Spill Prevention, Control, and Countermeasure Plan

Port of Portland
Portland International Airport
Portland, Oregon

Prepared for:

Port of Portland

June 24, 2020
Amended: November 13, 2024

Project No. M0232.17.073

Prepared by:

Maul Foster & Alongi, Inc.
3140 NE Broadway Street, Portland, OR 97232

MAUL FOSTER ALONGI

Approval and Certification

Management Approval

Port of Portland will implement this Spill Prevention, Control, and Countermeasure Plan as described.

Kristina Kelchner *Chief Development Services*	*Date*

Engineer Certification

I hereby attest that I am familiar with the provisions of Title 40 Code of Federal Regulations Part 112 (40 CFR 112); that I or my agent have examined the Portland International Airport (PDX) facilities at 7000 NE Airport Way; 7111 NE Alderwood Road; 7110 NE Airport Way, the northwest corner of the PDX airfield; 5250 NE Marine Drive; and 10150 NE 33rd Drive (the facility); that this Spill Prevention, Control, and Countermeasure Plan (SPCC Plan) has been prepared in accordance with good engineering practice, including consideration of applicable industry standards, and with the requirements of 40 CFR 112; that procedures for required inspections and testing have been established; and that the SPCC Plan is adequate for the facility.

Steven P. Taylor, PE
Principal Engineer

Contents

Limitations

Figures

Following the Report

Tables

Following the Report

Appendixes

Abbreviations

AST	Aboveground Storage Tank
BAX	Burlington Air Express
CFR	Code of Federal Regulations
CUP	Central Utility Plant
DTP	Deicing Treatment Plant
Facility	Airport: 7000 NE Airport Way
	Maintenance Facility: 7111 NE Alderwood Road
	Central Utility Plant: 7110 NE Airport Way
	Fire Training Facility: NW corner of airfield
	PDX Fire Department: 5250 NE Marine Drive
	Deicing Treatment Plant: 10150 NE 33rd Drive
	QTA: 7300 NE Airport Way
EPA	U.S. Environmental Protection Agency
facility	facility description/address
MCDD	Multnomah County Drainage District
OERS	Oregon Emergency Response System
PCB	Polychlorinated biphenyl
PDX	Portland International Airport
PFFC	Portland Fueling Facilities Corporation
QTA	Quick Turn Around Area
SPCC Plan	Spill Prevention, Control, and Countermeasure Plan
STI SP001	Steel Tank Institute Standard for the Inspection of Aboveground Storage Tanks, SP001
the Port	Port of Portland
USEPA	U.S. Environmental Protection Agency
UPS	United Parcel Service
U.S. navigable waters	the navigable waters of the United States of America or their tributaries
UST	underground storage tank

1 Facility Information

This Spill Prevention, Control, and Countermeasure Plan (SPCC Plan) has been prepared for the Port of Portland's (the Port), Portland International Airport and associated facilities (PDX or facility)

1.1 Location

The facility comprises approximately 3,200 acres. A facility map is provided in the Drawings section (Port of Portland Drawing C1). The areas included in this SPCC Plan are :

- Deicing Treatment Plant (DTP) located at 10150 NE 33rd Drive (Port of Portland Drawing C-2), and
- Fire Training Facility located at the NE corner of Airfield (Port of Portland Drawing C-3),
- PDX Fire Department located at 5250 NE Marine Drive (Port of Portland Drawing C-3),
- PDX Terminal located at 7000 NE Airport Way (Port of Portland Drawing C-4)
- Central Utility Plant (CUP) located at 7110 NE Airport Way (Port of Portland Drawing C-5),
- Quick Turn Around Area (QTA): 7300 NE Airport Way (Port of Portland Drawing C-6).
- PDX Air Cargo: 7780 NE Air Cargo Road (Port of Portland Drawing C-7), and
- Maintenance Facility located at 7111 NE Alderwood Road (Port of Portland Drawing C-8).

Each of these areas is described below and facility diagrams are provided in the Drawings section. Identification of the non-transportation-related oil facilities that are owned and operated by the Port were provided by Port personnel.

1.2 Site Facilities and Current Operations

Deicing Treatment Plant – The DTP consists of an Anaerobic Fluidized Bed Reactor that is used to treat deicing stormwater runoff from PDX aircraft and pavement deicing operations, keeping PDX in compliance with federal, state, and local water quality regulations. See Port of Portland Drawing C-2.

Fire Training Facility – The Fire Training Facility is located near the northwest corner of PDX (Port of Portland Drawing C-3). The area is used by the PDX Fire Department and the Oregon Air National Guard to practice extinguishing live fires.

Fire Department – The PDX Fire Department is dedicated to servicing PDX and limited adjacent areas (See Port of Portland Drawing C-3).

PDX Terminal – The PDX Terminal is located northwest of the short-term parking structure and provides passenger services such as restaurants and shops, airline operation services, bag handling infrastructure, and has a variety of space usage throughout the building. Exterior services at the Terminal include parking and servicing of aircraft and operational support vehicles. (Port of Portland

Drawing C-4). There are seven vegetable oil/grease underground secondary interceptor tanks that are part of the facility's sanitary sewer treatment.

Central Utility Plant – The CUP serves as the primary source of power, heating, and cooling for PDX (Port of Portland Drawing C-5). The CUP has two 30,000-gallon heating oil underground storage tanks (USTs), located on the north side of the CUP containing diesel fuel (see PDX-0471 & PDX-0472 in Port of Portland Drawing C-5). These tanks are included for identification purposes only and are not regulated by SPCC requirements, as previously discussed.

QTA – The QTA is used to wash and fuel rental cars. The Port owns the QTA and the associated fueling dispensing equipment. However, the QTA is operated by the rental car consortium Conrac Solutions. There are four 15,000-gallon gasoline underground storage tanks (USTs). Conrac Solutions is responsible for annual UST testing and training for employees fueling vehicles. The UST certificates are held by the Port. See Port of Portland Drawing C-6.

PDX Air Cargo – PDX Air Cargo is used by air cargo carriers including Federal Express, UPS, Aero Portland and Prologis (Port of Portland Drawing C-7).

Maintenance Facility – The Maintenance Facility includes offices, storage buildings, and several maintenance shops (Port of Portland Drawing C-8). A vehicle maintenance shop services Port-owned vehicles and includes vehicle bays, storage areas, offices, and an oil storage room. The vehicle maintenance shop has trench drains which contain potential spills within the building. These drains flow to oil-water separators prior to being discharged to the sanitary sewer. The Maintenance Facility also has three USTs used to store fuel for vehicle refueling.

1.3 Waterways and Site Drainage

Stormwater at PDX is collected through a series of drainage ditches and stormwater pipes that discharge directly into the middle reach of the Columbia Slough or to one of its tributaries. The waters of the Slough are pumped or gravity flow to the lower Columbia Slough via the Multnomah County Drainage District (MCDD) pump station No. 1. The lower Columbia Slough, which is tidally influenced, flows into the Willamette River near its confluence with the Columbia River. PDX has one outfall to the Columbia River used for discharging deicing stormwater and non-deicing stormwater as needed. This outfall is permitted under Waste and Stormwater Discharge Permit No. 101647.

Runoff from PDX and adjacent properties is contained within nine drainage areas encompassing an area of nearly 3,246 acres that generally flow south to the Columbia Slough via overland flow, drainpipes, detention facilities, pump stations, and open channels (Port of Portland Drawings C-1 through C-8). Impervious surface covers about 41 percent of airport property. Impervious surfaces include roofs, runways, roads, parking lots, gravel lots and other paved areas. The topography at PDX is flat, with most pervious areas covered with grass or other landscaping. Runoff from Drainage Basins 3, 5, 8, 9 and subbasins 1E, 7B, 7C, and 7D are conveyed to the Columbia Slough through a system of gravity flow pipes and ditches. Runoff from Drainage Basins 2, 4, 6, and subbasins 1N, 1S and 7A also discharge to the Columbia Slough; however, they are part of the managed runoff deicing system that is operated from October 1 through May 31. Depending on BOD load, the runoff in the deicing drainage areas may be pumped to the deicing treatment facility and then pumped to either the Columbia River or the City of Portland's sanitary sewer (Permit No. 400.131). Descriptions of each drainage basin, industrial activity and available site controls are listed below. Table 1-1 provides the estimated area for each drainage area.

Table 1-1 Drainage Basin Area in Acres

Drainage Basin	Total Area Acres	Drainage Area Discharge Location
Sub-1S	160	SW Quad and Elrod ditch system then Columbia Slough via MCDD PS-2
Sub-1N	648	Elrod ditch system then Columbia Slough via MCDD PS-2
Sub-1E	20	Elrod ditch system then Columbia Slough via MCDD PS-2
Basin 2	203	Broadmoor ditch then Columbia Slough via MCDD PS-3
Basin 3	13	Columbia Slough
Basin 4	50	Columbia Slough
Basin 5	48	Columbia Slough
Sub-6G	264	Columbia Slough
Sub-6H	11	Columbia Slough
Sub-6J	4	Columbia Slough
Sub-7A	634	McBride Slough then the Columbia Slough
Sub-7B	4	McBride Slough then the Columbia Slough
Sub-7C	5	McBride Slough then the Columbia Slough
Sub-7D	5	McBride Slough then the Columbia Slough
Basin 8	437	PIC ditches then Columbia Slough
Basin 9	318	Columbia Slough, includes area east of I-205 not owned by the Port
Table 1-1 data provided by Port of Portland.		

Drainage Basin 1

Drainage Basin 1 is the most western drainage area at PDX and is divided into three sub-basins: 1E, 1N and 1S. Sub-basin 1E conveys stormwater to the Elrod ditch from hangars 8580, 8540, and 9120, and their associated ramps. Sub-basin 1N includes portions of Runways 10R/28L and

10L/28R; Taxiways D, H and K, Perimeter Road, Fire Station; Fire Training Facility; Portland Fueling Facilities Corporation (PFFC) Fuel Farm; and Deicing System Dilute Storage Tanks, Treatment Plant, and pump stations. Sub-basin 1S discharges to the Elrod ditch and drains portions of Terminals northwest Ramp, portions of Taxiways B, C, E, G, M, T, and portions of Runway 3/21. The remaining areas in Drainage Basin 1, located on Port property, are undeveloped or areas where non-industrial activity occurs, and stormwater primarily infiltrates with limited runoff.

Industrial activities in the Drainage Basin 1 include aircraft support services, which include: light aircraft maintenance, aircraft and vehicle fueling, fuel storage, aircraft painting, septic systems, deicing and anti-icing activities, and the fire house and fire-fighting training facility (pervious areas only).

Spill control facilities include a catch basin connected to an oil-water separator adjacent to the Fire Department aboveground storage tank (AST) and fueling area. The Fire Training Area does not include drainage structures (the nearest catch basin is more than 350 feet away from the storage tanks which are in a secondary containment system), and most of the surface in the area is unimproved and relatively flat; therefore, there is no reasonably likely potential for spills in this area to reach the stormwater sewer system, even in the case of a sudden catastrophic tank release.

Drainage Basin 2

Drainage Basin 2 is located on the southwestern side of the airfield. It includes the southern portion of Runway 3/21, Taxiways E and F, Central Ramp, United Parcel Service (UPS) Buildings and ramp, and deicing pump station F. Stormwater is conveyed through a quiescent and detention pond before being pumped to the Broadmoor ditch.

Industrial activities include aircraft support services including fuel storage, aircraft and ground support vehicle fueling, aircraft maintenance, and deicing and anti-icing.

Spill control features include one quiescent pond with sorbent and hard booms. The quiescent pond outlet has a valve that can be manually activated in the event of a spill. The quiescent pond outfall also has a sorbent boom.

Drainage Basin 3

Drainage Basin 3 is the smallest basin at PDX and is located on southwestern side of the airfield adjacent to the Columbia Slough. All areas within Drainage Basin 3 are leased by Boeing and includes two hangars, employee parking, and ramp space.

Industrial activities include employee vehicle parking, aircraft maintenance, fueling and painting, and materials storage.

Spill control features include trapped catch basins (lynch-style) at all drainage basins and sorbent booms at the outfall.

Drainage Basin 4

Drainage Basin 4 is located on the southwestern side of the airfield, and boarders the Columbia Slough. Drainage Basin 4 includes the South Ramp air cargo carriers including Federal Express, UPS, Aero Portland and Prologis, and deicing pump station G. Stormwater is conveyed through a quiescent pond before discharging to the Columbia Slough.

Industrial activities include aircraft support services, aircraft loading/unloading, fueling, deicing and anti-icing, unscheduled aircraft maintenance, equipment parking and maintenance, truck fueling, and vehicle parking.

Spill control features include one quiescent pond with sorbent and hard booms. The quiescent pond outlet has a valve that can be manually activated in the event of a spill.

Drainage Basin 5

Drainage Basin 5 is located outside of the airfield security fence and is one of the central southern basins. Stormwater is conveyed to an outfall that discharges directly to the Columbia Slough. Multiple cargo facilities operate in this basin as well as the airport's largest mobile fuel provider. Facilities and operations include the International Air Cargo Center building and ramp, Horizon Air employee parking, UPS ASIG, Prologis, DHL There are multiple oil-water separators, and water quality catch basins, one water quality vault, and one vegetated swale that provide stormwater treatment.

Industrial activities include fueling, maintenance, washing, loading docks, parking, and landscape maintenance.

Spill control features include sorbent booms at the outfall.

Drainage Basin 6

Drainage Basin 6 is the third largest basin at PDX, occupying the southcentral area of the airfield. Drainage Basin 6 is divided into four sub-basins, 6G, 6H, 6J and the ORANG's basin. ORANG discharges stormwater into the lower east detention pond just above pump station 6. Sub-basin 6G discharges into a quiescent and detention pond above the location where ORANG discharges into the Port's detention basin. Sub-basin 6G includes the middle portion of Runway 10R/28L and Taxiway J; portions of Taxiways B, C, and J; Terminal Gates B, C, and south D; a portion of Parking Garages P1 and P3; Horizon maintenance building and associated ramp; PFFC remote Fuel Island; Ground Run-up Enclosure; the Terminal building; and deicing concentrated storage tanks; dilute detention basin; and deicing pump stations. Sub-basin 6H includes a portion of the United Airlines hangar roof and ramp. Sub-basin 6J also includes the United hangar roof, ORANG building 380and parking areas.

Industrial activities include aircraft support services including aircraft maintenance, fueling, washing (limited to Horizon wash pad only), deicing and anti-icing, ground support equipment maintenance, , fuel storage and dispensing, and lavatory truck use.

Spill control features include one quiescent pond with sorbent and hard booms. The quiescent pond outlet has a valve that can be manually activated in the event of a spill. The basin outfall also has a sorbent boom.

Drainage Basin 7

Drainage Basin 7 has four sub-basins, 7A, 7B, 7C and 7D. Sub-basin 7A is the largest and contains: runway 10L/28R and east portion of Runway 10R/28L; General Aviation Ramp; North, Northeast, and Southeast Ramps; Taxiways A and portions of B and C; Terminal Gates E, and north D Gates; Transportation Network Company parking lot; a small portion of the Port Maintenance Facility including the Hazardous Materials building, Central Utility Plant, and the SE PDX Cargo; 82nd; Airport Way; and Air Cargo Road. Sub-basin 7B is approximately 3.8 acres and contains a portion of the PDX

Maintenance Facility. Sub-basin 7C, is adjacent to Alderwood and contains Sky Chefs building and parking lot. Sub-basin 7D contains the employee parking lot for the PDX Maintenance Facility.

Sub-basin 7A industrial activities include aircraft support services, aircraft fueling, maintenance, deicing and anti-icing, deicing and anti-icing fluid storage, air cargo/cabin service, limited vehicle parking, lavatory truck use, Port hazardous materials storage facility, and landscape maintenance activities.

Spill control features include sorbent and hard booms in the vault located east of runway 28L which is downstream of the CUP as well as a sorbent boom at the Sub-basin 7A outfall.

Sub-basin 7B industrial activities include automotive washing, automotive maintenance, and ground-vehicle fueling and maintenance.

Spill control features include trench drains around the fueling stations associated with the USTs at the Maintenance Facility drain through an oil-water separator equipped with an emergency shut-off valve prior to discharging to the storm drain system. There are sorbent booms at the outfall.

Sub-basin 7C industrial activities include food service airline catering facility.

Spill control features include sorbent booms at the outfall.

Sub-basin 7D industrials activities include: no industrial activities, employee parking only.

Drainage Basin 8

Drainage Basin 8 contains the Portland International Center, parking lots, car rental companies, Sheraton Inn, Hampton Inn, Embassy Suites Hotel, United Airlines maintenance facility, Port Central Storage facility, and the Tri-Met Light Rail.

Industrial activities include ground service equipment maintenance; landscape maintenance; and automotive fueling, washing, detailing, and parking.

Spill control features include a sorbent boom at the outfall.

Drainage Basin 9

The majority of Drainage Basin 9 includes commercial and light industrial operations. Land uses include PIC, parking lots, Cascade Station Retail Shopping Center, Tri-Met Light Rail, and warehousing. Basin 9 receives a significant amount of stormwater run-on from adjacent non-port owned properties.

Industrial activities include landscaping.

Spill control features include a sorbent boom at the outfall.

2 Purpose and Scope

2.1 Purpose

This SPCC Plan is intended to comply with the regulations of Title 40 Code of Federal Regulations Part 112 (40 CFR 112); the sections in this plan are cross-referenced to those requirements. The purpose of this SPCC Plan is to establish procedures, methods, equipment, and other measures to prevent, control, and counter the discharge of harmful quantities of oil into or upon the navigable waters of the United States of America or their tributaries (U.S. navigable waters).

An SPCC Plan is required by 40 CFR 112 for owners or operators of non-transportation-related onshore facilities that are engaged in storing, transferring, or consuming oil and oil products; that, because of their location, could reasonably be expected to discharge oil in harmful quantities into or upon U.S. navigable waters; and that meet one of the following conditions:

- The aggregate aboveground storage capacity of the facility exceeds 1,320 gallons. Only containers with a capacity of 55 gallons or more are counted.
- Underground oil-storage capacity exceeds 42,000 gallons, unless the underground tanks are subject to all of the technical requirements of 40 CFR 280 or a state program approved under 40 CFR 281.

The SPCC Plan requirements are applicable to the facility because the total aboveground storage capacity is greater than 1,320 gallons.

As defined by 40 CFR 112, oil includes all grades of motor oil, hydraulic oil, lube oil, fuel oil, gasoline and diesel, automatic transmission fluid, waste oil, and transformer mineral oil. The definition of oil also includes nonpetroleum oils such as animal and vegetable oils and synthetic oils. Throughout the rest of this document, the term “oil” will mean all substances regulated under 40 CFR 112.

2.2 Scope

In addition to satisfying a regulatory requirement, this SPCC Plan is intended to be a working document at the facility, to be used in the following ways:

- As a reference for oil-storage and -containment system information
- As a tool for informing new employees and refreshing existing employees on practices for preventing and responding to spills
- As a guide for periodic employee training programs
- As a guide to facility inspections
- As a resource during an emergency response

The Port will maintain a complete copy of this SPCC Plan at the facility.

