

## Standard Operating Procedure

### Storm Water Pollution Prevention Plan (SWPPP)

**RB2-ENV-5000**

**Richmond Beach Terminal  
Alon Asphalt Company  
A Subsidiary of Delek US**

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Mark Wells  
Approver

Environmental Manager  
Title

  
Approver's Signature

2-4-20  
Date

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## 1.0 Purpose

The purpose of this Storm Water Pollution Prevention Plan (SWPPP) is to document the selection, design, and installation of control measures and to provide procedures for documenting the implementation (inspection, maintenance, monitoring, and corrective actions) of the Best Management Practices (BMP's) that reduce, eliminate, and/or prevent discharges of storm water pollutants.

## 2.0 Scope

This procedure applies to all employees and contract personnel involved in daily operations at the Richmond Beach Terminal. All Alon Asphalt Company (Alon) employees involved with storm water management or who can affect storm water discharge quality, including all Alon employees who handle petroleum products, their supervisors, and Terminal Management.

Storm water discharges include any storm water associated with, or coming in contact with, industrial activity at the facility's developed or undeveloped property.

## 3.0 Owner

Environmental Manager

## 4.0 Applicable Documents

RB2-ENV-5003	Facility Response Plan
AD2-SWP-0502	General Safety Rules
RB2-ADM-1100	Marine Oil Transfer Facility Operations Manual
AD3-SWP-0511	Personal Protective Equipment
RB2-ENV-5002	Spill Prevention, Control, and Countermeasures Plan
AD2-ENG-2001	Tank Inspection and Cleaning Program
RB3-ENV-1030	Quadricell/CPI Operating Procedures (Treatment System Operating Plan)

## 5.0 General Guidelines

The Washington Department of Ecology (WDOE) regulates the discharge of pollutants into storm water from industrial areas and municipalities. A storm water permit is required for any discharge of storm water associated with industrial activity directly or indirectly through storm sewers or storm drainage to surface water. This Plan has been prepared to conform to the standards set forth by the WDOE to comply with the facility's two NPDES Permits, No. WA-000323-9 and No. WA-003170-4.

### 5.1 Consequences of Deviation

The discharge of any pollutant in excess of the permit limits constitutes a violation of the terms and conditions of the NPDES. Enforcement actions by the WDOE may include a notices of violation (NOV), civil or criminal

penalty, and the suspension or termination of the facility's permits.

Employees failing to follow these instructions may be subject to disciplinary action leading up to, and including, possible termination. Disciplinary action taken will be in direct proportion to the severity of incident or event. This action will be determined by the Terminal Supervisor and Management personnel.

## **5.2 Health, Safety, Environmental, and Security Precautions**

The following information entails various precautions that should be followed to avoid safety, environmental, and security hazards.

### **5.2.1 Health Hazards**

All Alon employees responsible for the handling, transferring, transporting, and disposing of oil and spent oil absorbent materials are required to receive the appropriate level of OSHA 1910.120 HAZWOPER training.

### **5.2.2 Personal Protective Equipment**

Required PPE includes long pants, long sleeved shirt or company uniform (fire resistant and/or retardant), leather, safety-toe boots, hard hat, safety glasses w/side shields, gloves, and plant radio.

### **5.2.3 Environmental Concerns**

All oil handling activities, waste handling and transportation, and chemical storage and use must occur as prescribed in the appropriate procedures.

### **5.2.4 Security**

The Richmond Beach facility is fenced on all landward sides to prevent unauthorized access. All gates and fences remain locked. The main gate has key card access and phone call access to activate the barricade gate. Visitors and contractors are required by facility regulations to sign in at the facility office. Instructions to this effect are posted at the facility entrance and at access gates. The facility is sufficiently illuminated by lights throughout the grounds, such that discharges, releases, or acts of vandalism can be observed during hours of darkness.

## **5.3 Certification**

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who managed the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and

belief, true, accurate, and complete.

Signature:

*D Mark Wells*

Title: ENVIRONMENTAL MANAGER

Date: 2-4-20

## 5.4 Facility Assessment

### 5.4.1 Facility Description

The Richmond Beach Asphalt Terminal is situated on approximately 60 acres (including tidelands) at Point Wells on Puget Sound. The facility provides processing and storage of various grades of paving asphalts, industrial asphalts (roofing), and asphalt emulsions. In addition, the facility provides terminalling services including the storage, blending, and transfer of marine diesel and fuel oil products across the dock.

The facility is open 24-hours a day, 365 days a year. The paving asphalt business is most active in the summer. All products are stored in tanks and pumped through pipes. No materials or products are left open to the weather.

Asphalt products are primarily received at the plant by railcar. Finished products leave the site by tanker truck. Annual throughput capacity is approximately 75,000 tons per year. *(Note: the terminal will be suspending asphalt operations in 2020 for an indeterminate amount of time.)*

Under the contract agreement with Alon Asphalt Company, the marine client leases 8 tanks for the storage of diesel and marine fuel oils. Average annual throughput across the dock is approximately 6-7 million barrels per year.

