Oregon Clean Marina Award Checklist.” Every three years, or if there is a change in facility ownership, the Clean Marina coordinator will contact you to set up a meeting at a mutually convenient time to reaffirm your Clean Marina status.

List of Acronyms

ACOE	Army Corps of Engineers
AST	Aboveground Storage Tank
BMP	Best Management Practice
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESQG	Conditionally Exempt Small Quantity Generator of Hazardous Waste
CFR	Code of Federal Regulations
CVA	Clean Vessel Act
CWA	Clean Water Act
CZARA	Coastal Zone Act Reauthorization Amendments of 1990
DEQ	Oregon Department of Environmental Quality
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act of 1986
HAP	Hazardous Air Pollutant
LDR	Land Disposal Restrictions (Hazardous Waste)
LQG	Large Quantity Generator of Hazardous Waste
MPPRCA	Marine Plastic Pollution Research and Control Act
MSD	Marine Sanitation Device
MSDS	Material Safety Data Sheet
MSW	Municipal Solid Waste
NFPA	National Fire Protection Association
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
OAR	Oregon Administrative Rules
ODC	Ozone Depleting Chemical
ORS	Oregon Revised Statutes
OSMB	Oregon State Marine Board
RCRA	Resource Conservation and Recovery Act
SPCC	Spill Prevention, Control, and Countermeasure
SQG	Small Quantity Generator of Hazardous Waste
SWGP	Stormwater General Permit
SWPPP	Stormwater Pollution Prevention Plan
TCLP	Toxicity Characteristic Leaching Procedure
USC	United States Code
USCG	United States Coast Guard
UST	Underground Storage Tank
VOC	Volatile Organic Compound

General Guidance: In or Out of the Water?

These lists can be used as a general guideline for whether a vessel should be taken out of the water or not for vessel repair and maintenance activities. Please see the sections in this guidebook for the regulations and best management practices for individual activities and substances.

May be conducted on board a vessel while it is in the water:

- ◆ Routine engine tune-ups, oil changes, and other minor servicing and repair.
- ◆ Routine care and cleaning of rigging and fittings, interior surfaces, and “brightwork,” providing these activities do not produce a wastewater.
- ◆ Painting/varnishing interior surfaces and brightwork.
- ◆ Routine sanitary pump-outs and maintenance of sanitary wastewater facilities.
- ◆ Bilge pump repair.
- ◆ Removal and replacement of an engine, when all discharges or spills of engine fluids are contained.
- ◆ Similar activities where an accidental spill can be contained on deck or within the vessel.

Should be conducted with the vessel out of the water:

(And within an area designed for that purpose, if likelihood exists that pollutants may be released into the environment.)

- ◆ Repairs requiring the disassembly of the outboard or lower drive units.
- ◆ Bilge repairs requiring opening or penetrating the hull.
- ◆ Scraping, sandblasting, or painting the hull exterior or drive units.
- ◆ Interior or on-deck painting or similar activity involving aerosol application with a risk of over-spray or drip beyond the confines of the vessel.
- ◆ Hull exterior cleaning with agents other than non-chlorinated fresh water or natural seawater. Wastewater from such cleaning should be collected and treated, or discharged into a community sewerage system (permission may be required). Discharge of wash water into waters of the state is prohibited.
- ◆ Any other activities involving the potential risk of an unconfined discharge of oil, chemical, nutrients, or other contaminants to waters of the state.