This SPCC Plan is specifically written to cover operations at the facility. See Section 4 for a description of the facility and a discussion of its operations as related to 40 CFR 112.7 and 112.8

SPCC Plan requirements. Implementation of this SPCC Plan will be the responsibility of the Port's Environmental Department. As this SPCC Plan is a working document, amendments may be necessary at times. For more information, see Section 3 and the review and amendment log provided in Appendix A.

2.3 Conformance to Regulations

Procedures have been developed and equipment configured to generally conform to the requirements of 40 CFR 112.7 and 112.8.

2.4 Compliance Matrix

Conformance to the requirements of 40 CFR 112.7 and 112.8 is addressed in specific sections of this SPCC Plan, as identified in the following table.

Table 2-1 Compliance Matrix

Citation	Subject	SPCC Plan Section
112.1	General applicability	2
112.3	Requirement to prepare and implement an SPCC Plan	2
112.3(d)	Professional engineer certification	Certification (pg. III),3
112.3(e)	Maintain a copy of the SPCC Plan for on-site review	2.2
112.4(a)	Requirements for a report following a discharge	3
112.5(a),(b),(c)	Reasons to amend, five-year review, and certify the SPCC Plan	3
112.7(a)(1)	Discuss conformance with the requirements	2.2, 2.3
112.7(a)(2)	Equivalent environmental protection	2.5
112.7	Full approval of management	Certification (pg. II)
112.7(a)(3)	Describe physical layout with diagrams	1.2, 1.3, Drawings C-1 through C-8
112.7(a)(3)(i)	Type of oil in each container and product volume stored in each	4.1 through 4.11, Tables 1 and 2
112.7(a)(3)(ii)	Discharge prevention measures (including loading, unloading, and transfers)	5, 8, Appendix D
112.7(a)(3)(iii)	Discharge controls and secondary containment	4.1 through 4.11 and 8.3
112.7(a)(3)(iv)	Countermeasures (including contractors)	9
112.7(a)(3)(v)	Disposal of recovered materials	9.2
112.7(a)(3)(vi)	Contact phone numbers	9.1.1
112.7(a)(4)	Procedures for spill reporting	9.1.2
112.7(b)	Prediction of spill rate, direction, volume for each major type of failure	4.1through 4.11
112.7(c)	Description of secondary containment	4.1through 4.11
112.7(d)	Deviation due to impracticability	2.6
112.7(e)	Inspections	8.3, Appendix F
112.7(f)(1), (3)	Training—content and schedule	7, Appendix E
112.7(f)(2)	Designate person accountable	7.1

Citation	Subject	SPCC Plan Section
112.7(g)	Security—fencing	6.1
112.7(g)	Valves and drains	6.2
112.7(g)	Starter controls	6.3
112.7(g)	Loading connections	6.4
112.7(g)	Lighting	6.5
112.7(h)	Facility tank car and tank truck loading/unloading rack	5.4
112.7(i)	Brittle fracture review for altered tanks	8.2.6
112.7(j)	Conformance with more stringent applicable state and local regulations	2.7
112.7(k)	Qualified oil-filled operating equipment	2.8
112.8(b)	Facility drainage	1.3
112.8(b)(5)	Discuss when wastewater treatment is continuous	Not applicable
112.8(c)(1)	Bulk storage container compatibility	8.2.2
112.8(c)(2)	Sufficient secondary containment and sufficiently impervious	4.1 through 4.11
112.8(c)(3)	Drainage	8.3, Drawings C-2 through C-8
112.8(c)(4),(5)	Corrosion control/partially buried	Not Applicable
112.8(c)(6)	Tank integrity	8.2.1
112.8(c)(7)	Heating coils	8.2.5
112.8(c)(8)	Tank-level alarms	8.2.4
112.8(c)(9)	Observe effluent treatment facilities frequently to detect system upsets due to oil	8.3
112.8(c)(10)	Visible leaks from containers are promptly corrected/remove oil from containment	8.2.2
112.8(d)	Facility transfers, including buried piping	5

2.5 Environmental Equivalence

This SPCC Plan complies with integrity testing requirements by providing equivalent environmental protection through alternative control measures.

Integrity testing requirements for tanks are met by adhering to an inspection and testing protocol based on the Steel Tank Institute Standard for the Inspection of Aboveground Storage Tanks, SP001 (STI SP001).

The Port uses bulk storage containers, such as 55-gallon drums at the facility. The contents of these storage containers are used for operations at the Port, and the empty containers are disposed of off-site or returned to the manufacturer. These single-use containers are not maintained on-site for a substantial amount of time or under conditions where deterioration and/or degradation of the container's integrity can occur; therefore, integrity testing is not completed on drums and smaller containers.

2.6 Impracticability

The Port is able to meet the general and specific secondary containment requirements of 40 CFR 112 through active and passive secondary containment measures with the exception of the oil-filled operational equipment as detailed in Section 2.8.

2.7 Conformance with More Stringent Applicable State and Local Regulations

The Port will comply with the State of Oregon's requirement to notify regulators of a spill of any amount to, or that is likely to contact, U.S. navigable waters. Spill reporting procedures are outlined in Section 9 of this SPCC Plan.

2.8 Qualified Oil-Filled Equipment

Oil-filled operational equipment including hydraulically operated elevators and electrical equipment (non-polychlorinated biphenyl [PCB] oil-filled transformers) are located at the facility.

The elevator pits will function as secondary containment in the event of a spill from the elevator hydraulic systems.

Installation of secondary containment to prevent a discharge from the Port-owned transformers is not practicable. Instead of providing secondary containment for qualified oil-filled operational equipment, SPCC rules allow an owner or operator to prepare an oil spill contingency plan and a written commitment of manpower, equipment, and materials to quickly control and remove discharged oil. Such a plan must include an inspection or monitoring program for the equipment to detect a failure and/or discharge. An individual impracticability determination for this equipment is not required. Within the three years prior to the SPCC Plan certification date, the Port has not had:

- A single reportable discharge from either transformer exceeding 1,000 gallons, OR
- Two reportable discharges from either transformer exceeding 42 gallons within any 12-month period.

Transformers at the facility not owned and operated by the Port others are not addressed in this plan; however, the Port is committed to protecting the environment and will promptly notify owners and operators of any oil spills from their transformers and will attempt to contain spills until the responsible party is able to respond and address the spill. If the responsible party is unable to respond, the Port will respond.

3 SPCC Plan Review and Amendment Requirements

This SPCC Plan will be amended whenever there is a change in facility design, construction, operation, or maintenance that materially affects the potential for discharge of oil into or upon U.S. navigable waters. Amendments will be incorporated as soon as practical, but not later than six months after such changes are made.

Additionally, a professional engineer will complete a review and evaluation of this SPCC Plan at least once every five years. Based on this review and evaluation, this SPCC Plan will be amended within six months of the facility change to include more effective prevention and control technology, if appropriate. Any time a facility change, or review and evaluation, requires SPCC Plan technical amendments, this SPCC Plan will be recertified by a professional engineer, consistent with 40 CFR 112.3(d) and 112.5(b) and (c).

Each review or amendment to this SPCC Plan will be documented in the review and amendment log provided in Appendix A. Documentation will include a summary of the review or amendment; the number, date, and plan sections affected by the review or amendment; and the name and signature of the person completing the review or amendment.

Facility information related to this SPCC Plan must be submitted to the U.S. Environmental Protection Agency (EPA) regional administrator whenever the facility discharges more than 1,000 gallons in a single event, or more than 42 gallons of oil in each of two spill events within a 12-month period.

Such facility information will include, at a minimum:

- Name and address of the facility
- Maximum storage or handling capacity of the facility and normal daily throughput
- Corrective action and countermeasures taken, including a description of equipment repairs and replacements
- An adequate description of the facility, including maps, flow diagrams, and topographical maps, as necessary
- The cause of the discharge that made 40 CFR 112.4(a) applicable to the facility, including an analysis of the system or subsystem in which the failure occurred
- Additional preventive measures taken or contemplated to minimize the possibility of recurrence
- Any other information that the regional administrator may reasonably require that is pertinent to this SPCC Plan or the discharge

4 Potential Spill Sources and SPCC Plan Features

Petroleum products storage and/or dispensing activities are discussed in the following sections. Specific compliance requirements for these oil-containing facilities are described in Tank/Area Data Sheets included in Appendix B.

The referenced tank identification numbers are assigned for internal Port use and may differ from reference numbers assigned by regulatory agencies or other authorities. Tank and drum numbers refer to the identifiers in Tables 1 and 2 and shown on Port of Portland Drawings C-2 through C-8. Secondary containment volumes, materials of construction, leak detection, and other specifics are summarized in Tables 1 and 2.

4.1 Maintenance Facility

The Maintenance Facility is located at 7111 NE Alderwood Way. The facility includes offices, storage buildings, and several maintenance shops. Port-owned vehicles are serviced in the maintenance shop which includes vehicle bays, storage areas, offices, and an oil storage room. The vehicle maintenance shop and the hazardous materials storage building have trench drains at building exits. Liquids entering the drains at both buildings flow to oil-water separators prior to being discharged to the sanitary sewer.

4.1.1 1,250-Gallon Four-Compartment Oil Tank

Tank 357 is a double-walled AST with four compartments (PDX-10, PDX-13, PDX-14, and PDX-15) located in the vehicle maintenance shop oil room. The 1,250-gallon tank holds:

- Hydraulic oil (250 gallons),
- Gear oil (250 gallons),
- Coolant oil (250 gallons), and
- Motor oil (500 gallons).

4.1.1.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of the tank or piping. The discharge rate could range from slow leaks to an instantaneous release of up to 1,250 gallons. This tank is double-walled and located on the concrete floor. A floor drain in the oil room is plugged. Spills that escaped containment would likely remain inside the vehicle maintenance shop. Spills that reach the trench drains at the building exits would flow to oil-water separators and then to the Port sanitary sewer system (Port of Portland Drawing C-8).

Truck drivers, vehicle maintenance employees, and employees performing transfer operations would have opportunity to notice product that might accumulate in the oil storage room, and to take appropriate actions.

The spill prevention systems associated with this tank are included in Table 1.

4.1.2 275-Gallon Transmission Fluid Tank

Tank 358 is an AST located in the vehicle maintenance shop oil room. The tank contains automatic transmission fluid and has a working capacity of 275 gallons.

4.1.2.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of the tank. The discharge rate could range from slow leaks to instantaneous release of up to 275 gallons. This tank is located on the concrete floor. A floor drain in the oil room is plugged. Spills would likely remain inside the vehicle maintenance shop oil room. Spills that reach the trench drains at the building exits would flow to oil-water separators and then to the Port sanitary sewer system (Port of Portland Drawing C-8).

Truck drivers and employees performing transfer operations would have opportunity to notice product that might accumulate in the oil storage room, and to take appropriate actions.

The spill prevention systems associated with this tank are included in Table 1.

4.1.3 275-Gallon Antifreeze Tank

Tank 12 is an AST located in the vehicle maintenance shop oil room. The tank contains antifreeze and has a working capacity of 275 gallons. This tank is included for identification purposes only.

4.1.3.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of the tank. The discharge rate could range from slow leaks to instantaneous release of up to 275 gallons. This tank is located on the concrete floor. A floor drain in the oil room is plugged. Spills would likely remain inside the vehicle maintenance shop oil room. Spills that reach the trench drains at the building exits would flow to oil-water separators and then to the Port sanitary sewer system (Port of Portland Drawing C-8).

Truck drivers and employees performing transfer operations would have opportunity to notice product that might accumulate in the oil storage room, and to take appropriate actions.

The spill prevention systems associated with this tank are included in Table 1.

4.1.4 Vehicle Maintenance Shop Oil Room – Drum Storage

Fifty-five-gallon drums (up to 12 plastic or steel) of various petroleum products or used petroleum are stored in the vehicle maintenance shop oil room.

4.1.4.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or from puncture of a container. The discharge rate could range from slow leaks to 55 gallons per minute. These drums are located on the concrete floor. A floor drain in the oil room is normally plugged and drains to an oil-water separator and the sanitary sewer. Spills would likely remain inside the vehicle maintenance shop oil room. Spills that reach the trench drains at the building exits would flow to oil-water separators and then to the Port sanitary sewer system (Port of Portland Drawing C-8).

The spill prevention systems associated with the vehicle maintenance shop oil room drum storage are included in Table 2.

4.1.5 Hazardous Materials Storage Building – Drum Storage

Fifty-five-gallon drums (up to six plastic or steel) of various petroleum products or used petroleum are stored in the hazardous materials storage building at the northwest corner of the Maintenance Facility.

4.1.5.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or from puncture of a container. The discharge rate could range from slow leaks to 55 gallons per minute. These drums are located on the concrete floor. Spills would likely remain inside the hazardous materials storage building. Spills that reach the trench drains at the building exits would flow to an oil-water separator and then to the sanitary sewer system (Port of Portland Drawing C-8).

The spill prevention systems associated with the hazardous materials storage building drum storage are included in Table 2.

4.1.6 500-Gallon Diesel Tank

Tank 279 is a double-walled AST containing diesel fuel for an emergency standby generator with a working capacity of 500 gallons. The tank is located outside the generator room. The generator also has an ancillary 100-gallon double-walled day tank located in the generator room.

4.1.6.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of the tank or piping. The discharge rate could range from slow leaks to instantaneous release of up to 500 gallons. This tank is double-walled and located on a concrete pad surrounded by gravel. Spills that escaped the double-wall containment would flow to the graveled area surrounding the concrete pad. (Port of Portland Drawing C-8).

The ancillary 100-gallon day tank is located inside the generator room on the concrete floor. Spills that escape the double-wall containment would likely remain inside the generator room. Spill that escape the generator room would flow to the gravel area outside the building.

Truck drivers and employees performing transfer operations would have opportunity to notice product leaking or spilling from the 500-gallon tank, and to take appropriate actions. Employees performing transfer operations would have opportunity to notice product leaking or spilling from the 100-gallon day tank that might accumulate in the generator room, and to take appropriate actions.

The spill prevention systems associated with these tanks are included in Table 1.

4.1.7 500-Gallon Used Oil Tank

Tank 273 is a double-walled AST containing used oil with a working capacity of 500 gallons. The tank is located outside the vehicle maintenance shop bays.

4.1.7.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of the tank or piping. The discharge rate could range from slow leaks to instantaneous release of up to 500 gallons. This tank is double-walled and located on a concrete pad surrounded by asphalt. Spills that escaped the double-wall containment would flow to the asphalt area surrounding the concrete pad. (Port of Portland Drawing C-8).

Truck drivers and employees performing transfer operations would have opportunity to notice leaks or spills, and to take appropriate actions.

The spill prevention systems associated with this tank are included in Table 1.

4.1.8 Underground Storage Tanks

The Maintenance Facility also has three USTs used to store fuel for vehicle refueling. These tanks are included for identification purposes only.

The USTs supply fuel to a nearby fueling station located on the northern portion of the Maintenance Facility. The tanks consist of a 6,000-gallon unleaded fuel UST (tank 1), a 6,000-gallon diesel UST (tank 2), and a 10,000-gallon diesel UST (tank 3). 40 CFR 112.1(d)(2)(i) exempts completely buried tanks with a capacity of 42,000 gallons or less of oil and connecting piping from SPCC requirements provided they are subject to the UST requirements of 40 CFR Part 280 or a state program approved under Part 281. The State of Oregon currently implements a UST program (OAR 340-150), which is approved under 40 CFR Part 281.

4.2 Fire Training Facility

The area consists of a burn area, three ASTs, oil-water separator facility, sprinkler system, and control panel. The burn area is lined, backfilled with gravel, contains fuel sprinklers, igniters, a fire suppression water drain and recycling system, and reburn pipe. Located approximately 200 feet west of the burn area are two 2,000-gallon ASTs (tanks 22 and 23) containing jet fuel.

The tanks are housed inside a walled concrete containment area of adequate size. Underground piping is reportedly steel with cathodic protection. Live fire training is currently conducted primarily using propane as a fuel source, and jet fuel is only used occasionally.

During fire-training exercises using jet fuel, the burn area is partially filled with water, then fuel from either AST is pumped into the contained burn area and ignited. Once the fire is extinguished, residual fuel and water are pumped to an oil-water separator where the fuel is skimmed off the top of the water. The separated water flows to one of two adjacent 20,000g wastewater storage tanks. The water from the tanks is recycled back into the training facility and the cycle is repeated. A tank located within a containment berm adjacent to the oil-water separator (tank 24) is not currently in service (physically disconnected).

Specific compliance requirements for these oil-containing facilities are described in Tank/Area Data Sheets included in Appendix B.

4.2.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of a tank or piping. The discharge rate could range from slow leaks to instantaneous release of up to 2,000 gallons. The tanks are double-walled and located within secondary containment. Spills that escape the double-walled tank would remain in the secondary containment area. (Port of Portland Drawing C-3).

Truck drivers and employees performing transfer operations or inspections would have the opportunity to notice leaks or spills, and to take appropriate actions.

The spill prevention systems associated with these tanks are included in Table 1.

4.3 Fire Department

The Fire Department has one 2,000-gallon diesel AST (tank 272) located on the west side of the fire department building. This tank provides fuel for emergency vehicles and a nearby emergency generator. An oil-water separator is connected to the storm drain near the fueling area.

Specific compliance requirements for this tank are described in Tank/Area Data Sheets included in Appendix B.

4.3.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of the tank or piping. The discharge rate could range from slow leaks to instantaneous release of up to 2,000 gallons. The tank is double-walled and located on a concrete pad. Spills that escaped the double-wall containment would likely flow to the asphalt area east of the tank or the grassy area north of the tank. Spills could also impact the storm system through the catch basin located 10 feet to the east. The catch basin is connected to an oil-water separator. (Port of Portland Drawing C-3).

Truck drivers and employees performing transfer operations or inspections would have opportunity to notice leaks or spills, and to take appropriate actions.

The spill prevention systems associated with this tank are included in Table 1.

4.4 Central Utility Plant

Specific areas at the CUP covered by this SPCC Plan include the following:

- Generator tanks 282, 283, 284, and 285 are 150 gallons each and serve as day tanks to emergency generators located in the generator room.
- Transformer tanks are listed in Table 4-1 below:

Table 4-1: Transformer Tanks

Transformer Tank ID #	Tank Capacity in Gallons
508	753
509	454
510	544
511	1045

551	196
552	196

Specific compliance requirements for these oil-containing facilities are described in Tank/Area Data Sheets included in Appendix B. Oil-filled electrical equipment at the CUP (i.e., transformers) is discussed below in Section 4.8.

The CUP also has two USTs used to store fuel for boilers and emergency generators. The tanks consist of two 30,000-gallon USTs (tanks 471 and 472, located on the north side of the CUP) containing diesel fuel. The 30,000-gallon tanks are used to feed the main plant boilers and supply the four generator day tanks. These tanks are included for identification purposes only and are not regulated by SPCC requirements, as previously discussed.

4.4.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of a generator tank or piping. The discharge rate could range from slow leaks to an instantaneous release of up to 150 gallons. The tanks are double-walled and located on the concrete floor. Spills that escaped containment would likely remain inside the generator room (Port of Portland Drawing C-5).

Employees performing transfer operations or inspections would have opportunity to notice product that might accumulate in the generator room, and to take appropriate actions.

The spill prevention systems associated with the generator tanks are included in Table 1.

The potential spill scenario from transformers is included in Section 4.9.