There are three water outfalls into Puget Sound. The Storm Water Drainage Drawings that are included in Appendix A show the locations of the three outfall lines. Under the authority of NPDES Permit No. WA-000323-9, Outfall 001 discharges the water that has been conveyed through the "Main Treatment System" and is made up of storm water and limited process water from the tank farms and asphalt plant areas.

Under the authority of NPDES Permit No. WA-003170-4, Outfall 002 discharges storm water from a drainage ditch located on the west side of the BNSF railroad siding track and treated ground water from the Groundwater Treatment Bioremediation System.

Outfall 003 discharges storm water emanating from the Woodway Highlands residential development, stream runoff from the bluff directly

east of the terminal, and from four catch basins located in the terminal's Upper Industrial Area. This discharge is authorized along with Outfall 001 under NPDES Permit No. WA-000323-9.

#### **5.4.2 Industrial Activities and Site Maps**

The SPCC Site Drawing in Appendix A identifies the industrial areas, the storm water drainage system, and the potential major pollution sources.

The facility has a number of impermeable surfaces such as roads, buildings, and tanks which increase the amount of storm water runoff in areas of the facility.

Facility drainage pathways and control structures are illustrated on the SPCC Site Drawing and discussed in various sections of the plan. In general, drainage is engineered to prevent oil from reaching navigable waters. Drainage in areas with dikes is controlled by valves or has no outlet. Areas without dikes drain into catch basins that are designed not to flood.

##### **5.4.2.1 Asphalt Plant**

The Asphalt Plant Process Area is located at the north end of the Plant. The area encompasses 12 acres that are partially paved. The Process Area consists of 35 above ground product storage tanks, 2 remediation oil tanks, a 3,300-gallon covered asphalt reclaim tank, 2 diesel tanks, 2 300-gallon vehicle fuel tanks (1 unleaded and 1 diesel), a rail car loading area, 4 Tank Truck Loading Racks (TTLRs), the North API Oil/Water Separator, four air blowing stills, and a decommissioned vacuum distillation unit (crude oil refining no longer occurs at this facility). Buildings located in the Process Area include the Main Office, Emulsion Mill/Locker/Lunch Room, Control Room, Boiler House, a quality control laboratory, a Maintenance Building, and a Storage Warehouse. Adjacent to the Storage Warehouse is a Chemical Products Storage Area, and Hazardous and Non-hazardous waste storage areas.

All equipment and vehicle maintenance is performed indoors in the Maintenance Building or the Storage Warehouse.

Storm water runoff and potential spills are contained in this area by soil berms that abut the BNSF rail line at the eastern border. At the northeastern boundary of the area, a ditch carries storm water runoff from offsite areas, wraps around the northern boundary of the site, and discharges into Puget Sound. The ditch is protected from potential spills from the nearby above ground storage tanks by an approximately 2-

foot-high soil berm.

All process wastewater, storm water, and potential spills within the Process Area are conveyed to the North API Oil/Water Separator by a series of catch basins and connecting underground pipes. Water processed through the North API Oil/Water Separator is then pumped to the Main Treatment System consisting of the CPI Oil/Water Separator and the Quadricell Induced Air Flotation System.

#### **5.4.2.2 North Tank Farm**

The North Tank Farm is located in the north-central part of the facility just south of the Asphalt Plant Process Area. The area contains 18 above ground product storage tanks and a 360-gallon asphalt reclaim tank (decommissioned). Storm water and potential spills are contained by a concrete containment dike and an earthen berm around the perimeter of the area. As the Site Drawing in Appendix A indicates, storm water and potential spills from this area are collected in the catch basins and conveyed to the Main Treatment System.

#### **5.4.2.3 Terminal Tank Farm**

The Terminal Tank Farm is located in the central part of the facility just south of the North Tank Farm. It is composed of a series of sub-areas separated by concrete intermediate dikes with heights ranging from 1 to 3 ½ feet. These sub-areas, areas 1A through 1L, contain a total of 31 above ground product storage tanks, 3 remediation oil tanks, and a 200-gallon diesel tank. Storm water and potential spills are contained by the concrete dikes with valves that can be controlled from the Control Room located in the waterfront office. As the Site Drawing in Appendix A indicates, storm water and potential spills are collected in the catch basins and conveyed to the Main Treatment System.

#### **5.4.2.4 South End of Point Wells**

The Parking Lot Area is located in the south-central part of the facility. It is mostly vacant. A bioremediation building is located at the west end of the Parking Lot Area. Four remediation oil tanks ranging from 400 to 5000 gallons are also located in this area. Main access to the facility is located in this area through a down ramp from the hill above. Storm water run-on to the facility and potential spills are collected in the catch basins and conveyed to the Main Treatment System.

The portion of the facility south of the access trestle is largely



unpaved. King County through the Brightwater Outfall Project controlled this portion of the property from 2006 through early 2013. During King County tenure, King County was responsible for collecting and treating stormwater in this area. Prior to releasing the property back, King County graded the property to drain to a newly constructed sedimentation pond.

#### 5.4.2.5 Upper Industrial Area

The Upper Industrial Area is currently unused. Near the center of the area is a concrete decontamination pad, it is lined with strip drains that drain to the Main Treatment System and is ultimately discharged through Outfall 001 into Puget Sound. Storm water run off from the upper industrial area flows to Outfall 003 as shown on the drawings in Appendix A.

#### 5.4.3 Main Treatment System

Limited process wastewater from the asphalt operations, including wastewaters from the boiler system, air blowing stills, tank draws, and miscellaneous wastewater generated during maintenance activities, may occasionally be conveyed to the North API Oil/Water (O/W) Separator and then pumped from the API Separator to the Plant's "Main Treatment System" located on the north side of Tanks 41 and 42. *(Note: Blowdown water from operation of the two boilers was routed to the on-site sanitary sewer system starting in 2015. )*

The Main Treatment System consists of a sand trap, a Corrugated Plate Interceptor (CPI) Unit, and two modulation tanks (Tank 40 in Area 1A and Tank 51 in Area 1J). Water is batch-discharged from the modulation tanks to an Induced Air Flotation (Quadricell) treatment unit for additional treatment, if necessary, and then discharged to Puget Sound through Outfall 001 under the authority of NPDES Permit No. WA-000323-9. *(Note: Operation of the Quadricell was terminated in 2010 after it was determined that the addition of the flocculant chemical was not necessary to meet effluent Total Suspended Solids (TSS) limits and was also potentially the source of toxicity in the effluent as indicated by bioassay testing.)*

Storm water runoff from the tank farms and industrial portions of the site, is collected through a catch basin and storm sewer system and conveyed to the Main Treatment System. Treated wastewater (process water and storm water) is discharged in batches to Puget Sound through Outfall 001 under the authority of NPDES Permit No. WA-000323-9.

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#### 5.4.4 Materials Inventory

Bulk products stored at the facility that could pollute storm water include: asphalt oil, asphalt emulsions, marine fuel oil, marine diesel oil, asphalt additives and emulsifiers, diesel fuel, liquid nitrogen, and HCL.

Small quantities of lube oil used for the maintenance of the company vehicles, equipment, and pumps are stored in the maintenance shop. Small quantities of chemicals and solvents, used in the laboratory, are stored inside the laboratory. Boiler chemicals are stored in the manufacturer's totes and stored in the Boiler House.

The Chemical Storage Area is located between the Hazardous Waste Pad and the Non-hazardous Waste pad on the west side of the North Warehouse. Drums of lubricants, heat transfer oil, boiler water and wastewater treatment chemicals, mineral spirits, red dye for diesel, and other miscellaneous chemicals are stored in this covered and fenced area surrounded by an asphalt curb.

#### 5.4.5 Past Reportable Spills

Alon Asphalt Company (formerly Paramount Petroleum Corporation) purchased the Richmond Beach facility from Chevron in 2005.

In 2006, the Richmond Beach facility had one reportable spill of approximately 3 gallons of hydraulic oil. The oil leaked from a ruptured hydraulic hose on the boat crane located at the south end of the dock. A portion of the oil entered Puget Sound. The Marine Spill Response Corporation (MSRC) responded to the spill at Paramount's request. However, the thin layer of sheen quickly dissipated and no oil recovery was possible.

In 2007, the Richmond Beach facility had one reportable spill. During transfer of asphalt from Tank 82 to Tank 95, operator error resulted in overfilling of the tank and the spilling of approximately 200 barrels of asphalt onto the area around Tank 95. The asphalt quickly solidified and did not reach any storm drains.

In 2009, the facility reported an overflow of the asphalt reclaim tank resulting in an estimated 250 gallons of asphalt spilling onto the ground. The asphalt solidified and was placed into drums for disposal. No storm drains were impacted.

In 2014, Tank 61 containing Marine Fuel Oil (MFO) leaked through one or more corrosion holes in the tank floor, moved along the HDPE liner installed beneath the tank, and day-lighted at ground level along the side of the tank. Approximately 25 barrels of MFO accumulated on the earthen ground surface before the fuel in the tank could be

transferred to Tank 62. The viscous MFO was contained within the earthen berms and did not penetrate the ground surface. Cleanup and confirmation sampling and analysis were completed in 3 days.