4.5 Deicing Treatment Plant

Tank 389 is a 980-gallon diesel AST located on the east side of the building. This tank provides fuel for the associated emergency generator to maintain operation of the treatment facility in the event of a power outage.

Specific compliance requirements for these oil-containing facilities are described in Tank/Area Data Sheets included in Appendix B.

4.5.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of the tank or piping. The discharge rate could range from slow leaks to instantaneous release of up to 980 gallons. The tank is double-walled and located on a concrete pad. Spills that escaped the double-wall containment would likely flow to the asphalt area west of the tank or the grassy area north and east of the tank. (Port of Portland Drawing C-2).

Truck drivers and employees performing transfer operations would have opportunity to notice leaks or spills, and to take appropriate actions.

The spill prevention systems associated with this tank are included in Table 1.

4.6 Toll Exit Plaza

Tank 554 is a 215-gallon diesel AST located on the east side of the building. This tank provides fuel for the associated emergency generator to maintain operation of the toll exit plaza in the event of a power outage. This location is shown on Drawing C-5.

Specific compliance requirements for these oil-containing facilities are described in Tank/Area Data Sheets included in Appendix B.

4.6.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of the tank or piping. The discharge rate could range from slow leaks to instantaneous release of up to 215 gallons. The tank is double-walled and located on a concrete pad. Spills that escaped the double-wall containment would remain on the concrete surrounding the tank. (Port of Portland Drawing C-6).

Truck drivers and employees performing transfer operations would have opportunity to notice leaks or spills, and to take appropriate actions.

The spill prevention systems associated with this tank are included in Table 1.

4.7 Mobile Tanks

PDX operates one mobile tank (mounted on a truck) and one mobile fuel polishing system (mounted on a trailer). The truck identification number is 16232 and the polishing system is identified as tank 390. The truck houses a mobile fueling tank with capacities of 100 gallons. The fuel polishing trailer (# 15039) has a normal storage capacity of 110 gallons (greater while in use). These mobile units are stored in the equipment storage building. Drains in the equipment storage building are connected to a vault and containment storage tank.

4.7.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of a tank or piping. The discharge rate could range from slow leaks to instantaneous release of up to 110 gallons. Active secondary containment methods are employed during fueling operations.

Employees performing transfer operations or inspections would have opportunity to notice leaks or spills, and to take appropriate actions.

The spill prevention systems associated with these tanks are included in Table 1.

4.8 Transformers

Electrical transformers are located at various sites across the facility (Port of Portland Drawings C-4 through C-6). Transformers are not considered bulk storage containers; however, oil-filled equipment is required to have appropriate general containment and/or diversionary structures to prevent released oil from reaching navigable waterways.

Each transformer contains oil used for heat transfer and electrical insulation. The oil is sealed in each transformer and is not drained or added to on a routine basis.

Transformers provide critical power to the Port. If a transformer fails, including catastrophic loss of oil, Port personnel would become aware within a short time because loss of power would be evident or in some cases, an alarm would sound. In addition to periodic inspections, Port personnel regularly traverse the facility and observe oil-filled equipment.

Eight of the terminal transformers are fully enclosed within facility buildings, have adequate containment provided by the building, and tertiary containment structures or absorbent booms within the building to prevent a release of oil from exiting the building and potentially reaching surface water. Three additional oil-filled transformers were added as part of the Parking and Consolidated Rental Facility (PACR) in 2020. Interior-located oil-filled equipment are also in areas that are frequently viewed by maintenance personnel and spills would be addressed quickly.

Secondary containment for the transformers located outside of buildings is not feasible because of the potential for electrical malfunction caused by water pooling inside a containment structure.

The oil spill contingency plan covering this equipment is addressed by the Port Spill Response Procedures Plan included in Appendix C and a commitment of manpower, equipment, and materials required to expeditiously control and remove quantities of oil discharged that may be harmful has been attested by the signatory of this SPCC Plan.

4.8.1 Potential Spill Scenario (40 CFR Part 112.7(b))

The most likely scenario for a spill from an electrical transformer would be a slow leak. Slow leaks are minimized through periodic inspections (Section 4.9.2) and preventive maintenance procedures. Much less likely would be a transformer overheating and exploding, rupturing the shell. An explosion or other catastrophic failure and the resulting loss of power would signal an emergency condition for Port personnel, and spill response measures would be implemented.

To minimize the risk of a catastrophic failure leading to a release of oil, the circuitry is protected by circuit breakers and fuses, which help protect the transformer by reacting to interrupted power.

In the event of over-pressurization and blowout, a small amount of oil would be released to the atmosphere, concrete pad, and/or the surrounding gravel or paved surfaces. Loss of power would immediately alert Port personnel, who would initiate active secondary containment procedures. Spill kits can be found near each transformer location with equipment to contain material and/or block off the nearest catch basin(s) to prevent oil from entering the stormwater system. Port personnel would immediately initiate measures to clean up potential oil contamination, coordinate repairs to the transformer, and fulfill notification requirements contained in Section 9.

The spill prevention systems associated with the transformers are included in Table 1.

4.8.2 Periodic Inspections

Port-owned transformers are inspected by Port personnel for signs of leaks or deterioration. Port maintenance personnel are available 24 hours-per-day, seven days-per-week.

4.9 Elevators

Elevator Equipment – A total of 21 hydraulically operated elevators are distributed across the main airport terminal and the concourses, including one at outlying air cargo building 8855 and one at the new QTA facility. One hydraulic elevator (TF07) was taken out of service for the Terminal Core

reconstruction but will get reconfigured and returned in the future. The elevators are used in both public spaces and controlled areas (for the movement of both people and freight) and are summarized in Table 2 attached.

4.9.1 Potential Spill Scenario (40 CFR Part 112.7(b))

The most likely scenario for a spill from an elevator would be a slow leak. Slow leaks are minimized through periodic inspections (Section 4.9.2) and preventive maintenance procedures performed by a contractor.

In the event of a spill or leak, the elevator pit would act as secondary containment. If an elevator ceases operation, Port personnel and the contractor would be notified immediately. Port personnel would immediately initiate measures to clean up potential oil spills, coordinate repairs to the elevator, and fulfill notification requirements contained in Section 9.

The spill prevention systems associated with the elevators are included in Table 1.

4.10 Food Service Tanks

PDX has a Fats, Oil, Grease (FOG) system to manage oils produced by restaurants in the terminal food court and concourses. Fry grease produced by restaurant tenants is temporarily transported via heat traced pipes to aboveground double-walled liquid grease tanks (maximum capacity of 353 gallons) where it is stored before being pumped out and transported for recycling by specified Port contractor. The aboveground grease tanks are located on pedestals outside of the terminal building either under cover or have double-walled containment near the restaurants. There are nine underground secondary interceptor tanks that collect FOG from concessions that do not produce fry oil (i.e., coffee shops). The underground secondary interceptor tanks are owned and maintained by the Port and cleaned out regularly by Port contractor. The underground secondary interceptor tanks are used for the pretreatment of wastewater and eligible for the wastewater treatment exemption (40 CFR 112.1(d)(6)); however, unloading and transfer of FOG out of the tanks is subject to the general containment requirements in 40 CFR 112.7(c). Port contractor employs active secondary containment measures when unloading FOG from the interceptor tanks. There are multiple grease tanks indoors owned and maintained by tenants. The Port also maintains a communal grease/oil collection vat located at the North Waste Area. All FOG tanks are shown on Drawing C-4.

Several restaurants make use of the 250-gallon communal vat tank, manually loaded through a hatch in the tank lid. Port contracted janitorial providers to collect and empty grease on behalf of restaurants. They manually empty grease into the vat. The communal vat tank is maintained in a loading dock that is under cover and has a drain connected to the sanitary sewer with no egress for spill liquids to the storm drain system. The contents of the vat are manually removed on a service schedule, or otherwise as needed, by a trained operator and transported off-site for recycling.

Specific compliance requirements for these oil-containing facilities are described in the Tank/Area Data Sheets included in Appendix B.

4.10.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A spill could possibly occur during transfer operations or a leak from or puncture of an AST or piping. The discharge rate could range from slow leaks to instantaneous release of up to 353 gallons. The tanks are located under cover on a concrete pad or have double-walled containment. Spills would

remain on the concrete surrounding the tank or within the secondary containment. (Port of Portland Drawing C-4).

Employees, tenants, and contractors performing transfer operations would have opportunity to notice leaks or spills, and to take appropriate actions.

The spill prevention systems associated with these tanks are included in Table 1.

4.11 Quick Turnaround Facility (QTA)

The QTA is used to wash and fuel rental cars. The Port owns the QTA and the associated fueling dispensing equipment, however the QTA is operated by the rental car consortium Conrac Solutions. All fueling operations occur within the QTA building in a covered environment. There are four 15,000-gallon gasoline underground storage tanks (USTs, see Drawing C-6). Conrac Solutions is responsible for training of employees fueling vehicles.

4.11.1 Potential Spill Scenario (40 CFR Part 112.7(b))

A potential spill could occur during fueling operations but would be considered inside the building and would be contained. Employees performing fueling operations would have the opportunity to notice leaks or spills and take appropriate actions.

5 Transfer Operations

Section 40 CFR 112.7(a)(3)(ii) requires a description of all transfer stations and connecting pipes.

The following bulk fuel or oil loading/unloading areas involving tank/tank truck transfers were identified as part of this SPCC Plan preparation:

- Unloading of the 500-gallon used oil AST at the Maintenance Facility (tank 273)
- Loading of the 500-gallon diesel fuel AST at the Maintenance Facility (tank 279)
- Loading of the Maintenance Facility oil room tanks (tanks 357, 358, and 12)
- Loading of the two 2,000-gallon jet fuel tank at the Fire Training Facility (tanks 22 & 23)
- Loading of the 2,000-gallon diesel fuel tank at the PDX Fire Department (tank 272)
- Transferring of fuel between generator tanks and the fuel polishing system (tank 390)

Other transfer operations occur at USTs located at the Maintenance Facility, QTA, Terminal and CUP. However, the revised SPCC rules exempt USTs from the SPCC program as they are regulated under a state program, in this case, OAR 340-150, which includes spill prevention requirements for transfer operations.

Procedures for tank loading and unloading, and vehicle refueling activities are included in Appendix D.

5.1 Underground Piping

Underground piping used for the transfer of oil at the facility is associated with the USTs. SPCC rules exempt USTs, connected underground piping, underground ancillary equipment, and containment systems from the SPCC program as they are regulated under the State of Oregon UST program (OAR 340-150).

5.2 Aboveground Piping

The 500-gallon diesel tank located at the Maintenance Facility is connected to the emergency generator engine and associated 100-gallon day tank via a short run of aboveground piping. The piping is inspected monthly.

Uncontrolled releases from this piping could flow to the gravel area outside the emergency generator room. Spill response would be initiated during the monthly inspection or sooner, upon discovery.

The vehicle maintenance shop pipes used oil from inside the shop to the 500-gallon used oil tank located outside of the shop.

An uncontrolled release could flow to an adjacent stormwater catch basin. This area is monitored multiple times per day by maintenance staff, and a spill would be controlled and cleaned up. There is a spill kit kept next to the used oil tank.

5.3 Vehicular Traffic

ASTs and related structures located in regular traffic areas are protected from potential vehicle contact with bollards or other barriers.

5.4 Tank Truck Containment and Warning

EPA's December 2008 amendments to 40 CFR 112 defined a loading/unloading rack as a

> fixed structure (such as a platform, gangway) necessary for loading or unloading a tank truck or tank car, which is located at a facility subject to the requirements of this part. A loading/unloading rack includes a loading or unloading arm and may include any combination of the following: piping assemblages, valves, pumps, shut-off devices, overfill sensors, or personnel safety devices.[1]

EPA clarified that the provisions of 40 CFR 112.7(h) apply only in instances where a rack structure is present. Consistent with this clarification of the rule, the facility has no tank car or tank truck loading/unloading racks.

Area-specific security measures are identified in the Tank/Area Data Sheets included in Appendix B.

[1] Oil Pollution Prevention; Spill Prevention, Control, and Countermeasure (SPCC) Rule-Amendments, 74 FR 58783. https://www.federalregister.gov/documents/2009/11/13/E9-27156/oil-pollution-prevention-spill-prevention-control-and-countermeasure-spcc-rule-amendments.

6 Security

Area-specific security measures are identified in the Tank/Area Data Sheets included in Appendix B.

6.1 Fencing (40 CFR 112.7(g))

The Port facilities are fully fenced, and areas where tanks and oil-filled equipment are located are security controlled.

6.2 Aboveground Valves and Piping (40 CFR 112.7(g))

Aboveground valves and piping are inspected monthly for signs of leaks or damage to the pipes, supports, and dispensers. These inspections are documented on an SPCC inspection form. Tank flow valves and drain valves that could permit direct outward flow of tank contents to the surface are securely locked in the closed position when in non-operating or non-standby status.

6.3 Starter Controls (40 CFR, 112.7(g))

Starter controls for oil pumps are located in a secure area or locked in the "off" position when not in use. A personal identification number is required to turn on the pumps for the oil tanks at the vehicle maintenance shop.

6.4 Loading and Unloading Connections (40 CFR, 112.7(g))

Use of container loading and unloading connections is limited to personnel familiar with them and with the procedures discussed in Appendix D. When not in use, the loading and unloading connections are capped and/or locked out. These connections are inspected before use for the general condition of joints, supports, valves, and metal surfaces.

6.5 Facility Lighting (40 CFR, 112.7(g))

Sufficient lighting and security are provided throughout the facility to allow for spill detection and the prevention and discovery of vandalism. There is adequate lighting for the detection of spills by both facility personnel and the general public.

7 Personnel Training

7.1 Personnel Training (40 CFR, 112.7(f)(1))

The Port's Senior Environmental Specialist for Land and Water, Erin Anderson, is accountable for discharge prevention, and reports directly to management. Erin Anderson is responsible for ensuring that SPCC related training is conducted for personnel involved in handling petroleum products. This training is included with new-employee orientation and at least annually as part of the facility training program.

Training is required for oil handling employees. These personnel at the facility will be trained in:

- The laws and regulations regarding spills, releases, and pollution control.
- The contents of the SPCC Plan.
- The operation and maintenance of equipment to prevent discharges.
- General facility operations.
- Known discharges or failures and malfunctioning components.
- Recently developed precautionary measures.

Spill prevention and response training will be conducted at least annually. Informal briefings will be held periodically through the year to update employees on changes in the regulations, laws, or in-house procedures. Training records will be maintained for a minimum of three years.

7.2 Documentation for Training

The Port maintains training records electronically.

An example training log is included as Appendix E.

8 Discharge Prevention Procedures

8.1 SPCC Plan Features and Operating Procedures (40 CFR 112.7(a)(3) and 112.8)

Port employees are trained to implement spill prevention practices for work with and around oil sources. Port personnel shall use common sense and rely on spill prevention best management practices at all times to minimize the potential for a release of oil.

For example, the following best management practices are recommended:

- Keep container lids securely fastened at all times.
- Do not leave portable container unattended outside.
- Return portable sources to their storage locations after use.
- Use pads, drip pans, and funnels when transferring petroleum products from a portable container.
- Protect oil sources from damage that could be caused by moving equipment.
- Keep secondary containment valves closed at all times except when discharging clean stormwater.
- Do not store oil sources near catch basins or floor drains.
- Employees will attend to the loading and unloading of petroleum products at all times.

Spill prevention during oil deliveries (off-loading) is the primary responsibility of the supplier until the product is safely in the tank or vessel.

8.2 Tests and Inspections (40 CFR 112.7(e) and 112.8(c)(6))

The personnel at the facility will perform or coordinate the testing, inspection, and maintenance of petroleum equipment to keep it performing in an efficient and environmentally sound manner. The tests and inspections will be conducted as discussed in Sections 8.2.1 through 8.2.6.

8.2.1 Inspecting and Testing Bulk Storage Containers

The facility includes shop-built ASTs and portable containers which pose a minimal risk of internal corrosion and are not in contact with soil. As such, the Port will perform monthly visual inspections in lieu of integrity testing per the Steel Tank Institutes SP001 Standard for Inspection of Aboveground Storage Tanks, Third Edition Issued July 2005. Pursuant to the SP001 Standard, the tanks and containers at the facility are classified Category 1 ASTs or portable containers and qualify for periodic owner performed inspections. The SP001 inspection checklist items and frequency are summarized below:

Monthly Inspection Checklist Items:

- Tank Containment
- Leak Detection
- Tank Attachments and Appurtenances

Other Conditions Annual Inspection Checklist Items:

- Tank Containment
- Tank Foundation and Supports
- Cathodic Protection
- Tank External Coating

- Tank Shell/Heads
- Tank Manways, Piping, and Equipment
- Tank Roof
- Insulated Tanks
- Level and Overfill Prevention
- Electrical Equipment Portable Container Monthly Checklist Items:
- Containment/Storage Area
- Leak Detection
- Container

Per 40 CFR Part 112.2, oil-filled electrical, operating, or manufacturing equipment is not considered bulk storage containment; therefore, this type of equipment is not covered by the requirement to perform integrity testing.

Inspection reports are kept for at least three years.

8.2.2 Bulk Storage Container Maintenance

Storage containers are compatible with their contents and with conditions of storage such as temperature and pressure.

8.2.3 Secondary Containment of Stormwater

Records are kept when stormwater is drained from secondary containment facilities. The secondary containment inspection and discharge forms found in Appendix F are used to document these removal events. The following are documented:

- Visual verification that stormwater is free of an oil sheen
- Date, estimated volumes, and responsible personnel
- Documentation of actions taken if oil is detected in stormwater

Contaminated water observed in secondary containment areas, shall be removed and disposed of by a qualified and licensed contractor.

8.2.4 Tank-Level Alarms

Mechanical and electronic systems designed to measure liquid levels and to ensure that containers are not overfilled, are not necessary at the facility because personnel are present during container filling.

The containers are monitored regularly by facility personnel to detect spills or leaks.

8.2.5 Monitoring Leakage in Internal Heating Coils

The Port has no internal heating coils in oil-filled tanks.

8.2.6 Maintenance of Field-Constructed, Aboveground Containers (112.7(i))

There are no field-constructed, aboveground containers holding oil at the facility.

8.2.7 Effluent Treatment Facilities (40 CFR 112.8(c)(9))

Visual inspections of the wastewater treatment systems are conducted in accordance with wastewater discharge permit 400.131. These inspections are conducted to detect possible system upsets that could cause an oil discharge as described in 40 CFR 112.1(b).

9 Spill Response (40 CFR 112.7(a)(3)(iv) and 112.7(c))

In the event of a spill or release, the Port will initiate actions to minimize the impact and the possibility of recurrence of the event. The PDX Spill Response Procedures are included as Appendix C.

In the event of a spill, general response actions include:

- Shut off the source of the spill immediately, if possible.
- Contain the spill using sorbent products appropriate for the spilled material, if possible.
  - Use appropriate personal protective equipment.
  - Prevent spill from entering water and storm system.
- Determine if spill is emergency or non-emergency and make appropriate calls.