In 2017, a 10" decommissioned pipeline running along the waterfront seawall just north of Tank 2 was observed to be leaking oil onto the ground surface. The leak was discovered to be caused by a small corrosion hole on the bottom of the pipe. A 10" clamp was installed over the corrosion hole and the leak was stopped. An estimated 2 to 3 barrels of diesel #2 oil was absorbed into the soil and reached the groundwater at approximately 6.5' bgs. Approximately 60 tons of petroleum-impacted soil were removed and disposed. A recovery well was installed in the excavation to allow periodic removal of any free product floating on the groundwater surface. The excavation was then backfilled and compacted with clean fill material. To prevent a reoccurrence, all product residue in the decommissioned 10" line and the adjacent decommissioned 12" line was removed and the lines were flushed with water.

## **5.5 Best Management Practices (BMPs)**

The facility has identified and implemented the following BMPs based on the DOE's Storm Water Management Manuals and the SWPPP for Industrial Facilities Guidance Manual.

### **5.5.1 Good Housekeeping**

Every work area is maintained in a clean and orderly fashion to reduce the potential for materials to come in contact with storm water. Pavement and concrete surfaces are swept as needed. Drip pans are placed under all connections not in containment (loading and unloading racks). The facility does not employ wet methods of cleaning outside of secondary containment. Spills are cleaned up immediately (with dry method). Spill cleanup materials are located at the Hazardous Waste Storage Pad and in two 20' trailers located near the South Approach to the dock.

The maintenance department uses drip pans under vehicles or equipment awaiting maintenance and absorbent boom around leaky vehicles or equipment. Additionally, pavement is cleaned after leaky vehicles or equipment was on them.

The facility's operators maintain all material containers in good condition and make sure that all of the containers are properly labeled. Employees are trained to empty containers completely before disposal.

All facility personnel are trained to never pour wastes into storm water catch basins.

### **5.5.2 Procedures-Operational and Spill Response**

The facility has written Standard Operating Procedures for loading and unloading of rail cars, asphalt, chemicals, marine transfers, and equipment operation. Employees are trained on loading/unloading procedures, spill response, and storm water management.

The Spill Prevention, Control, and Countermeasures (SPCC) Plan (RB2-ENV-5002) is the main spill prevention plan for the facility. The Facility Response Plan (RB2-ENV-5001) addresses procedures for responding to spills to land and to Puget Sound. Training includes equipment deployment exercises and tabletop response drills. All facility employees are trained to appropriate HAZWOPER Operations level.

The Quadricell/CPI Operating Procedures (RB3-ENV-1030) details all procedures in the handling of plant waste water. Employees receive periodic training on these procedures.

### **5.5.3 Preventative Maintenance**

Drain webs or Dandy Bags are maintained in specific catch basins located in the high risk zones. These have been determined to be the storm water catch basins located in a heavy traffic area in the Upper Industrial Area and that drain through Outfall 003. Drain webs will be changed on an "as-needed" basis. The Maintenance Department is responsible for routinely inspecting the storm water catch basins and changing the drain webs or Dandy Bags. The Environmental Manager and the Terminal Supervisor, or designees, will perform semi-annual "Wet Season" (Oct. 1 - April 30) and "Dry Season" (May 1 - Sept 30) inspections of the storm water system (see Section 5.5.8).

The facility cleans the catch basins as needed based on the semi-annual inspections. All sludge removed from the catch basins must be analyzed prior to transportation off-site for disposal at a regulated landfill facility.

The Plant Operators are responsible for regularly inspecting the facility for implementation of BMPs, mechanical issues with the storm water system, and for leaking equipment. Repairs are made immediately to any mechanical problems with storm water lines, catch basins, vaults, valves, etc.

Routine maintenance of company equipment occurs inside the maintenance shop, when appropriate. Maintenance work done in the field utilizes drip pans and absorbents to prevent storm water contamination.

#### 5.5.4 Spill Prevention and Emergency Cleanup Plan

Written operational procedures include procedures for spill prevention including the inspection of trucks and rail cars before loading/unloading. The facility's Spill Prevention, Control, and Countermeasures (SPCC) Plan (RB2-ENV-5002) details the spill prevention procedures for the facility. The facility has a written Tank Inspection and Cleaning Program (AD2-ENG-2001) which requires monthly inspections of each active tank. The Marine Oil Transfer Operations Manual (RB2-ADM-1100) outlines procedures for spill prevention during marine transfers. The Facility Response Plan (RB2-ENV-5003) is the facility's main Emergency Cleanup Plan.

#### 5.5.5 Structural Source Control BMPs

- Aboveground bulk oil storage tanks are situated within secondary containment areas surrounded by concrete dikes, concrete sea walls, or compacted earthen berms. Appendix E of the SPCC Plan details the secondary containment areas, capacities, and construction. HDPE liner systems have been installed around tanks that store lower-viscosity products.
- Bulk oil storage tanks have overfill protection systems.
- Berms, dikes, or sloping around loading/unloading areas are used to prevent storm water contamination.
- The facility's storm water catch basins and conveyance system is designed to prevent run-off or run-on on and pooling.
- Vehicle and equipment repair is done inside the Maintenance garage whenever possible.
- Hazardous waste and non-reclaim waste is temporarily stored, under cover, in secondary containment, prior to disposal.
- The control of storm water run-off from the hillside located directly to the east of the facility is accomplished by utilizing three separate drain systems that originate outside of the plant and run through the facility. These consist of:
  1. An 800 foot-long ditch running along the northeastern boundary of the facility carries water run off from the BNSF railroad grade and discharges the water onto the beach just north of the property.
  2. A stream (referred to as Chevron Creek) coming down the hillside adjacent to the Upper Industrial Area discharges the water through a large sand trap located

in the Upper Industrial Area, then into an impervious underground pipe (HDPE) that travels underground and into Puget Sound through Outfall 003.

3. There is also a another HDPE impervious underground pipe system that collects storm water that originates from the BNSF railroad grade to the East of the facility and conveys the water under the plant into Puget Sound through Outfall 002.

#### 5.5.6 Pollution Prevention Team

The Pollution Prevention Team will be the:

- Terminal Supervisor – responsible for implementing, maintaining, and ensuring compliance with this SWPPP, and for acting as the Incident Commander in the event of a spill.
- Environmental Manager – responsible for developing and revising the SWPPP and assuring that the facility receives proper training and is in compliance with all permits.
- Maintenance Mechanic – responsible for maintenance of equipment and prevention of spills.

#### 5.5.7 Training Requirements

Employee training on the SWPPP and its implementation is included in the Annual Environmental Compliance Training. All employees are trained in identifying pollutant sources and in understanding pollutant control measures, spill prevention and response, good housekeeping, and environmentally acceptable material handling. All training will be documented and training records are managed by the Asphalt Division Training Coordinator.

#### 5.5.8 Inspections

There will be two formal inspections performed each year: one during the wet season (Oct. 1 - April 30) and the other inspection during the dry season (May 1 - Sept 30). In addition, the Facility is manned year around, 24-hours a day, with Operators doing plant walkthroughs throughout their shifts. These Operators are trained to be aware of any abnormal condition and deal with the problem.

##### **Dry Season Inspection:**

Will be conducted by the Terminal Supervisor and/or the Environmental Manager, or designee, and documented on the *Dry Season Inspection Report form, RB4-ENV-5000-FM02*, and located in Appendix B.

This inspection will determine the presence of any unpermitted non-storm water discharges such as domestic wastewater, non-contact cooling water or process wastewater to the storm water drainage system. If an unpermitted, non-storm water discharge is discovered during the inspection, the Department of Ecology will be immediately notified.

**Wet Season Inspection:**

Will be conducted by the Terminal Supervisor and/or the Environmental Manager, or designee, during a storm event and documented on the *Wet Season Inspection Report form, RB4-ENV-5000-FM03*, located in Appendix B.

This inspection will verify that the potential pollutant sources detailed in this Plan is current and up to date. And, verify that the site map in this plan is current and up to date.

This inspection will also verify that all controls to reduce pollutants in storm water discharges that are associated with industrial activity identified in the SWPPP are being implemented and are adequate

In addition, the wet season inspection will include observation of the presence of floating materials, suspended solids, oil sheen, discolorations, turbidity or odor in the storm water discharge.

**5.5.9 Illicit Non-Storm Water Discharges**

Discharges from Outfalls 002 and 003 do not go through the Main Treatment System. As part of the Dry Season Inspection, flow going to these two Outfalls must be inspected, to identify the presence of unpermitted non-storm water discharges such as domestic wastewater, non-contact cooling water, or process wastewater to the storm water drainage system. Additionally, all operational employees will be trained to identify such discharges.

If an unpermitted, non-storm water discharge is discovered during the inspection, the Terminal Supervisor and the Environmental Manager must be notified immediately.

**5.5.10 Storm Water Peak Run-off Control**

The storm water conveyance system has been designed to control the flow of storm water and to prevent flooding of the grounds during heavy rain events. In addition to the conveyance system, the facility's Main Treatment System includes two tanks (51 and 40) that can store wastewater and storm water if needed due to peak run-off.

To assure that the conveyance system is working properly, Operators inspect the drainage areas following heavy precipitation event and clear any debris from drains and catch basins. All storm water catch

basins are periodically inspected and cleaned out as needed.

As part of the systems preventative maintenance program, the Sand Trap vault in the upper industrial area is inspected and cleaned out as needed.

#### **5.5.11 Erosion and Sediment Control BMPs**

Erosion has not been a major issue at the facility. However, water runoff from the hillside east of the facility does carry sediment into the Sand Trap vault located in the Upper Industrial Area and also into the ditch that runs along the northeast and northern border of the Plant. Both the Sand Trap and the ditch are periodically excavated by facility staff using a backhoe before sediment builds up to the point of potential overflow.