In order to ensure compliance with all spill response regulatory guidance and to simplify responder callout procedures, two levels of spills have been developed – Emergency and Non-emergency. For the purposes of this plan, the definitions are as follows:

9.1 Emergency Spill

- A spill or release of oil or hazardous material that covers an area over 50 ft^2 (about the size of a small bathroom, 10 feet x 5 feet) OR
- A spill of a volume that exceeds the material's reportable quantity (RQ) (*Note*: *The reportable quantity for petroleum products is 42 gallons*) OR
- A spill of an unknown material or material for which the RQ is not immediately known; OR
- A spill or release of any hazardous material, in any quantity that may:
  - Reach a drain, ditch, or underground water system;
  - Directly impact a waterway (includes rivers, streams, marshes, and creeks);

- Impact PDX operations or roadways (e.g. requires shutting down traffic lanes, restrict access to essential operational areas or services);
- Present a safety or health hazard; OR
- Require response or cleanup assistance from personnel outside the immediate release area (such as Port Environmental, Fire, or Operations; or outside Emergency Spill Response Contractors).

Emergency spills are reported to the PDX Communication Center (Comm Center) 503-460-4000. The Comm Center dispatches the on-call environmental responder and any other necessary emergency responders.

9.2 Non-Emergency Spill

- Spills that can be absorbed, neutralized, or otherwise controlled at the time of release by responsible party employees in the immediate release area, or by maintenance personnel; AND
- Do not pose any safety or health hazard; AND
- Have no potential to impact/ reach/ affect any waterway, drain, ditch, or underground water system.

Non-emergency spills do not need to be reported to the PDX Comm Center as long as the Responsible Party can properly clean up and decontaminate the spill.

9.3 Notification and Reporting (40 CFR 112.4(a) and 112.7(a)(4))

9.3.1 On-Site Notification and Reporting

The Responsible Party will report all Emergency Spills to the PDX Comm Center who will dispatch the appropriate first responders, typically Airport Operations, PDX Fire and the on-call Environmental responder. The following table lists the PDX Comm Center emergency and Environmental responder contact information.

Emergency Coordinators	Work Phone	Cell Phone
Primary Emergency Coordinator PDX Comm Center Emergency Line	503-460-4000	503-460-4000
Environmental Spill Program Contact Erin Anderson	360-921-8573	360-921-8573
Environmental Land & Water Quality Manager Blake Hamalainen	503-341-7836	503-341-7836
PDX Comm Center Non-Emergency Line	503-460-4747	503-460-4747

9.3.2 Notification of Regulatory Authorities

Spills must be immediately reported to the PDX Comm Center so that notification of authorities (if necessary) can be initiated. The Responsible Party is required to report to the appropriate regulatory agency based on the guidelines provided below.

- Oil spills of any amount to, or that are likely to contact, U.S. navigable waters must be reported immediately (within one hour) to the Oregon Emergency Response System (OERS) at 1-800-452-0311 and the National Response Center at 1-800-424-8802.
- Oil spills of more than 42 gallons to land that are not likely to contact U.S. navigable waters must be reported to the OERS at 1-800-452-0311 within one hour of discovery. Land includes soil, gravel, and concrete or asphalt pads, but not secondary containment or indoor areas where spills do not have the potential to reach waters of the state.
- Release of hazardous materials equal to, or greater than, the quantity listed in 40 CFR 302 (List of Hazardous Substances and Reportable Quantities) requires immediate notification of the National Response Center at 1-800-424-8802 and the OERS at 1-800-452-0311.
- If there is a danger to life, health, or the environment, contact the local public emergency services at 911.
- Spills of any amount that threaten public health or safety must be immediately reported to local emergency responders by calling 911.

It is not necessary to report spills to secondary containment or spills to the indoors with no potential for release to the environment (meaning where there are no floor drains or other release points).

The time, date, and details of any emergency incident will be documented on the spill notification form (see Appendix G).

9.4 Spill Response Equipment and Waste Disposal (40 CFR 112.7(a)(3)(v))

Spill response kits kept on site will also be checked during inspections (see Appendix F) and restocked as necessary. Spill response equipment will be sited at secure locations for access by Port personnel and emergency spill response contractors. The Port will also maintain a Spill Response Mobile Unit located at the Maintenance Facility.

These spill kits are equipped with a variety of materials and may include any of the following materials:

- Absorbent pads
- Absorbent booms
- Granular absorbent

The kits may include the following additional items as needed:

- Safety goggles and gloves
- Drum or other container to hold contents of spill kit
- Drums, bags and ties, and other containers to hold contaminated materials

- Granular absorbent material (one bundle)
- Barricades, barrier tape, and traffic cones
- Nonsparking shovels
- Brooms
- Drain seals, plugs, and mats

Wastes resulting from a spill response will be containerized, characterized for disposal, and removed from the site by a licensed waste hauler. Spill cleanup materials and debris from spill for which the Port is not responsible must be collected, stored, characterized, and disposed of by the Responsible Party.

9.5 Tenant Responsibility

Tenants, airlines, construction contractors, and service providers are required to follow the spill response, cleanup, and reporting procedures provided in this plan and the PDX Spill Response Procedures (Appendix C), Notification and Reporting (40 CFR 112.4(a) and 112.7(a)(4). Tenants may have their own SPCC plan and are required to provide the Port with a copy of the plan and follow those procedures in the event of a spill.

Tenants are responsible for training appropriate personnel, securing and maintaining the appropriate equipment for responding to and cleaning up spills they cause, which includes decontaminating and returning areas to the previous condition.

9.6 Procedures for Specific Materials

The Port has determined additional response and cleanup measures for the following materials:

- Fire Fighting Foam – AFFF and F3
  - All releases that occur outside of the designated training areas must be contained and cleaned up in accordance with all applicable rules and regulations. Foam that is released from trucks that previously contained AFFF is considered to be PFAS containing and must be cleaned up in accordance with regulations for PFAS containing material.
- Aircraft Lavatory Waste
  - All releases of used lavatory waste need to be cleaned up and the area decontaminated using a Port approved solution before operations can resume.

10 Substantial Harm Criteria Checklist

Appendix H, containing the checklist required under 40 CFR 112.20(e), documents that a response plan specific to the facility is not required.

A “yes” to any of the checklist criteria requires submittal of a Facility Response Plan, per 40 CFR 112.20.

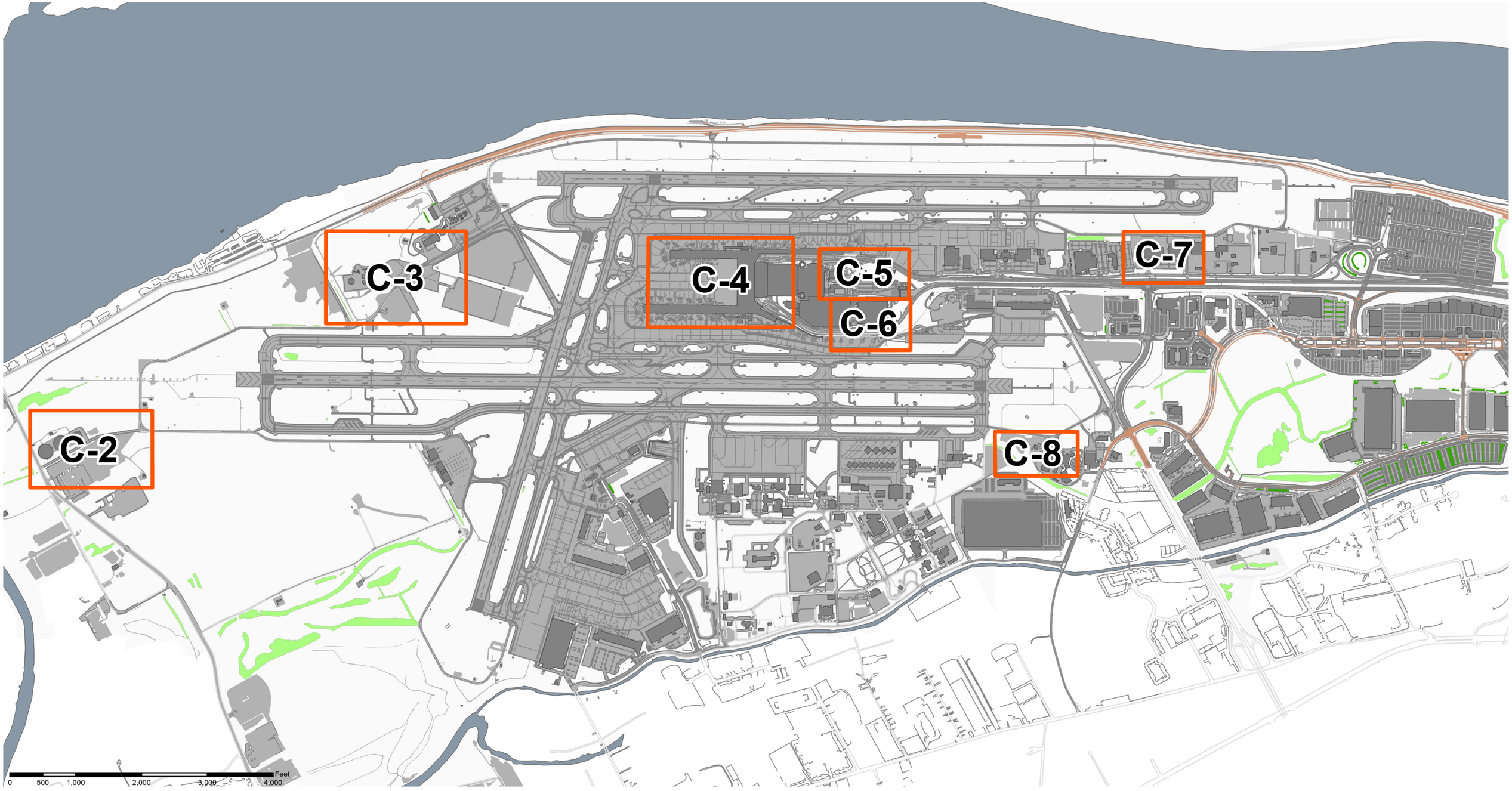
Limitations

The services undertaken in completing this report were performed consistent with generally accepted professional consulting principles and practices. No other warranty, express or implied, is made. These services were performed consistent with our agreement with our client. This report is solely for the use and information of our client unless otherwise noted. Any reliance on this report by a third party is at such party's sole risk.

Opinions and recommendations contained in this report apply to conditions existing when services were performed and are intended only for the client, purposes, locations, time frames, and project parameters indicated. We are not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. We do not warrant the accuracy of information supplied by others, or the use of segregated portions of this report.

Figures

MAUL
FOSTER
ALONGI



ABOVE GROUND STORAGE TANK
UNDER GROUND STORAGE TANK
MOBILE STORAGE TANK
ELEVATOR TANK
TRANSFORMER TANK
INACTIVE TRANSFORMER TANK

3 STORM BASIN NUMBER
STORM BASIN BOUNDARY
STORM WATER PERMIT BOUNDARY
PORT PROPERTY BOUNDARY
SPILL KIT
PS-X PUMPSTATION & PUMP STATION ID

WETLAND
VEGETATED SWALE
STORM WATER QUIESCENT/DETENTION POND
IMPERVIOUS P.O.P. AIRPORT SURFACE
IMPERVIOUS C.O.P. RIGHT OF WAY SURFACE

INFRASTRUCTURE TYPE
STORMWATER
DEDICATED DEICING
DEICING AND STORMWATER
12" VERIFIED PART OF SYSTEM*
12" UNVERIFIED PART OF SYSTEM
SUBTERRANEAN DRAINAGE (SUBDRAIN)
CENTERLINE OF DITCH*

SAND FILTER
CATCH BASIN*
OUTFALL *
FLOW VALVE*
MANHOLE & WATER QUALITY MANHOLE*
VAULT & OIL / WATER SEPARATOR VAULT*

*SYMBOL COLOR CODED BY INFRASTRUCTURE TYPE

SPILL PREVENTION CONTROL AND COUNTERMEASURE MAP- 2024

PORTLAND INTERNATIONAL AIRPORT

PORT OF PORTLAND
PORTLAND, OREGON

SUBMITTED BY

DRAWING NO.
PDX 2020-3093 1/8 (C1)

Aboveground Storage Tanks

Tank ID	Tank Contents	Tank Gallons Capacity
PDX-0389	Diesel	980

PDX-0389

Feet
0 25 50 100 150 200

- ABOVE GROUND STORAGE TANK
- UNDER GROUND STORAGE TANK
- MOBILE STORAGE TANK
- ELEVATOR TANK
- TRANSFORMER TANK
- INACTIVE TRANSFORMER TANK
- STORM BASIN NUMBER
- STORM BASIN BOUNDARY
- STORM WATER PERMIT BOUNDARY
- PORT PROPERTY BOUNDARY
- SPILL KIT
- PS-X PUMPSTATION & PUMP STATION ID
- WETLAND
- VEGETATED SWALE
- STORM WATER QUIESCENT/DETENTION POND
- IMPERVIOUS P.O.P. AIRPORT SURFACE
- IMPERVIOUS C.O.P. RIGHT OF WAY SURFACE

INFRASTRUCTURE TYPE
- STORMWATER
- DEDICATED DEICING
- DEICING AND STORMWATER
- 12" VERIFIED PART OF SYSTEM*
- 12" UNVERIFIED PART OF SYSTEM
- SUBTERRANEAN DRAINAGE (SUBDRAIN)
- CENTERLINE OF DITCH*

*SYMBOL COLOR CODED BY INFRASTRUCTURE TYPE

- SAND FILTER
- CATCH BASIN*
- OUTFALL *
- FLOW VALVE*
- MANHOLE & WATER QUALITY MANHOLE*
- VAULT & OIL / WATER SEPARATOR VAULT*

SPILL PREVENTION CONTROL AND COUNTERMEASURE MAP- 2024

PORTLAND INTERNATIONAL AIRPORT

PORT OF PORTLAND
PORTLAND, OREGON

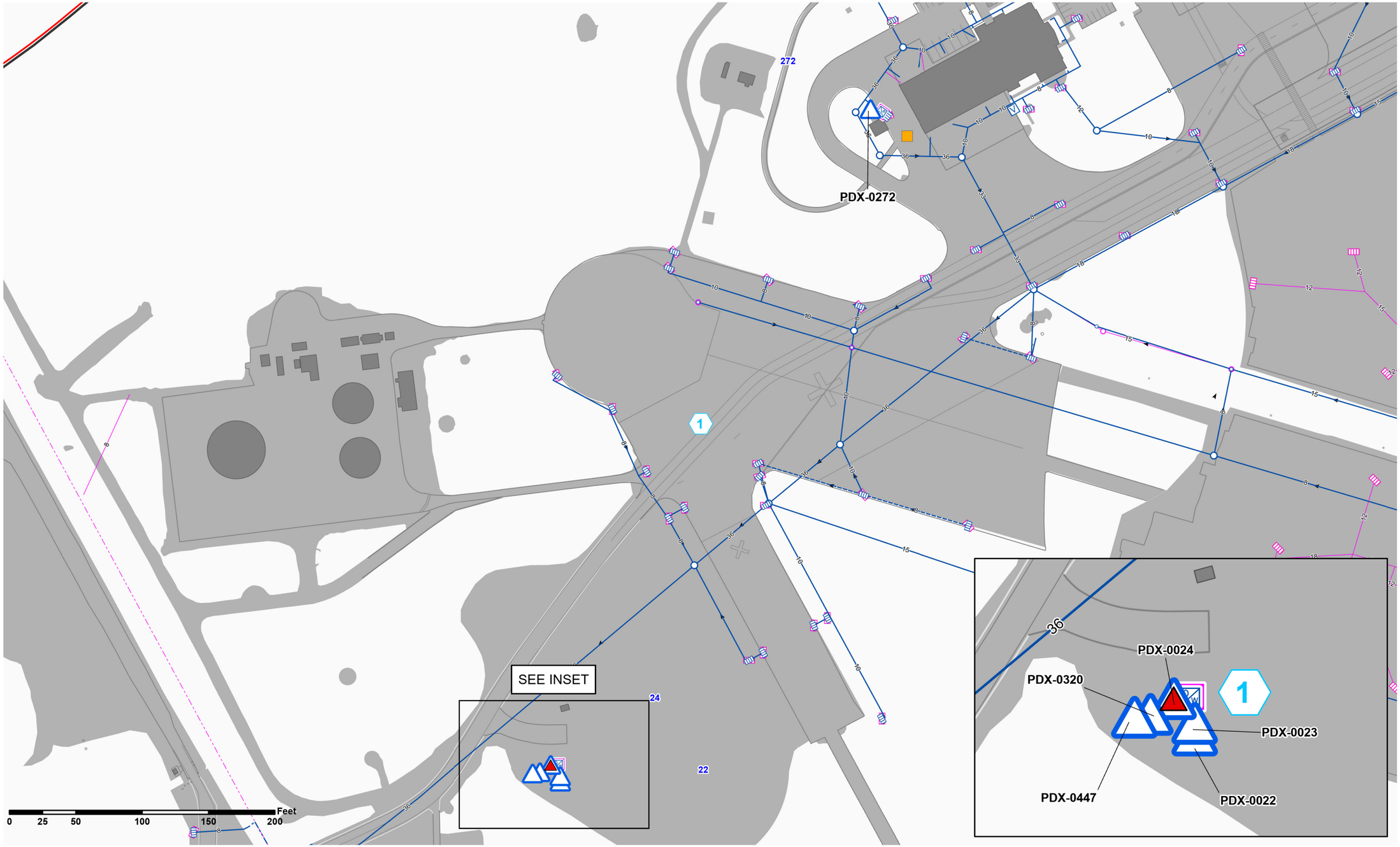
SUBMITTED BY

DRAWING NO.
PDX 2020-3093 2/8 (C-2)

Aboveground Storage Tanks

Tank ID	Tank Contents	Tank Gallons Capacity
PDX-0022	Jet Fuel	2000
PDX-0023	Jet Fuel	2000
PDX-0024	Jet Fuel **	400
PDX-0272	Diesel	2000
PDX-0320	Waste Water	20000
PDX-0447	Waste Water	20000

** Note:
Tank PDX-0024 is disconnected



- ABOVE GROUND STORAGE TANK
- UNDER GROUND STORAGE TANK
- MOBILE STORAGE TANK
- ELEVATOR TANK
- TRANSFORMER TANK
- INACTIVE TRANSFORMER TANK
- STORM BASIN NUMBER
- STORM BASIN BOUNDARY
- STORM WATER PERMIT BOUNDARY
- PORT PROPERTY BOUNDARY
- SPILL KIT
- PS-X PUMPSTATION & PUMP STATION ID
- WETLAND
- VEGETATED SWALE
- STORM WATER QUIESCENT/DETENTION POND
- IMPERVIOUS P.O.P. AIRPORT SURFACE
- IMPERVIOUS C.O.P. RIGHT OF WAY SURFACE

INFRASTRUCTURE TYPE
- STORMWATER
- DEDICATED DEICING
- DEICING AND STORMWATER
- 12" VERIFIED PART OF SYSTEM*
- 12" UNVERIFIED PART OF SYSTEM
- SUBTERRANEAN DRAINAGE (SUBDRAIN)
- CENTERLINE OF DITCH*

- SAND FILTER
- CATCH BASIN*
- OUTFALL *
- FLOW VALVE*
- MANHOLE & WATER QUALITY MANHOLE*
- VAULT & OIL / WATER SEPARATOR VAULT*