### **5.6 Sampling Plan**

The Outfall 001 discharge is sampled and analyzed once per month in accordance with the requirements identified in NPDES Permit No. WA-000323-9. Grab samples are taken from the sample valve located on the west end of the Quadricell. 24-hour composite samples are collected from the pipeline between the Quadricell and the flow meter. The discharge flow volume is continuously metered during every batch discharge. Whole Effluent Acute and Chronic Toxicity testing and a Priority Pollutant Scan are conducted once per permit cycle.

Outfall 003 is sampled once a month from one of the concrete outfall risers located in the southern portion of the facility and analyzed for oil and grease and inspected daily for visible sheen in accordance with NPDES Permit No. WA-000323-9.

Outfall 002 is sampled in accordance with a separate NPDES, Permit No. WA-003170-4. Discharge flow volume is metered continuously. Monthly, when the system is operating, a treated effluent sample is collected and analyzed for Total Suspended Solids, Oil & Grease, Copper, Zinc, Nickel, pH, and Temperature. Quarterly, additional analytes include Benzene, TPH-G, TPH-D, and Phenolic Compounds.

### **5.7 Reporting and Recordkeeping**

The following is to be documented:

- Monthly DMRs for each outfall using WDOE's Water Quality permitting Portal (WQWebPortal).
- Semi annual inspections (one Dry Season and one Wet Season).
- Whole Effluent Acute and Chronic Toxicity Testing once per permit cycle.
- Outfall Evaluation once per permit cycle



- Updated Treatment System Operating Plan once per permit cycle.
- Annual ground water evaluation report.

Records are to be kept for a minimum of three years.

#### **5.8 Actions for Abnormality**

Anyone who observes a performance or process failure occurring regarding the SWPPP is to initially contact the Terminal Supervisor and report the incident. The Terminal Supervisor is then responsible for contacting the Environmental Manager.

The Terminal Supervisor and the Environmental Manager will come to a consensus in determining the appropriate course of action in addressing the performance or process failure.

Additional notification will be made if deemed necessary by the management staff.

## 6.0 Acronyms and Definitions

### **BMP**

Best Management Practice

### **CFR**

Code Of Federal Regulations

### **Emergency Coordinator**

The single person responsible for implementing a facility's contingency plan and notifying emergency response authorities of the emergency. at least one employee must be designated as emergency coordinator and must be available, either on-site or on-call and able to reach the facility quickly, to implement the contingency plan.

### **DOE**

Department Of Ecology (Washington State)

### **EPA**

Environmental Protection Agency (Federal)

### **Oils or Oil**

Including gasoline, crude oil, fuel oil, diesel oil, lubricating oil, sludge, oil refuse and any other petroleum related product.

### **MSDS**

Material Safety Data Sheets

### **PIC**

Person In Charge

### **PPE**

Personal Protective Equipment

### **Reportable Quantity (RQ)**

The amount of oil or hazardous material which if spilled or released, or threatens to spill or release, in quantities equal to or greater than those specified is a violation and requires notice.

### **SPCC**

Spill Prevention Control and Countermeasures

### **Spill or Release**

The discharge, deposit, injection, dumping, spilling, emitting, releasing, leaking or placing of any oil or hazardous material into the air or into on any land or

waters of the state.

**TAA**

Temporary accumulation area, also know as the less than ninety day storage area, and/or as the hazardous waste pad.

**RB**

Richmond Beach Terminal

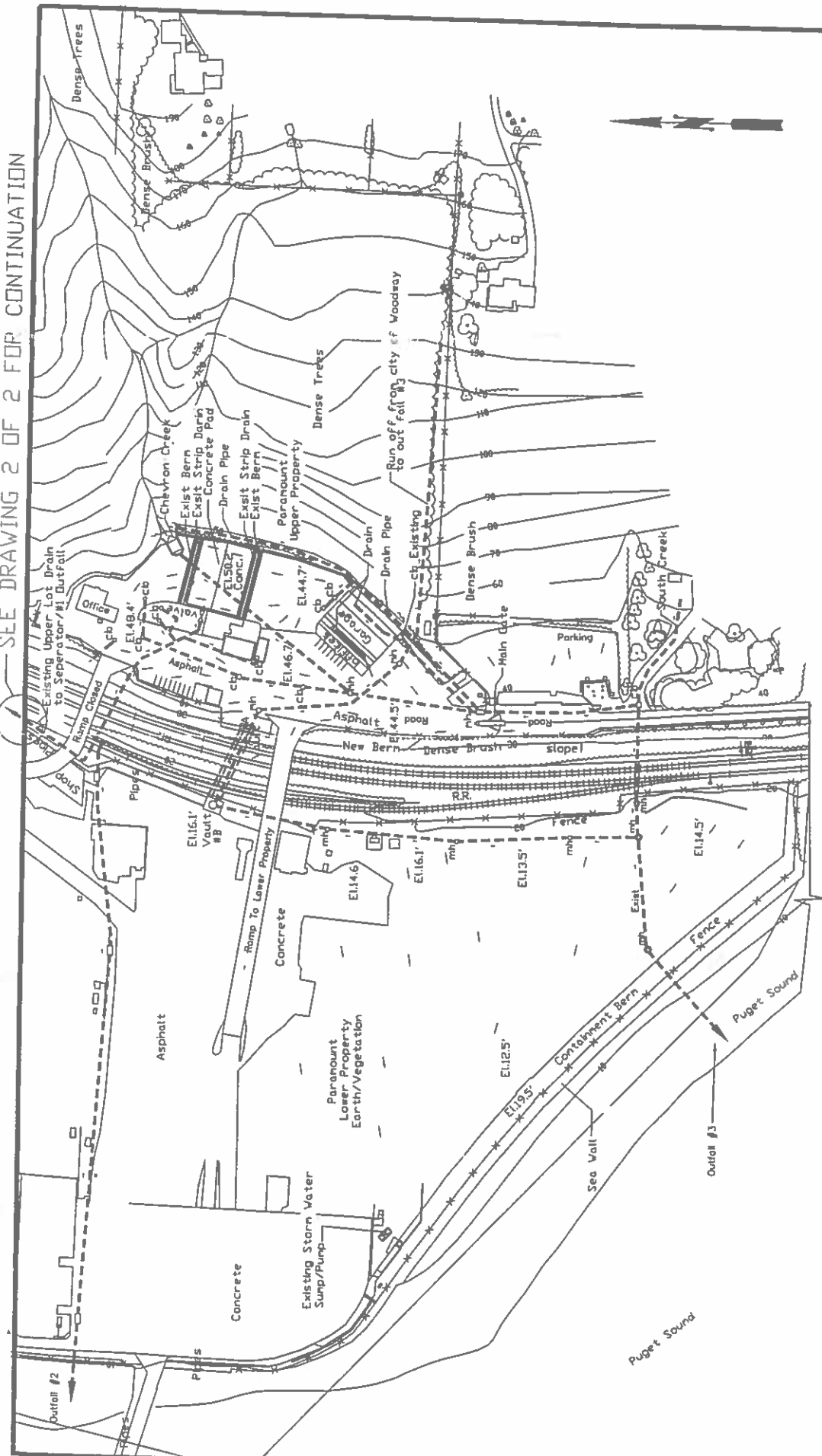
**7.0 Revision History**

<b>Rev. No.</b>	<b>Description</b>	<b>Date</b>	<b>Revised By</b>
001	Content revised	12/01/03	MACT
002	Content revised	1/18/2007	S. Carey
003	Combined Upper and Main Industrial Areas' SWPPPs into one document.	2/1/2010	D. Broderick M. Wells
004	Content updated.	10/7/2014	M. Wells
005	Content updated.	2/7/2020	M. Wells