*SYMBOL COLOR CODED BY INFRASTRUCTURE TYPE

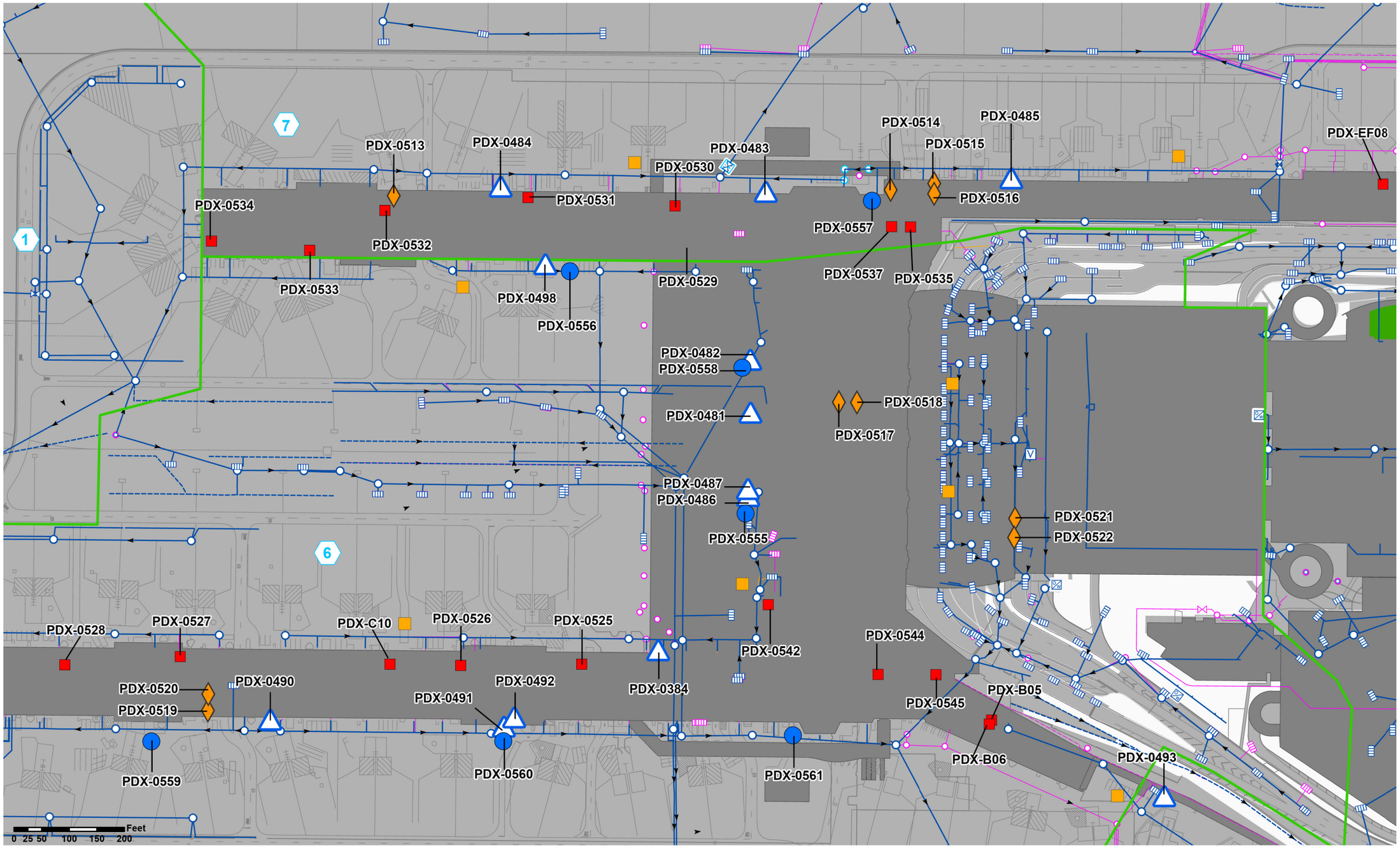
SPILL PREVENTION CONTROL AND COUNTERMEASURE MAP- 2024

PORTLAND INTERNATIONAL AIRPORT

PORT OF PORTLAND
PORTLAND, OREGON

SUBMITTED BY

DRAWING NO.
PDX 2020-3093 3/8 (C-3)



Aboveground Storage Tanks

Tank ID	Tank Contents	Tank Gallons Capacity
PDX-0384	Diesel	500
PDX-0481	Vegetable Oil or Grease	250
PDX-0482	Vegetable Oil or Grease	317
PDX-0483	Vegetable Oil or Grease	317
PDX-0484	Vegetable Oil or Grease	353
PDX-0485	Vegetable Oil or Grease	353
PDX-0486	Vegetable Oil or Grease	317
PDX-0487	Vegetable Oil or Grease	317
PDX-0490	Vegetable Oil or Grease	353
PDX-0491	Vegetable Oil or Grease	317
PDX-0492	Vegetable Oil or Grease	317
PDX-0493	Vegetable Oil or Grease	353
PDX-0498	Vegetable Oil or Grease	317

Underground Storage Tanks

Tank ID	Tank Contents	Tank Gallons Capacity
PDX-0555	Vegetable Oil or Grease	950
PDX-0556	Vegetable Oil or Grease	5000
PDX-0557	Vegetable Oil or Grease	5000
PDX-0558	Vegetable Oil or Grease	4000
PDX-0559	Vegetable Oil or Grease	5000
PDX-0560	Vegetable Oil or Grease	4000
PDX-0561	Vegetable Oil or Grease	4000

Transformer Tank (Oil Filled)

Tank ID	Room	Tank Size (gal)
PDX-0513	D1620	306
PDX-0514	T1550A	188
PDX-0515	E1000	290
PDX-0516	E1000	290
PDX-0517	T1344B	204
PDX-0518	T1344B	204
PDX-0519	C1080	481
PDX-0520	C1080	481
PDX-0521	P1205A	550
PDX-0522	P1205BT	275

Machine Room & Elevator Locations

Tank ID	Elev No.	Room	Tank Size (gal)
PDX-B05	B05		185
PDX-B06	B06		185
PDX-C10	C10		250
PDX-EF08	F E8		368
PDX-0525	C06	C1220	165
PDX-0526	CF08	C2143	171
PDX-0527	CF16	C1056	180
PDX-0528	C18	C1019	100
PDX-0530	DF02	D1063	265
PDX-0531	D03	D1408	160
PDX-0532	D09	D2626	90
PDX-0533	D10	D3506	100
PDX-0534	D11	D1660	90
PDX-0535	E01	E3464	80
PDX-0537	T29	E2011	150
PDX-0542	TF07	T1815	330
PDX-0544	T09	T1768	115
PDX-0545	T10	T1744	165

ABOVE GROUND STORAGE TANK
UNDER GROUND STORAGE TANK
MOBILE STORAGE TANK
ELEVATOR TANK
TRANSFORMER TANK
INACTIVE TRANSFORMER TANK

3 STORM BASIN NUMBER
STORM BASIN BOUNDARY
STORM WATER PERMIT BOUNDARY
PORT PROPERTY BOUNDARY
SPILL KIT
PS-X PUMPSTATION & PUMP STATION ID

WETLAND
VEGETATED SWALE
STORM WATER QUIESCENT/DETENTION POND
IMPERVIOUS P.O.P. AIRPORT SURFACE
IMPERVIOUS C.O.P. RIGHT OF WAY SURFACE

INFRASTRUCTURE TYPE
STORMWATER
DEDICATED DEICING
DEICING AND STORMWATER
12" VERIFIED PART OF SYSTEM*
12" UNVERIFIED PART OF SYSTEM
SUBTERRANEAN DRAINAGE (SUBDRAIN)
CENTERLINE OF DITCH*

SAND FILTER
CATCH BASIN*
OUTFALL *
FLOW VALVE*
MANHOLE & WATER QUALITY MANHOLE*
VAULT & OIL / WATER SEPARATOR VAULT*

*SYMBOL COLOR CODED BY INFRASTRUCTURE TYPE

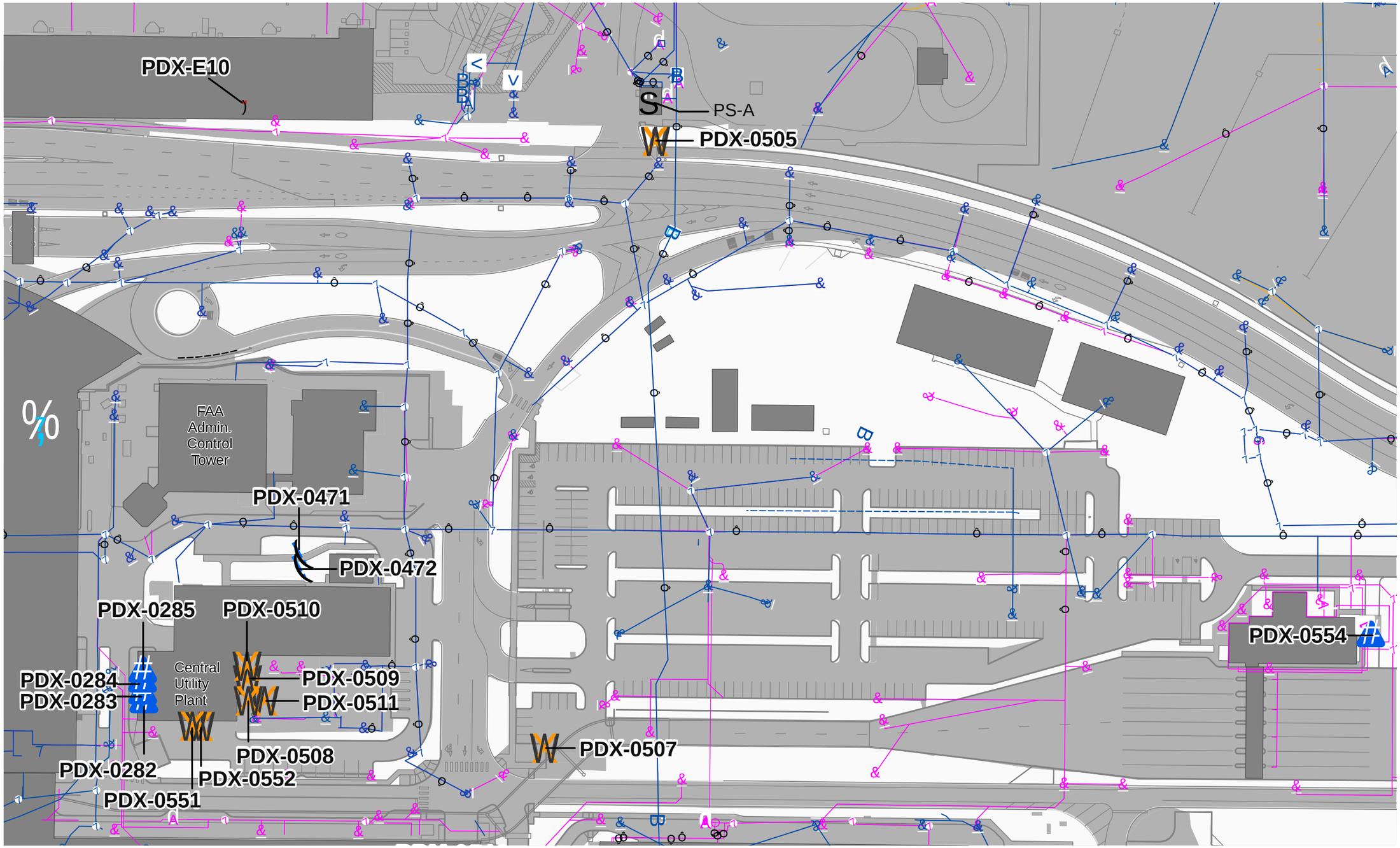
SPILL PREVENTION CONTROL AND COUNTERMEASURE MAP- 2024

PORTLAND INTERNATIONAL AIRPORT

PORT OF PORTLAND
PORTLAND, OREGON

SUBMITTED BY

DRAWING NO.
PDX 2020-3093 4/8 (C-4)



Aboveground Storage Tanks

Tank ID	Tank Contents	Tank Gallons Capacity
PDX-0282	Diesel	150
PDX-0283	Diesel	150
PDX-0284	Diesel	150
PDX-0285	Diesel	150
PDX-0554	Diesel	215

Underground Storage Tanks

Tank ID	Tank Contents	Tank Gallons Capacity
PDX-0471	Heating Oil	30000
PDX-0472	Heating Oil	30000

Transformer and Elevator Tank (Oil Filled)

Tank ID	Location	Tank Size
PDX-0507	Employee Lot	215
PDX-0510	CUP	544
PDX-0509	CUP	454
PDX-0508	CUP	753
PDX-0511	CUP	1045
PDX-0505	PS-A	232
PDX-0551	CUP	196
PDX-0552	CUP	196
PDX-E10	E Concourse	368

ABOVE GROUND STORAGE TANK
UNDER GROUND STORAGE TANK
MOBILE STORAGE TANK
ELEVATOR TANK
TRANSFORMER TANK
INACTIVE TRANSFORMER TANK

STORM BASIN NUMBER
STORM BASIN BOUNDARY
STORM WATER PERMIT BOUNDARY
PORT PROPERTY BOUNDARY
SPILL KIT
PS-X — S PUMPSTATION & PUMP STATION ID

WETLAND
VEGETATED SWALE
STORM WATER QUIESCENT/DETENTION POND
IMPERVIOUS P.O.P. AIRPORT SURFACE
IMPERVIOUS C.O.P. RIGHT OF WAY SURFACE

INFRASTRUCTURE TYPE
STORMWATER
DEDICATED DEICING
DEICING AND STORMWATER
12" VERIFIED PART OF SYSTEM*
12" UNVERIFIED PART OF SYSTEM
SUBTERRANEAN DRAINAGE (SUBDRAIN)
CENTERLINE OF DITCH*

SAND FILTER
& CATCH BASIN*
; OUTFALL *
A FLOW VALVE*
7 9 MANHOLE & WATER QUALITY MANHOLE*
B < VAULT & OIL / WATER SEPARATOR VAULT*

*SYMBOL COLOR CODED BY INFRASTRUCTURE TYPE

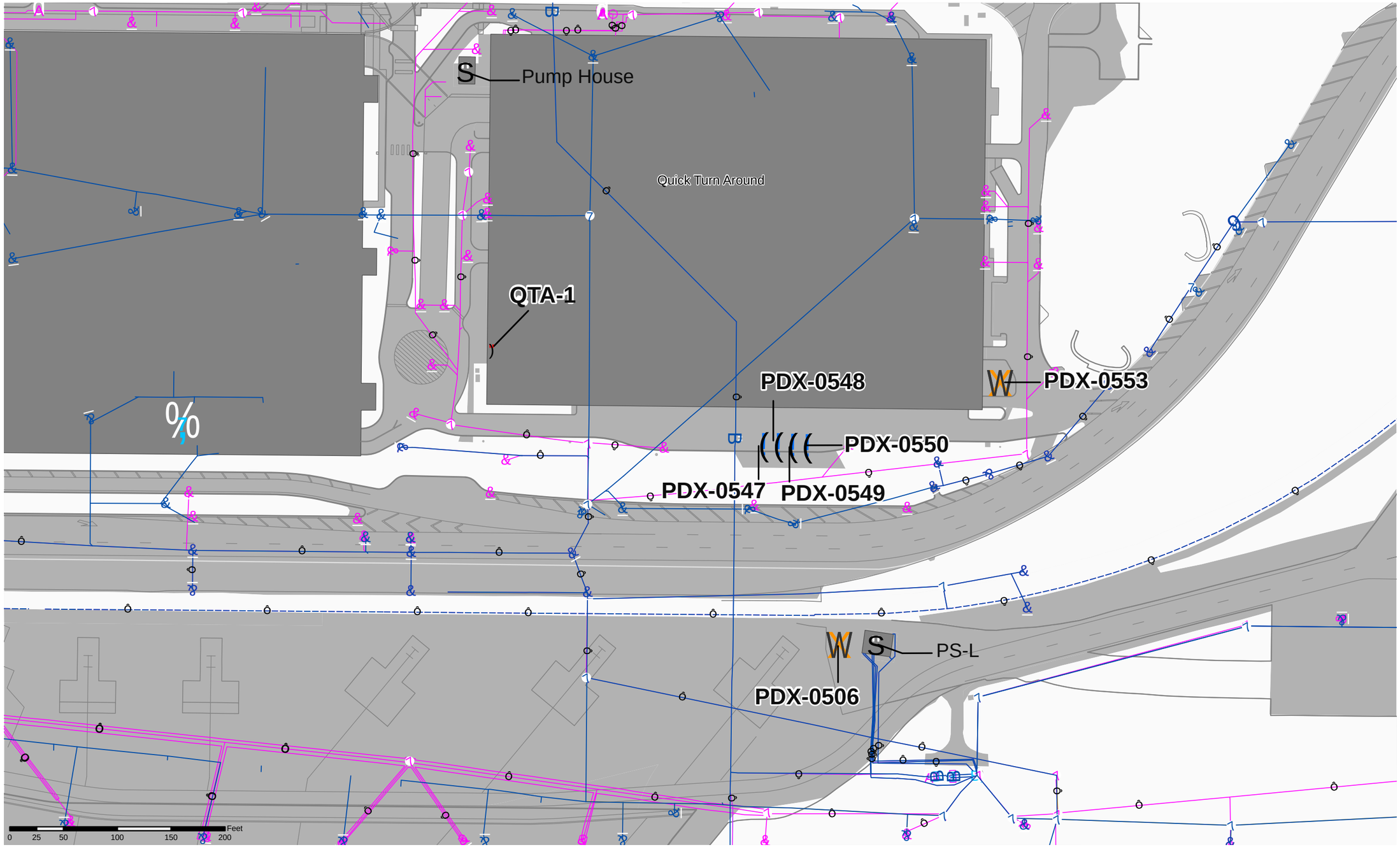
SPILL PREVENTION CONTROL AND COUNTERMEASURE MAP - 2024

PORTLAND INTERNATIONAL AIRPORT

PORT OF PORTLAND
PORTLAND, OREGON

SUBMITTED BY

DRAWING NO.
PDX 2020-3020 5/8 (C-5)



Underground Storage Tanks

Tank ID	Tank Contents	Tank Gallons Capacity
PDX-0547	Gasoline	15000
PDX-0548	Gasoline	15000
PDX-0549	Gasoline	15000
PDX-0550	Gasoline	15000

Transformer and Elevator Tanks (Oil Filled)

Tank ID	Location	Tank Size
PDX-0506	PS-L	202
PDX-0553	QTA	683
QTA-1	QTA	200

ABOVE GROUND STORAGE TANK
UNDER GROUND STORAGE TANK
MOBILE STORAGE TANK
ELEVATOR TANK
TRANSFORMER TANK
INACTIVE TRANSFORMER TANK

STORM BASIN NUMBER
STORM BASIN BOUNDARY
STORM WATER PERMIT BOUNDARY
PORT PROPERTY BOUNDARY
SPILL KIT
PS-X — S PUMPSTATION & PUMP STATION ID

WETLAND
VEGETATED SWALE
STORM WATER QUIESCENT/DETENTION POND
IMPERVIOUS P.O.P. AIRPORT SURFACE
IMPERVIOUS C.O.P. RIGHT OF WAY SURFACE

INFRASTRUCTURE TYPE
STORMWATER
DEDICATED DEICING
DEICING AND STORMWATER
12" VERIFIED PART OF SYSTEM*
12" UNVERIFIED PART OF SYSTEM
SUBTERRANEAN DRAINAGE (SUBDRAIN)
CENTERLINE OF DITCH*