# **APPENDIX A**

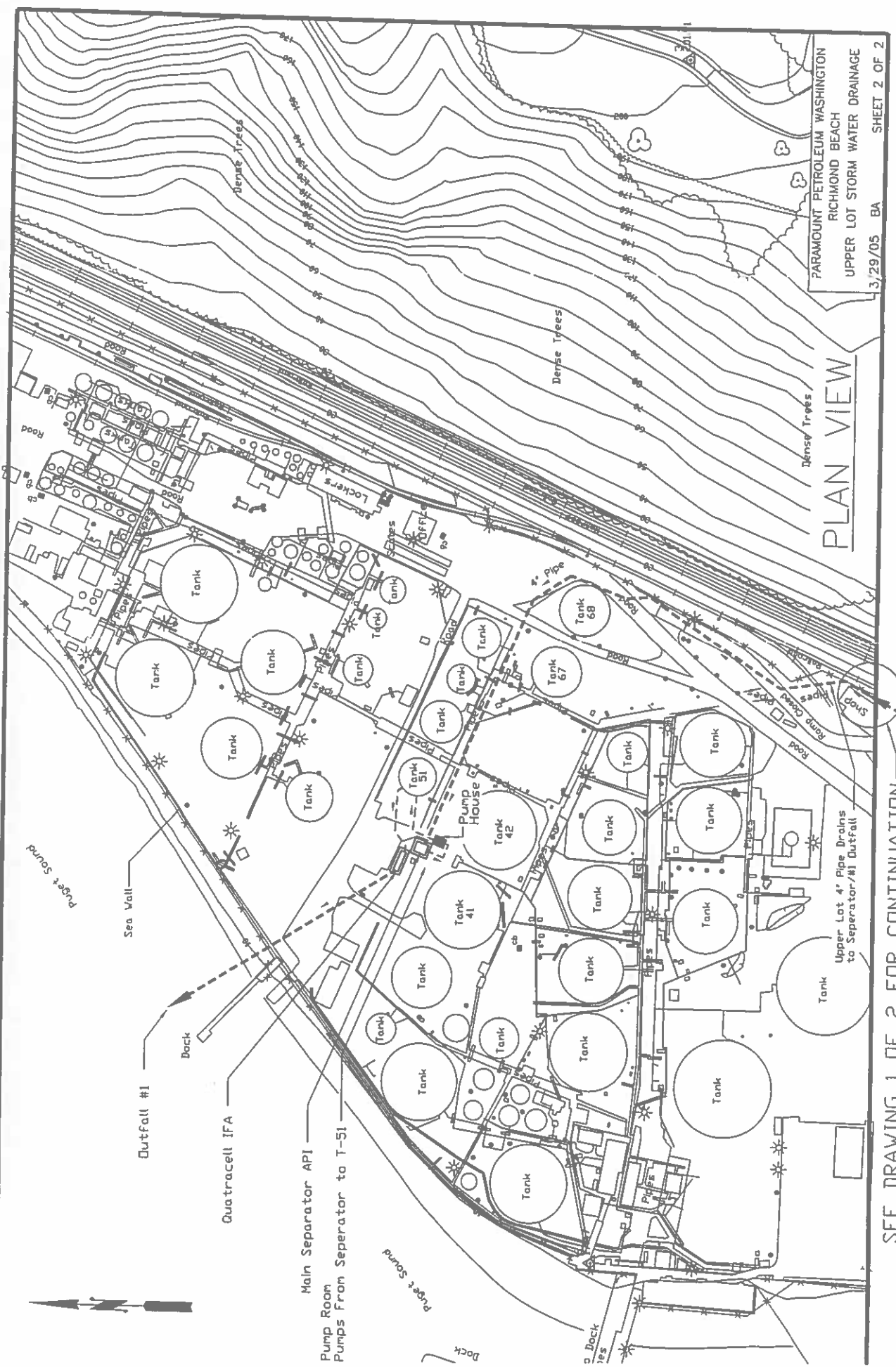
## **Storm Water System Drawings**

SEE DRAWING 2 OF 2 FOR CONTINUATION



# PLAN VIEW

PARAMOUNT PETROLEUM WASHINGTON  
 RICHMOND BEACH  
 UPPER LOT STORM WATER DRAINAGE  
 3/29/05 BA SHEET 1 OF 2



PARAMOUNT PETROLEUM WASHINGTON  
 RICHMOND BEACH  
 UPPER LOT STORM WATER DRAINAGE  
 3/29/05 BA SHEET 2 OF 2

PLAN VIEW

SEE DRAWING 1 OF 2 FOR CONTINUATION





# **APPENDIX B**

## **Inspection Forms and Drainage Log**

# Dry Season Inspection

RB4-ENV-5000-FM02-000

Effective Date: 2/3/2010

Inspection Item	Date Performed	Initials of Inspector	Comments
Will be conducted by a person(s) named in the SWPPP.			
Will determine the presence of unpermitted non-storm water discharges such as domestic wastewater, non-contact cooling water or process wastewater to the storm water drainage system.			
If an unpermitted, non-storm water discharge is discovered during the inspection, the Department of Ecology will be immediately notified.			

Additional Comments:

\_\_\_\_\_  
Inspector

\_\_\_\_\_  
Inspector's Signature

\_\_\_\_\_  
Date

# Wet Season Inspection

RB4-ENV-5000-FM03-000

Effective Date: 2/2/2010

Inspection Item	Date Performed	Initials of Inspector	Comments
Will be conducted by a person(s) named in the SWPPP.			
Will be conducted during a rainfall event.			
The inspection will verify that the potential pollutant sources named in this permit are current and up to date.			
The inspection will verify that the site map in this plan is current and up to date.			
The inspection will verify that all controls to reduce pollutants in storm water discharges associated with industrial activity identified in the SWPPP are being implemented and are adequate.			
In addition the wet weather inspection will include observation of the presence of floating materials, suspended solids, oil sheen, discolorations, turbidity or odor in the storm water discharge.			

Additional Comments:

\_\_\_\_\_  
Inspector

\_\_\_\_\_  
Inspector's Signature

\_\_\_\_\_  
Date

# Drainage Log

RB4-ENV-5000-FM01-000

Effective Date: 10/02/09

Date	Area(s) Drained	Pass Inspection (Y/N)	Time Opened	Time Closed	Operator's Initials

Inspection involves observing accumulated storm water for the presence of oil or an oil sheen prior to opening a valve for discharge. If oil or an oil sheen is observed, do not open the valve and notify the Terminal Manager and the Environmental Manager immediately.