SAND FILTER
& CATCH BASIN*
; OUTFALL *
A FLOW VALVE*
7 9 MANHOLE & WATER QUALITY MANHOLE*
B < VAULT & OIL / WATER SEPARATOR VAULT*

*SYMBOL COLOR CODED BY INFRASTRUCTURE TYPE

SPILL PREVENTION CONTROL AND COUNTERMEASURE MAP- 2024

PORTLAND INTERNATIONAL AIRPORT

PORT OF PORTLAND
PORTLAND, OREGON

SUBMITTED BY
DANELLE PETERSON

DRAWING NO.
PDX 2020-3093 6/8 (C-6)

Elevator Tank (Oil Filled)

Tank ID	Location	Tank Size
PDX-0546	BLDG 8855	100

- ABOVE GROUND STORAGE TANK
- UNDER GROUND STORAGE TANK
- MOBILE STORAGE TANK
- ELEVATOR TANK
- TRANSFORMER TANK
- INACTIVE TRANSFORMER TANK
- STORM BASIN NUMBER
- STORM BASIN BOUNDARY
- STORM WATER PERMIT BOUNDARY
- PORT PROPERTY BOUNDARY
- SPILL KIT
- PS-X — PUMPSTATION & PUMP STATION ID
- WETLAND
- VEGETATED SWALE
- STORM WATER QUIESCENT/DETENTION POND
- IMPERVIOUS P.O.P. AIRPORT SURFACE
- IMPERVIOUS C.O.P. RIGHT OF WAY SURFACE

INFRASTRUCTURE TYPE

- STORMWATER
- DEDICATED DEICING
- DEICING AND STORMWATER
- 12" VERIFIED PART OF SYSTEM*
- 12" UNVERIFIED PART OF SYSTEM
- SUBTERRANEAN DRAINAGE (SUBDRAIN)
- CENTERLINE OF DITCH*

- SAND FILTER
- CATCH BASIN*
- OUTFALL *
- FLOW VALVE*
- MANHOLE & WATER QUALITY MANHOLE*
- VAULT & OIL / WATER SEPARATOR VAULT*

*SYMBOL COLOR CODED BY INFRASTRUCTURE TYPE

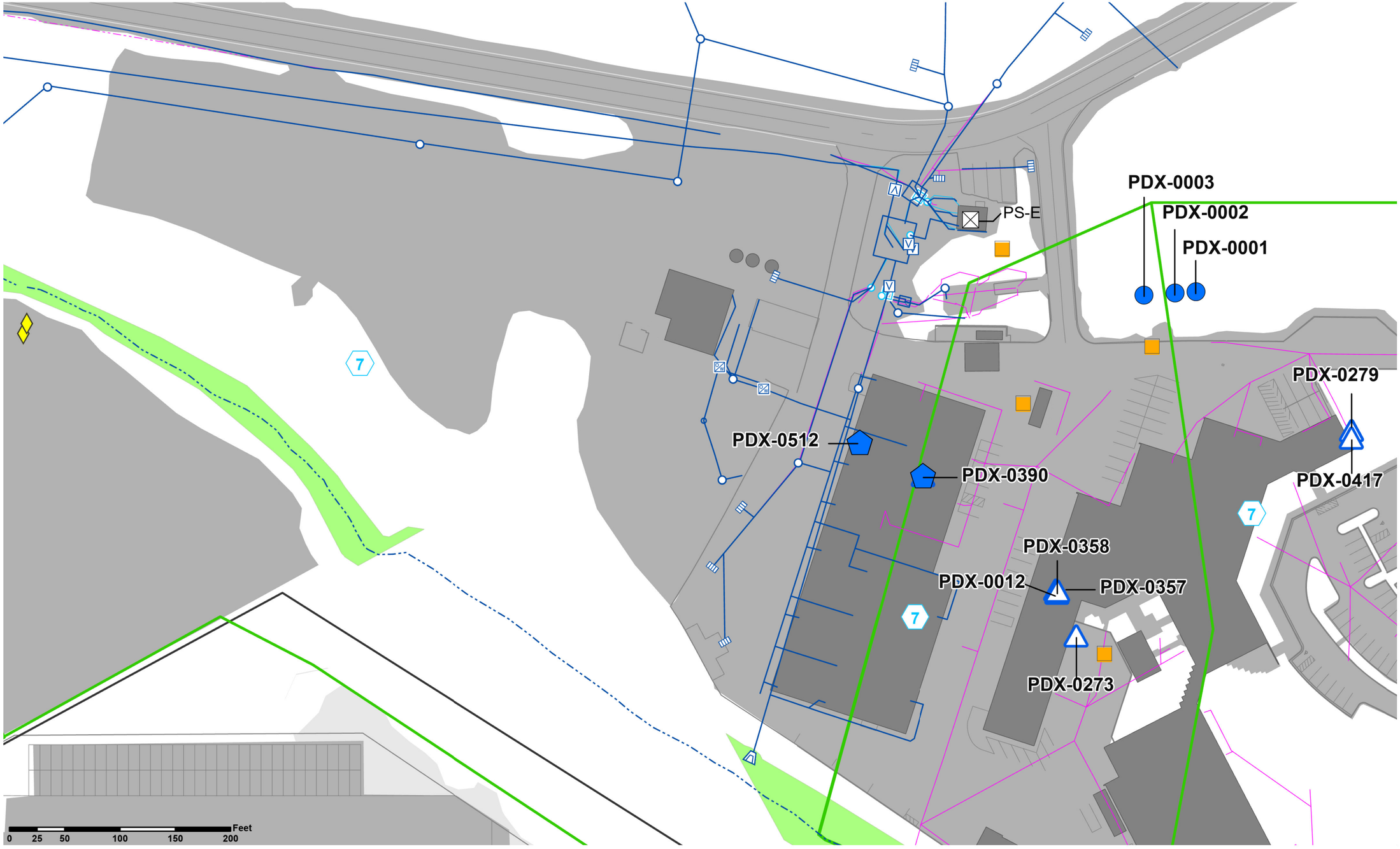
SPILL PREVENTION CONTROL AND COUNTERMEASURE MAP- 2024

PORTLAND INTERNATIONAL AIRPORT

PORT OF PORTLAND
PORTLAND, OREGON

SUBMITTED BY

DRAWING NO.
PDX 2020-3093 7/8 (C-7)



Aboveground Storage Tanks

Tank ID	Tank Contents	Tank Gallons Capacity
PDX-0012	Antifreeze - Deicing	275
PDX-0273	Used Oil	500
PDX-0279	Diesel	500
PDX-0357	Other **	1250
PDX-0358	Transmission Fluid	275
PDX-0390	Diesel	110
PDX-0417	Diesel	100

**Note:
Tank PDX-0357 has multiple compartments

Tank ID	Contents	Tank Size
PDX-0357	Hydraulic Oil	250
PDX-0357	Gear Oil	250
PDX-0357	Coolant Oil	250
PDX-0357	Motor Oil	500

Underground Storage Tanks

Tank ID	Tank Contents	Tank Gallons Capacity
PDX-0001	Gasoline	6000
PDX-0002	Diesel	6000
PDX-0003	Diesel	10000

ABOVE GROUND STORAGE TANK
UNDER GROUND STORAGE TANK
MOBILE STORAGE TANK
ELEVATOR TANK
TRANSFORMER TANK
INACTIVE TRANSFORMER TANK

3 STORM BASIN NUMBER
STORM BASIN BOUNDARY
STORM WATER PERMIT BOUNDARY
PORT PROPERTY BOUNDARY
SPILL KIT
PS-X PUMPSTATION & PUMP STATION ID

WETLAND
VEGETATED SWALE
STORM WATER QUIESCENT/DETENTION POND
IMPERVIOUS P.O.P. AIRPORT SURFACE
IMPERVIOUS C.O.P. RIGHT OF WAY SURFACE

INFRASTRUCTURE TYPE
STORMWATER
DEDICATED DEICING
DEICING AND STORMWATER
12" VERIFIED PART OF SYSTEM*
12" UNVERIFIED PART OF SYSTEM
SUBTERRANEAN DRAINAGE (SUBDRAIN)
CENTERLINE OF DITCH*

SAND FILTER
CATCH BASIN*
OUTFALL *
FLOW VALVE*
MANHOLE & WATER QUALITY MANHOLE*
VAULT & OIL / WATER SEPARATOR VAULT*

*SYMBOL COLOR CODED BY INFRASTRUCTURE TYPE

SPILL PREVENTION CONTROL AND COUNTERMEASURE MAP- 2024

PORTLAND INTERNATIONAL AIRPORT

PORT OF PORTLAND
PORTLAND, OREGON

SUBMITTED BY

DRAWING NO.
PDX 2020-3093 8/8 (C-8)

Tables

MAUL
FOSTER
ALONGI

Table 1
Tanks - Spill Prevention Features
Port of Portland
Portland, Oregon

Tank Number	Tank Location	Tank Volume (gallons)	Contents	Tank Material of Construction	Compatible with Stored Material	Secondary Containment			Tank Spill Prevention			Loading and Unloading		
						Volume (gallons)	Materials of Construction	Covered	Leak Detection	Level Gauge	Overfill Protection	Dispenser		Transfer Pump
												Type	Drip Catcher	Lockable Controls
Transformers														
PDX-0505	Pump Station PS-A	232	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0506	Pump Station PS-L	202	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0507	Employee Lot	175	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0508	CUP Courtyard	753	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0509	CUP Courtyard	454	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0510	CUP Courtyard	544	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0511	CUP Courtyard	1,045	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0551	West of CUP Courtyard	196	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0552	West of CUP Courtyard	196	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0553	QTA, S corner	683	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0517	Terminal North bag tunnel rm. T1344B	204	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0518	Terminal North bag tunnel rm. T1344B	204	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0514	Concourse E, at gate E-1 rm. T1550A	188	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0515	Concourse E, East of gate E-1 rm. E1000	290	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0516	Concourse E, East of gate E-1 rm. E1000	290	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A

Table 1
Tanks - Spill Prevention Features
Port of Portland
Portland, Oregon

						Secondary Containment			Tank Spill Prevention			Loading and Unloading		
PDX-0513	Concourse D, at gate D-9 rm. D1620	306	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0519	Concourse C, West at gate C-15 rm. C1080	481	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0520	Concourse C, West at gate C-15 rm. C1080	481	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0521	Parking structure 1st floor SW corner rm. P1205A	550	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
PDX-0522	Parking structure 1st floor SW corner rm. P1205B	275	Mineral Oil	Steel	Yes	Active Secondary Containment	N/A	No	No	No	Direct Vision and Immediate Response	N/A	N/A	N/A
Elevators														
PDX-0525	C Concourse	165	Hydraulic Oil	Steel	Yes	165	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0526	C Concourse Freight Elevator	171	Hydraulic Oil	Steel	Yes	171	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0527	C Concourse Freight Elevator	180	Hydraulic Oil	Steel	Yes	180	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0528	C Concourse	100	Hydraulic Oil	Steel	Yes	100	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0530	D Concourse Freight Elevator	265	Hydraulic Oil	Steel	Yes	265	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0531	D Concourse	160	Hydraulic Oil	Steel	Yes	160	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0532	D Concourse	90	Hydraulic Oil	Steel	Yes	90	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0533	D Concourse	100	Hydraulic Oil	Steel	Yes	100	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0534	D Concourse	90	Hydraulic Oil	Steel	Yes	90	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0535	E Concourse	80	Hydraulic Oil	Steel	Yes	80	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0537	North Terminal	150	Hydraulic Oil	Steel	Yes	150	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0542	Terminal Freight Elevator	330	Hydraulic Oil	Steel	Yes	330	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0544	Main Terminal	115	Hydraulic Oil	Steel	Yes	115	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0545	Light Rail	165	Hydraulic Oil	Steel	Yes	165	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0546	8855 NE Air Cargo Way	100	Hydraulic Oil	Steel	Yes	100	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-B05	B Concourse	185	Hydraulic Oil	Steel	Yes	185	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-B06	B Concourse	185	Hydraulic Oil	Steel	Yes	185	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No

Table 1
Tanks - Spill Prevention Features
Port of Portland
Portland, Oregon

						Secondary Containment			Tank Spill Prevention			Loading and Unloading		
PDX-C10	C Concourse	250	Hydraulic Oil	Steel	Yes	250	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-EF08	E Concourse	368	Hydraulic Oil	Steel	Yes	368	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-E10	E Concourse	368	Hydraulic Oil	Steel	Yes	368	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
QTA-1	QTA	200	Hydraulic Oil	Steel	Yes	200	Concrete (Elevator Pit)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
Central Utility Plant														
PDX-0282	Inside CUP generator room	150	Diesel	Steel (Double-walled)	Yes	150	Steel/Building	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0283	Inside CUP generator room	150	Diesel	Steel (Double-walled)	Yes	150	Steel/Building	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0284	Inside CUP generator room	150	Diesel	Steel (Double-walled)	Yes	150	Steel/Building	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0285	Inside CUP generator room	150	Diesel	Steel (Double-walled)	Yes	150	Steel/Building	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No
Toll Exit Plaza														
PDX-0554	Outside Toll Exit Plaza	215	Diesel	Steel (Double-walled)	Yes	150	Steel/Building	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No
Concourse Food Service - Fats, Oils, Grease														
PDX-0481	Adjacent to Main Terminal	250	Grease	Steel	Yes	250	Concrete (Sloped Loading Dock)	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0482	Between Concourses C and D	317	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0483	Concourse D	317	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0484	Concourse D	353	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0485	Concourse E	353	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No

Table 1
Tanks - Spill Prevention Features
Port of Portland
Portland, Oregon

						Secondary Containment			Tank Spill Prevention			Loading and Unloading		
PDX-0486	Between Concourses C and D	317	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0487	Between Concourses C and D	317	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0490	Concourse C	353	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0491	Concourse C	317	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0492	Concourse C	317	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0493	Concourse A	353	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0498	Concourse D	317	Grease	Steel	Yes	Active Secondary Containment	N/A	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0555	UST - Between Concourses C and D	950	Grease	Steel	Yes	Active Secondary Containment	N/A	N/A	N/A - Grease interceptor part of sanitary sewer treatment. Spill prevention measures deployed during unloading operations.			N/A	N/A	Contractor
PDX-0556	UST - Concourse D	5,000	Grease	Steel	Yes	Active Secondary Containment	N/A	N/A	N/A - Grease interceptor part of sanitary sewer treatment. Spill prevention measures deployed during unloading operations.			N/A	N/A	No
PDX-0557	UST - Concourse E	5,000	Grease	Steel	Yes	Active Secondary Containment	N/A	N/A	N/A - Grease interceptor part of sanitary sewer treatment. Spill prevention measures deployed during unloading operations.			N/A	N/A	No
PDX-0558	UST - Between Concourses C and D	4,000	Grease	Steel	Yes	Active Secondary Containment	N/A	N/A	N/A - Grease interceptor part of sanitary sewer treatment. Spill prevention measures deployed during unloading operations.			N/A	N/A	No
PDX-0559	UST - Concourse C	5,000	Grease	Steel	Yes	Active Secondary Containment	N/A	N/A	N/A - Grease interceptor part of sanitary sewer treatment. Spill prevention measures deployed during unloading operations.			N/A	N/A	No
PDX-0560	UST - Concourse C	4,000	Grease	Steel	Yes	Active Secondary Containment	N/A	N/A	N/A - Grease interceptor part of sanitary sewer treatment. Spill prevention measures deployed during unloading operations.			N/A	N/A	No
PDX-0561	UST - Concourse C	4,000	Grease	Steel	Yes	Active Secondary Containment	N/A	N/A	N/A - Grease interceptor part of sanitary sewer treatment. Spill prevention measures deployed during unloading operations.			N/A	N/A	No
Terminal														
PDX-0384	Outside of Concourse C	500	Diesel	Steel (Double-walled)	Yes	275	Steel	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No
Deicing Facility														
PDX-0389	Outside of deicing building to the east	980	Diesel	Steel (Double-walled)	Yes	980	Steel	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No

Table 1
Tanks - Spill Prevention Features
Port of Portland
Portland, Oregon

						Secondary Containment			Tank Spill Prevention			Loading and Unloading		
Maintenance Facility														
PDX-0357	Vehicle Maintenance Shop Oil Room (Four Compartments)	250	Hydraulic Oil	Steel (Double-walled)	Yes	1,250	Steel/Building	Yes	No	No	Direct Vision and Immediate Response	Hand Held	No	Yes
		250	Gear Oil									Hand Held	No	Yes
		250	Coolant Oil									Hand Held	No	Yes
		500	Motor Oil									Hand Held	No	Yes
PDX-0358	Vehicle Maintenance Shop Oil Room	275	Automatic Transmission Fluid	Steel	Yes	275	Building	Yes	No	No	Direct Vision and Immediate Response	Hand Held	No	Yes
PDX-0012	Vehicle Maintenance Shop Oil Room	275	Antifreeze	Steel	Yes	275	Building	Yes	No	No	Direct Vision and Immediate Response	Hand Held	No	Yes
PDX-0279	Outside Emergency Standby Generator Building	500	Diesel	Steel (Double-walled)	Yes	500	Steel	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0417	Inside Generator Room	100	Diesel	Steel (Double-walled)	Yes	100	Steel	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0273	Outside Maintenance Shop Bays	500	Used Oil	Steel (Double-walled)	Yes	500	Steel	Yes	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0390	Vehicle Storage - Fuel Polishing System	110	Diesel	Steel	Yes	Active Secondary Containment	N/A	N/A	No	No	Direct Vision and Immediate Response	Hand Held	No	Yes
PDX-0001	UST- Maintenance Facility	6000	Gasoline	Fiberglass Reinforced Plastic	Yes	N/A - Not subject to SPCC regulations.[4]								
PDX-0002	UST- Maintenance Facility	6000	Diesel	Fiberglass Reinforced Plastic	Yes	N/A - Not subject to SPCC regulations.[4]								
PDX-0003	UST- Maintenance Facility	10000	Diesel	Fiberglass Reinforced Plastic	Yes	N/A - Not subject to SPCC regulations.[4]								
Mobile Fueling														
PDX-0512	Mobile Fueling Tank	100	Diesel	Steel	Yes	Active Secondary Containment	N/A	N/A	No	No	Direct Vision and Immediate Response	Hand Held	No	Yes
Fire Department - Aircraft Rescue Fire Fighting (ARFF)														
PDX-0272	Fire Department building - 55 feet west	2,000	Diesel	Steel (Double-walled)	Yes	2,000	Steel	No	No	No	Yes	Hand Held	No	Yes
Fire Training Facility														
PDX-0022	Burn area - 200 feet west	2,000	Jet A Fuel	Steel	Yes	2,000	Concrete	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0023	Burn area - 200 feet west	2,000	Jet A Fuel	Steel	Yes	2,000	Concrete	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No
PDX-0024	Burn area - 200 feet west	400	Jet A Fuel	Steel	Yes	400	Concrete	No	No	No	Direct Vision and Immediate Response	N/A	N/A	No

NOTES:
CUP = Central Utility Plant.
N/A = Not applicable.
QTA = Quick Turn Around Area.
1. Building 3605 and associated 2,000-gallon diesel tank are owned and operated by the Federation Aviation Administration (FAA).
2. PDX-0352 is a tenant owned tank and not included in the table.
3. PDX-0320 and PDX-0447 are reclaimed water tanks, not oil storage tanks, so not included in the table.
4. 40 CFR 112.1(d)(2)(i) exempts completely buried tanks with a capacity of 42,000 gallons or less of oil and connecting piping from SPCC requirements provided they are subject to the UST requirements of 40 CFR Part 280 or a state program approved under Part 281. The State of Oregon currently implements a UST program (OAR 340-150), which is approved under 40 CFR Part 281.

Table 2
Drum and Tote Spill Prevention Features
Port of Portland
Portland, Oregon

Drum/Tote Storage Container Details						Spill Prevention		
Location	**Contents**	**Volume (gallons)**	**Number of Drums/Totes**	**Material**	**Compatible with Material Stored**	**Type**	**Containment (gallons)**	**Covered**
Maintenance Facility								
Vehicle Maintenance Shop Oil Room and Vehicle Bays	Various Petroleum or Used Oil	55	Up to 12	Plastic or Steel	Yes	Active Secondary Containment; Oil/Water Separator, Sanitary Sewer	>660	Yes
Hazardous Materials Storage Building	Various Petroleum or Used Oil	55	Up to 6	Plastic or Steel	Yes		>330	Yes

NOTES:

< = less than.

> = greater than.

Appendix A

SPCC Plan Review and Amendment Log

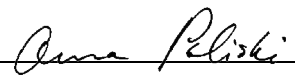
MAUL FOSTER ALONGI

SPCC Plan Review and Amendment Log

Port of Portland, Portland International Airport

I have completed review and evaluation of the SPCC Plan for the Port of Portland site and will/will not amend the SPCC Plan as a result.

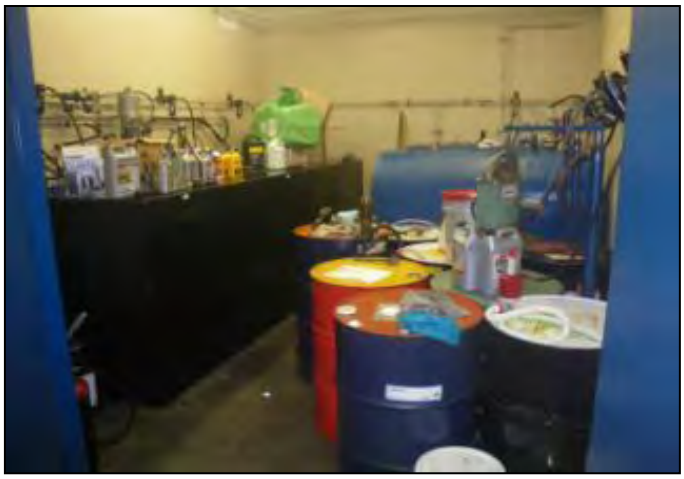
Review Date	Will Amend	Reviewer Name	Reviewer Signature
06/24/2020	Yes / No	Steven Taylor, PE	
	Yes / No		
	Yes / No		
	Yes / No		
	Yes / No		
	Yes / No		

Amendment Number	Description of Amendment	Date	Reviewer Name	Reviewer Signature
1	Rewrite of SPCC Plan, excluding Appendices B through D and drawings C-1 through C-8. The Port of Portland provided Appendices B through D and drawings C-1 through C-8.	06/24/2020	Steven Taylor, PE	
2	Management approval signature.	10/19/2020	Dan Pippenger, Port of Portland	
3	Revised PDX Spill Response Procedures.	3/9/2021	Stan Jones, Port of Portland	
4	Update Drawings and Text	10/8/2024	Carrier Butler, Port of Portland Anna Poliski, PE(MFA)	

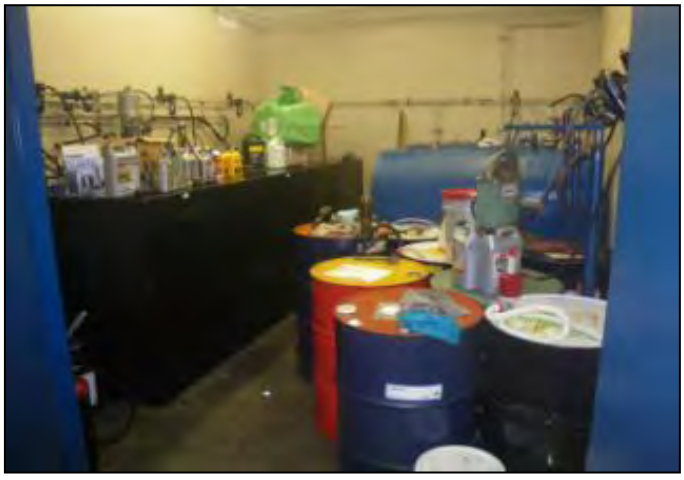
Appendix B

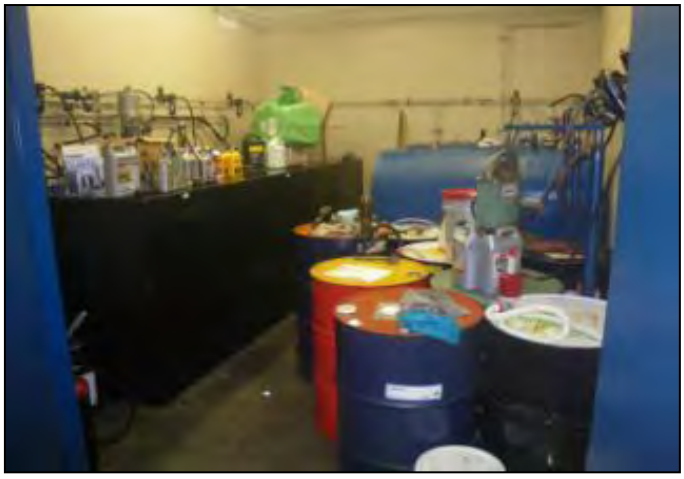
Tank/Area Data Sheets

MAUL FOSTER ALONGI

TANK ID:	Tank 357
Also Known As:	Tanks PDX-10, PDX-13, PDX-14, and PDX-15 (each of four compartments)
Location:	Maintenance Facility Oil Room
Shown On:	Figure C-4
Contents:	Hydraulic Oil (250 gallons) Gear Oil (250 gallons) Coolant Oil (250 gallons) Motor Oil (500 gallons)
Capacity:	1,250 gallons total
Material:	Steel
Type:	Double-Walled AST
Secondary Containment:	Double-Wall; Building Interior
Description of Drainage from Secondary Containment:	Intrinsic secondary containment does not drain. Tertiary containment provided by Oil Room - floor drain inside room is normally plugged and drains to oil-water separator and sanitary sewer.
Fault Analysis:	Failure of primary containment will flow to the interstitial space of the double-walled containment system. In addition, spills within the oil room would be contained by the room itself (floor drain is plugged and building structure would prevent spills from exiting building).
Engineering Controls:	Visual fill gauges, tank sited indoors.
Corrosion Protection:	None - AST indoors.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	AST is located inside the Maintenance Facility (kept secured when site not attended). Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Tank 358
Also Known As:	Tank PDX-11
Location:	Maintenance Facility Oil Room
Shown On:	Figure C-4
Contents:	Automatic Transmission Fluid
Capacity:	275 gallons
Material:	Steel
Type:	Single-walled AST
Secondary Containment:	Located within Facility Oil Room
Description of Drainage from Secondary Containment:	Secondary containment provided by Oil Room - floor drain inside room is normally plugged and drains to oil-water separator and sanitary sewer.
Fault Analysis:	Spills within the oil room would be contained by the room itself (floor drain is plugged and building structure would prevent spills from exiting building).
Engineering Controls:	Visual fill gauge, tank sited indoors.
Corrosion Protection:	None - AST indoors.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	AST is located inside the Maintenance Facility (kept secured when site not attended). Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Tank 12
Location:	Maintenance Facility Oil Room
Shown On:	Figure C-4
Contents:	Antifreeze
Capacity:	275 gallons
Material:	Steel
Type:	Single-walled AST
Secondary Containment:	Located within Facility Oil Room
Description of Drainage from Secondary Containment:	Secondary containment provided by Oil Room - floor drain inside room is normally plugged and drains to oil-water separator and sanitary sewer.
Fault Analysis:	Spills within the oil room would be contained by the room itself (floor drain is plugged and building structure would prevent spills from exiting building).
Engineering Controls:	Visual fill gauge, tank sited indoors.
Corrosion Protection:	None - AST indoors.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	AST is located inside the Maintenance Facility (kept secured when site not attended). Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Maintenance Facility Drum Storage
Location:	Maintenance Facility Oil Room and Vehicle Service Bays
Shown On:	Figure C-4 (Shops and Administration Building)
Contents:	Various Petroleum Products (Greases, Oils)
Capacity:	Up to 12 55-gallon drums
Material:	Steel
Type:	55-gallon drums
Secondary Containment:	Oil Room drum storage contained by Oil Room. Drums used in service bays are stored on spill pallets.
Description of Drainage from Secondary Containment:	Floor drains inside Maintenance Facility drain to oil-water separator and sanitary sewer. Floor drain in Oil Room is plugged.
Fault Analysis:	Spills from drums most likely to occur during dispensing from in-service drums or during moving of drums. Such activities are attended by trained Port personnel who would respond immediately to spill event with available spill kit materials. During normal use spills would be contained by Oil Room or spill pallets.
Engineering Controls:	Oil-water separator, spill pallets.
Corrosion Protection:	None - drums stored indoors.
Integrity Testing:	Not applicable to drums
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Drums are located inside the Maintenance Facility (kept secured when site not attended). Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Drums are not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	None. Spill kit materials available in vicinity of drum storage area.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Haz Mat Storage Building Drum Storage
Location:	Hazardous Materials Storage Building
Shown On:	Figure C-4 (Hazardous Materials Storage Building)
Contents:	Various Petroleum Products (Fuels, Oils, Greases)
Capacity:	Up to Six 55-gallon drums
Material:	Steel
Type:	55-gallon drums
Secondary Containment:	Drums located within contained building.
Description of Drainage from Secondary Containment:	Floor drains inside Haz Mat building drain to oil-water separator and containment tank.
Fault Analysis:	Spills from drums most likely to occur during dispensing from in-service drums or during moving of drums. Such activities are attended by trained Port personnel who would respond immediately to spill event with available spill kit materials. Spills from drums may flow to the building floor drains which are connected to an oil-water separator and a spill containment tank.
Engineering Controls:	Oil-water separator and containment tank.
Corrosion Protection:	None - drums stored indoors.
Integrity Testing:	Not applicable to drums
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Drums are located inside the Haz Mat Storage Building (kept secured). Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Drums are not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	None. Spill kit materials available in building.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Tank 279
Also Known As:	Tank PDX-9
Location:	Maintenance Facility
Shown On:	Figure C-4
Contents:	Diesel Fuel
Capacity:	500 gallons
Material:	Steel
Type:	Double-Walled AST
Secondary Containment:	Double-Wall
Description of Drainage from Secondary Containment:	Intrinsic secondary containment does not drain.
Fault Analysis:	Failure of primary containment will flow to the interstitial space of the double-walled containment system.
Engineering Controls:	Visual fill gauges.
Corrosion Protection:	Painted double-wall AST not in direct contact with ground. Above-ground piping.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Tank 279 Ancillary Day Tank
Location:	Maintenance Facility Emergency Generator Room
Shown On:	Figure C-4
Contents:	Diesel Fuel
Capacity:	100 gallons
Material:	Steel
Type:	Single-Walled AST
Secondary Containment:	Located inside building (Emergency Generator Room)
Description of Drainage from Secondary Containment:	Emergency Generator Room does not drain.
Fault Analysis:	Failure of primary containment will flow to floor of the Emergency Generator Room.
Engineering Controls:	Pump cut-off devices
Corrosion Protection:	None - tank located indoors.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Tank located within building. Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	None
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)

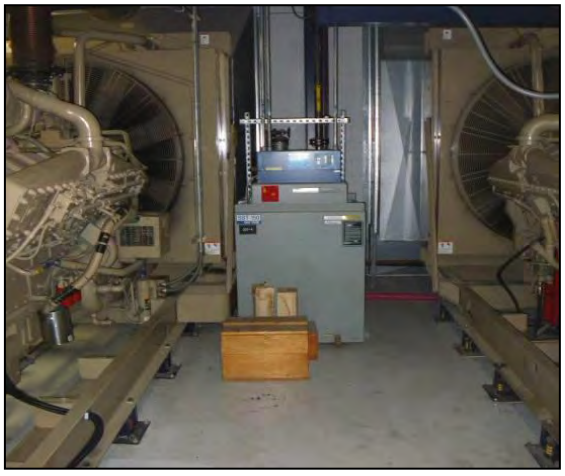
TANK ID:	Tank 273
Location:	Maintenance Facility
Shown On:	Figure C-4
Contents:	Used Oil
Capacity:	500 gallons
Material:	Steel
Type:	Double-Walled AST
Secondary Containment:	Double-Wall
Description of Drainage from Secondary Containment:	Intrinsic secondary containment does not drain.
Fault Analysis:	Failure of primary containment will flow to the interstitial space of the double-walled containment system.
Engineering Controls:	Visual fill gauges.
Corrosion Protection:	Painted double-wall AST not in direct contact with ground. Above-ground piping.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Bollards protect tank from vehicle traffic. Tank is not located in areas accessible by the public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Tank 22
Location:	Fire Training Facility
Shown On:	Figure C-1
Contents:	Jet Fuel
Capacity:	2,000 gallons
Material:	Steel
Type:	Single-Walled AST
Secondary Containment:	Concrete berm with sufficient capacity to hold contents of largest tank and precipitation from 25-year 24-hour storm event (See attached containment capacity worksheet).
Description of Drainage from Secondary Containment:	Drainage from secondary containment curb flows to adjacent oil-water separator and to holding tank for subsequent disposal.
Fault Analysis:	Failure of primary containment will flow to the concrete bermed containment vault which is connected via a valve to the adjacent oil-water separator system. The oil-water separator discharges to a nearby tank for collection and transport to sanitary waste drain or off-site management.
Engineering Controls:	Overfill protection, emergency shut-off valves.
Corrosion Protection:	Painted single-wall AST. Buried piping to have cathodic protection.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years. Inspect any exposed piping for deterioration.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	
Notes:	

TANK ID:	Tank 23
Location:	Fire Training Facility
Shown On:	Figure C-1
Contents:	Jet Fuel
Capacity:	2,000 gallons
Material:	Steel
Type:	Single-Walled AST
Secondary Containment:	Concrete berm with sufficient capacity to hold contents of largest tank and precipitation from 25-year 24-hour storm event (See attached containment capacity worksheet).
Description of Drainage from Secondary Containment:	Drainage from secondary containment curb flows to adjacent oil-water separator and to holding tank for subsequent disposal.
Fault Analysis:	Failure of primary containment will flow to the concrete bermed containment vault which is connected via a valve to the adjacent oil-water separator system. The oil-water separator discharges to a nearby tank for collection and transport to sanitary waste drain or off-site management.
Engineering Controls:	Overfill protection, emergency shut-off valves.
Corrosion Protection:	Painted single-wall AST. Buried piping to have cathodic protection.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years. Inspect any exposed piping for deterioration.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	
Notes:	The ownership of Tank 23 is currently unknown and is being determined – but is being included in this SPCC Plan for completeness

TANK ID:	Tank 24
Location:	Fire Training Facility
Shown On:	Figure C-1
Contents:	Recycled Jet Fuel
Capacity:	400 gallons
Material:	Steel
Type:	Single-Walled AST
Secondary Containment:	Concrete berm with sufficient capacity to hold contents of largest tank and precipitation from 25-year 24-hour storm event (See attached containment capacity worksheet).
Description of Drainage from Secondary Containment:	Drainage from secondary containment curb flows to adjacent oil-water separator and to holding tank for subsequent disposal.
Fault Analysis:	This tank is not currently in use. While operating, failure of primary containment will flow to the concrete bermed containment vault which is connected via a valve to the adjacent oil-water separator system. The oil-water separator discharges to a nearby tank for collection and transport to sanitary waste drain or off-site management.
Engineering Controls:	None
Corrosion Protection:	Painted single-wall AST not in direct contact with ground.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	
Notes:	The tank is not currently in use and associated piping has been disconnected from service points.

TANK ID:	Tank 272
Location:	PDX Fire Department
Shown On:	Figure C-1
Contents:	Diesel Fuel
Capacity:	2,000 gallons
Material:	Steel
Type:	Double-Walled AST
Secondary Containment:	Double-Wall
Description of Drainage from Secondary Containment:	Intrinsic secondary containment does not drain.
Fault Analysis:	Failure of primary containment will flow to the interstitial space of the double-walled containment system.
Engineering Controls:	Overfill protection, emergency shut-off valves.
Corrosion Protection:	Painted double-wall AST not in direct contact with ground. Above-ground piping.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years. Inspect any exposed piping for deterioration.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Bollards protect tank from vehicle traffic. Tank is not located in areas accessible by the public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

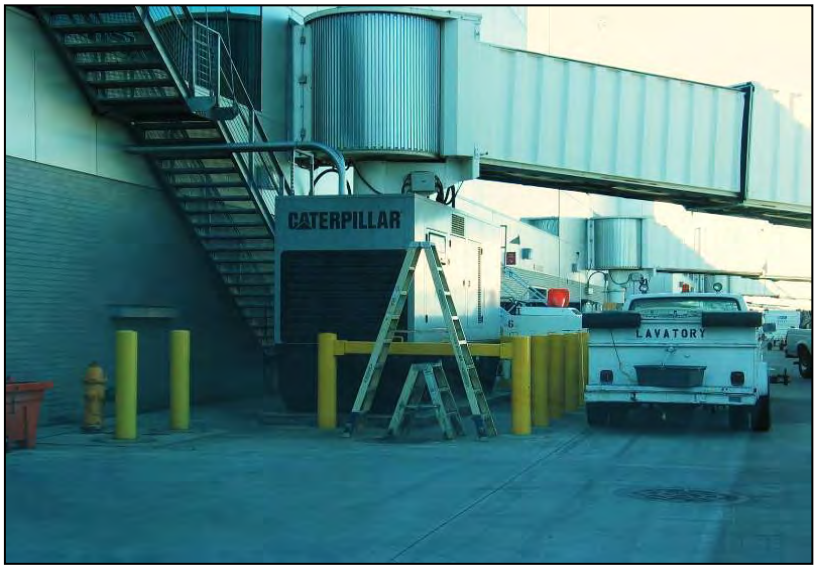
TANK ID:	Tank 282
Location:	Central Utility Plant, Emergency Generator Room
Shown On:	Figure C-3
Contents:	Diesel Fuel
Capacity:	150 gallons
Material:	Steel
Type:	Single-walled AST with attached secondary containment shell.
Secondary Containment:	Outer shell surrounding tank (231 gallon capacity). AST Located indoors
Description of Drainage from Secondary Containment:	Secondary containment shell does not drain.
Fault Analysis:	Spills within the oil room would be contained by the room itself (building structure would prevent spills from exiting building).
Engineering Controls:	Overfill protection
Corrosion Protection:	None - AST indoors.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	AST is located inside the Central Utility Plant (kept secured when site not attended). Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Tank 283
Location:	Central Utility Plant, Emergency Generator Room
Shown On:	Figure C-3
Contents:	Diesel Fuel
Capacity:	150 gallons
Material:	Steel
Type:	Single-walled AST with attached secondary containment shell.
Secondary Containment:	Outer shell surrounding tank (231 gallon capacity). AST Located indoors
Description of Drainage from Secondary Containment:	Secondary containment shell does not drain.
Fault Analysis:	Spills within the oil room would be contained by the room itself (building structure would prevent spills from exiting building).
Engineering Controls:	Overfill protection
Corrosion Protection:	None - AST indoors.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	AST is located inside the Central Utility Plant (kept secured when site not attended). Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Tank 284
Location:	Central Utility Plant, Emergency Generator Room
Shown On:	Figure C-3
Contents:	Diesel Fuel
Capacity:	150 gallons
Material:	Steel
Type:	Single-walled AST with attached secondary containment shell.
Secondary Containment:	Outer shell surrounding tank (231 gallon capacity). AST Located indoors
Description of Drainage from Secondary Containment:	Secondary containment shell does not drain.
Fault Analysis:	Spills within the oil room would be contained by the room itself (building structure would prevent spills from exiting building).
Engineering Controls:	Overfill protection
Corrosion Protection:	None - AST indoors.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	AST is located inside the Central Utility Plant (kept secured when site not attended). Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Tank 285
Location:	Central Utility Plant, Emergency Generator Room
Shown On:	Figure C-3
Contents:	Diesel Fuel
Capacity:	150 gallons
Material:	Steel
Type:	Single-walled AST with attached secondary containment shell.
Secondary Containment:	Outer shell surrounding tank (231 gallon capacity). AST Located indoors
Description of Drainage from Secondary Containment:	Secondary containment shell does not drain.
Fault Analysis:	Spills within the oil room would be contained by the room itself (building structure would prevent spills from exiting building).
Engineering Controls:	Overfill protection
Corrosion Protection:	None - AST indoors.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	AST is located inside the Central Utility Plant (kept secured when site not attended). Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Tank 389
Location:	Deicing Treatment Plant
Shown On:	Figure C-5
Contents:	Diesel
Capacity:	980 gallons
Material:	Steel
Type:	Double-walled steel emergency generator fuel tank
Secondary Containment:	Intrinsic secondary containment
Description of Drainage from Secondary Containment:	Secondary containment shell does not drain.
Fault Analysis:	Failure of primary containment will flow to the interstitial space of the double-walled containment system.
Engineering Controls:	Visual fill gauges and interstitial leak detection.
Corrosion Protection:	Tank not exposed to atmospheric conditions (in weather-rated enclosure) and not in direct contact with ground.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	AST is located inside the Maintenance Facility (kept secured when site not attended). Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Tank 384
Location:	North side of C Concourse
Shown On:	Figure C-2
Contents:	Diesel
Capacity:	500 Gallons
Material:	Steel
Type:	Double-walled steel emergency generator fuel tank
Secondary Containment:	Intrinsic secondary containment
Description of Drainage from Secondary Containment:	Secondary containment shell does not drain.
Fault Analysis:	Failure of primary containment will flow to the interstitial space of the double-walled containment system.
Engineering Controls:	Visual fill gauges and interstitial leak detection.
Corrosion Protection:	Tank not exposed to atmospheric conditions (in weather-rated enclosure) and not in direct contact with ground.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	AST is located in restricted area of terminal building. Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tank is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available in vicinity of tank.
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Vehicle 16232
Location:	Service vehicle, parked in Equipment Storage Building
Contents:	Diesel Fuel
Capacity:	100 gallons
Material:	Steel
Type:	Single-Walled vehicle-mounted service tanks
Secondary Containment:	Active containment (spill kit available on vehicle). Equipment Storage building floor drain is connected to vault and storage tank.
Description of Drainage from Secondary Containment:	Spills from service tanks would drain to the ground in the immediate vicinity of the vehicle, active secondary containment (use of spill kit) would be used to control spill.
Fault Analysis:	Spills from service tanks most likely to occur during loading of tanks or dispensing fuel. Both activities are attended by trained Port personnel who would respond immediately to spill event with spill kit materials available on the vehicle.
Engineering Controls:	Automatic closing dispenser nozzle. Tanks mounted to allow easy visual inspection.
Corrosion Protection:	Tank not in contact with the ground.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Vehicle stored within Equipment Storage Building when not in use.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available on vehicle at all times.
Spill Response/Cleanup Procedures.	Follow General Aviation Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Vehicle 17034
Location:	Service vehicle, parked in Equipment Storage Building
Contents:	Diesel Fuel
Capacity:	100 gallons
Material:	Steel
Type:	Single-Walled vehicle-mounted service tanks
Secondary Containment:	Active containment (spill kit available on vehicle). Equipment Storage building floor drain is connected to vault and storage tank.
Description of Drainage from Secondary Containment:	Spills from service tanks would drain to the ground in the immediate vicinity of the vehicle, active secondary containment (use of spill kit) would be used to control spill.
Fault Analysis:	Spills from service tanks most likely to occur during loading of tanks or dispensing fuel. Both activities are attended by trained Port personnel who would respond immediately to spill event with spill kit materials available on the vehicle.
Engineering Controls:	Automatic closing dispenser nozzle. Tanks mounted to allow easy visual inspection.
Corrosion Protection:	Tank not in contact with the ground.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Vehicle stored within Equipment Storage Building when not in use.
Other Applicable Spill Prevention Measures:	Follow Tank Loading and Unloading Procedures (Appendix E). Spill kit materials available on vehicle at all times.
Spill Response/Cleanup Procedures.	Follow General Aviation Airport Spill Response Procedures (Appendix D)
Photograph:	

TANK ID:	Main Terminal Food Wastes (Communal Grease Vat)
Location: **Shown On:**	Adjacent to Main Terminal (Outside of Food Court) Figure C-2
Contents:	Vegetable Oil
Capacity:	250 gallons
Material:	Communal Vat = Steel with Poly Lid
Type:	Communal Vat = Portable (Rolling) Vat Tank
Secondary Containment:	Communal Vat contained in sloped loading dock with drainage to sanitary sewer. Area is beneath cover.
Description of Drainage from Secondary Containment:	Spills at Communal Vat drains into sanitary sewer.
Fault Analysis:	Spills associated with Communal Vat are likeliest to occur during transfer of vegetable oil (grease) into tank - spills would be limited to loading dock.
Engineering Controls:	The communal grease vat is filled manually and the level of oil in the tank is visible during transfers.
Corrosion Protection:	Tank is not in direct contact with the ground.
Integrity Testing:	Not required for this tank. Follow STI SP001 Standard.
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Tanks are not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	Spill kit materials available at all times.
Spill Response/Cleanup Procedures.	Follow General Aviation Airport Spill Response Procedures (Appendix D)

Photographs:

OIL-FILLED EQUIPMENT	PDX (CUP) Oil Filled Regulators (6)
Location:	Central Utility Plant, Oil Regulator Room
Shown On:	Figure C-3
Contents:	Dielectric Fluid
Capacity:	4 @ 165 gallons; 1 @ 178 gallons; 1 @ 160 gallons
Material:	Steel
Type:	Regulator
Secondary Containment:	The oil regulators are housed inside a room with a concrete floor and a caulked steel berm segregates the oil regulators from possible building exits. The containment area dimensions are approximately 30' x 30' x 2" or a total volume of approximately 1,122 gallons.
Description of Drainage from Secondary Containment:	N/A
Fault Analysis:	Failure of primary regulator containment would flow to the bermed area of the Oil Regulator room and would be contained fully within the building. Containment volume is well in excess of needed volume.
Engineering Controls:	N/A (oil-filled equipment; not oil storage)
Corrosion Protection:	N/A (oil-filled equipment; not oil storage); located indoors.
Integrity Testing:	N/A (oil-filled equipment; not oil storage)
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Regulators are located within secured building. Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Regulators are not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	None
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)
Photograph:	

OIL-FILLED EQUIPMENT PDX Transformers (16)

Location:	Central Utility Plant (5); Terminal North (1); Concourse E (3); Concourse D (2); Concourse C (2); Concourse B (1); Parking (2)
Shown On:	Figures C-2 and C-3
Contents:	Transformer Fluid
Capacity:	Transformer 1359002345 = 544 gallons (CUP North) Transformer 1359002346 = 544 gallons (CUP North) Transformer 1359002365 = 1,045 gallons (CUP South) Transformer HBB5445-001T = 753 gallons (CUP South) Transformers T2B and T3B = 204 gallons each Transformer ET-E = 188 gallons Transformers TE-A and TE-B = 290 gallons each Transformer TDA = 211 gallons Transformer TDB = 306 gallons Transformers TCA and TCB = 481 gallons each Transformer USM1 = 240 gallons Transformer P1-A = 550 gallons Transformer P1 = 275 gallons
Material:	Steel
Type:	Transformer
Secondary Containment:	Active containment (spill kits available in vicinity of transformers and on service vehicles). Transformers other than 1359002345, 1359002346, 1359002365, and HBB5445-001T are located indoors or within containment curbs that have capacity greater than the enclosed transformers.
Description of Drainage from Secondary Containment:	N/A
Fault Analysis:	Failure of primary transformer containment would flow to ground in vicinity of transformer. Transformers other than 1359002345, 1359002346, 1359002365, and HBB5445-001T are indoors or have containment curbs. Flow in vicinity of remaining transformers serviced by storm drain outfitted with insert maintained in the closed position.
Engineering Controls:	N/A (oil-filled equipment; not oil storage)
Corrosion Protection:	N/A (oil-filled equipment; not oil storage)
Integrity Testing:	N/A (oil-filled equipment; not oil storage)
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Transformers are is not located in areas accessible by public.
Other Applicable Spill Prevention Measures:	None
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)

Continued on Next Page

Photographs:

CUP North Courtyard:
1359002345 and 1359002346

CUP South Courtyard: HBB5445-001T
and 1359002365

Terminal N. Bag Tunnel Rm. T1344B:
T2B (335004) and T3B (335005)

Concourse E at gate E-1
Rm. T1550A: ET-E

Parking Structure
1st Flr. SW Corner
RM 1205B: P-1

Concourse E at gate E-1
Rm. E1000: TE-A and TE-B

Concourse D at Gate D-9
Rm. D1620: TDA and TDB

Parking Structure 1st Flr. SW
Corner RM 1205A: P-1A

ConcourseB, 1st Fl.
Rm. B1110A: USM1

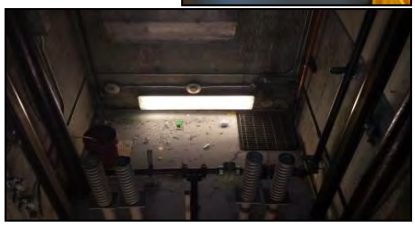
Concourse C, West at Gate C-
15, Rm. C1080: TCA and TCB

Operating Equipment (Elevator Tanks)

Location:	Main Terminal (9); A Concourse (1); B Concourse (1); C Concourse (4); D Concourse (6); E Concourse (2); Building 8855 (1)
Shown On:	Figure C-2 and C-6
Contents:	Hydraulic Oil
Capacity:	ELEVT01 = 110 gallons ELEVT02 = 110 gallons ELEVT03 = 110 gallons ELEVT05 = 165 gallons ELEVTF07 = 330 gallons ELEVT08 = 220 gallons ELEVT09 = 115 gallons ELEVT10 = 165 gallons ELEVT29 = 110 gallons ELEVA03 = 171 gallons ELEVB01 = 100 gallons ELEVC06 = 165 gallons ELEVCF08 = 171 gallons ELEVCF16 = 180 gallons ELEVC18 = 100 gallons ELEVD01 = 180 gallons ELEVDF02 = 265 gallons ELEVD03 = 160 gallons ELEVD09 = 90 gallons ELEVD10 = 100 gallons ELEVD11 = 90 gallons ELEVE01 = 80 gallons ELEVE06 = 100 gallons Building 8855 = 100 gallons
Material:	Steel
Type:	Elevator Hydraulic Reservoirs
Secondary Containment:	Operating equipment (hydraulic reservoirs) are exempt from sized secondary containment requirements. Reservoirs, however, are located within buildings and releases would be contained on building floors before oil could exit from buildings. Elevator jacks located in pits. Drains in vicinity of pits all flow to sanitary sewer.
Description of Drainage from Secondary Containment:	N/A
Fault Analysis:	Failure of the reservoir tanks is unlikely, but would result in spillage of hydraulic oil onto the floor of the associated mechanical room. Several mechanical rooms are near to exterior doors and large spills could reach outdoor areas (ELEVT1, ELEVT2, ELEVT5, ELEVT9, ELEVT10, ELEVD1, ELEVD3, ELEVC6, ELEVCF16). Release from elevator jacks would be limited to pits. Several pits have pumped sumps that discharge to the sanitary sewer (ELEVT5, ELEVT7, ELEVT8, ELEVT9, ELEVT10, ELEVDF2, ELEVC6, ELEVCF8, ELEVCF16, ELEVC18) or are elevated pits that can leak to indoor areas (ELEVT1, ELEVT3, ELEVE1).
Engineering Controls:	N/A (oil-filled equipment; not oil storage)
Corrosion Protection:	N/A (oil-filled equipment; not oil storage)
Integrity Testing:	N/A (oil-filled equipment; not oil storage)
Inspections and Records:	Monthly visual inspections, records kept minimum 3 years.
Security:	Access to PDX is controlled by fencing and secure doors and/or gated entrances consistent with requirements for Homeland Security. Port provides 24-hour security monitoring of PDX. Operating equipment not accessible by public.
Other Applicable Spill Prevention Measures:	None
Spill Response/Cleanup Procedures.	Follow Portland International Airport Spill Response Procedures (Appendix D)

Photographs:

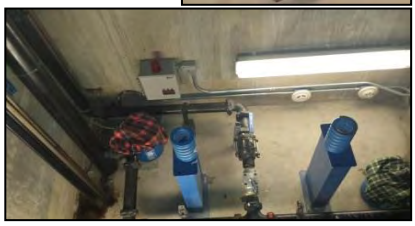
Elevator A03



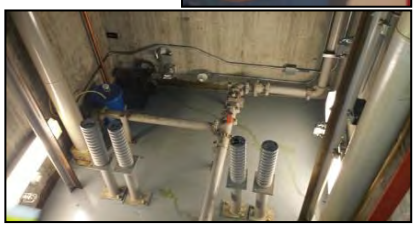
Elevator B01

Elevator C06

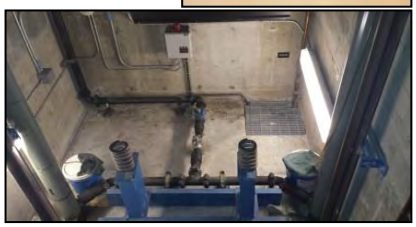
Elevator C18



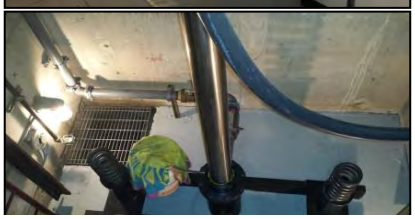
Elevator CF08



Elevator CF16



Elevator D01

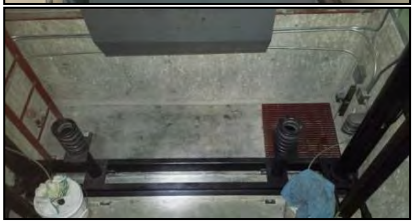


Elevator D03

Elevator D09

Elevator D10

Elevator D11

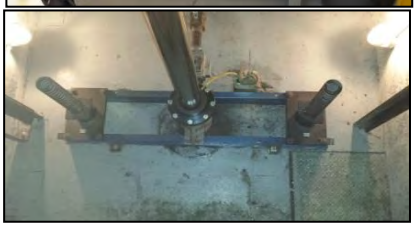


Building 8855 Elevator

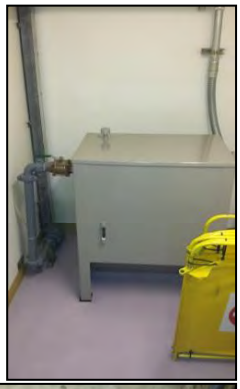
Elevator DF02

Elevator E01

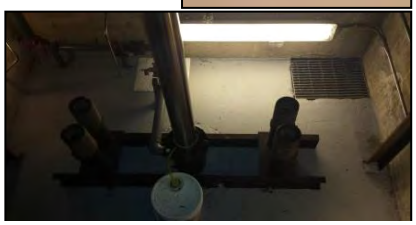
Elevator E06



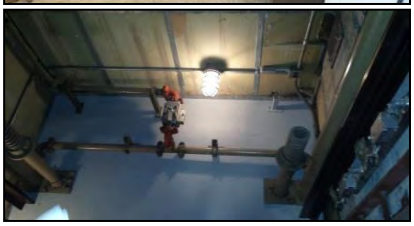
Elevator T01



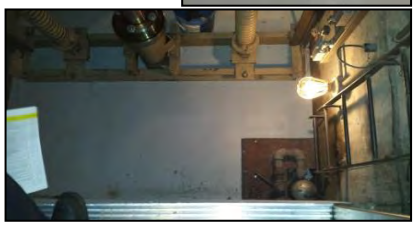
Elevator T02



Elevator T03

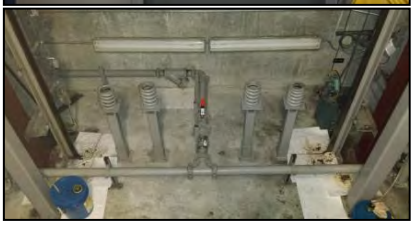


Elevator T05

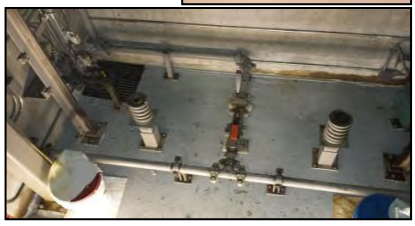


Elevator TF07

Elevator T08



Elevator T09



Elevator T10

Elevator T29

Appendix C

Port Spill Response Procedures Plan

MAUL FOSTER ALONGI

PORTLAND INTERNATIONAL AIRPORT (PDX)
SPILL RESPONSE PROCEDURES

1. If it is safe to do so, **CONTROL** the source of the spill. STOP the flow.
2. If it is safe to do so, **CONTAIN** the spill to the smallest possible area and prevent impact to water and storm drains.
3. Refer below to determine if this spill qualifies as an Emergency Spill and **CALL** the appropriate contact.

Emergency Spill Determination

This is an Emergency Spill if one of more of the following is true:

- ☐ Spill enters or has the potential to enter the storm system or surface waters of the state
- ☐ Spill creates an immediate threat to human health or the environment
- ☐ Spill impacts operations or impacts an area of 50ft^2 or more
- ☐ Spill exceeds the reportable quantity (for petroleum products the reportable quantity is 42-gal)
- ☐ Spill is an unknown substance
- ☐ Spill cannot be cleaned or is not cleaned by the responsible party

Use the table below to notify the appropriate contact.

Emergency Spill Notification Contact List

Prioritized Contact	Responsibility Role	Phone Number
First Call: PDX Communications Center	Notifies appropriate spill response personnel	Comm Center (Emergency Spills) 503-460-4000

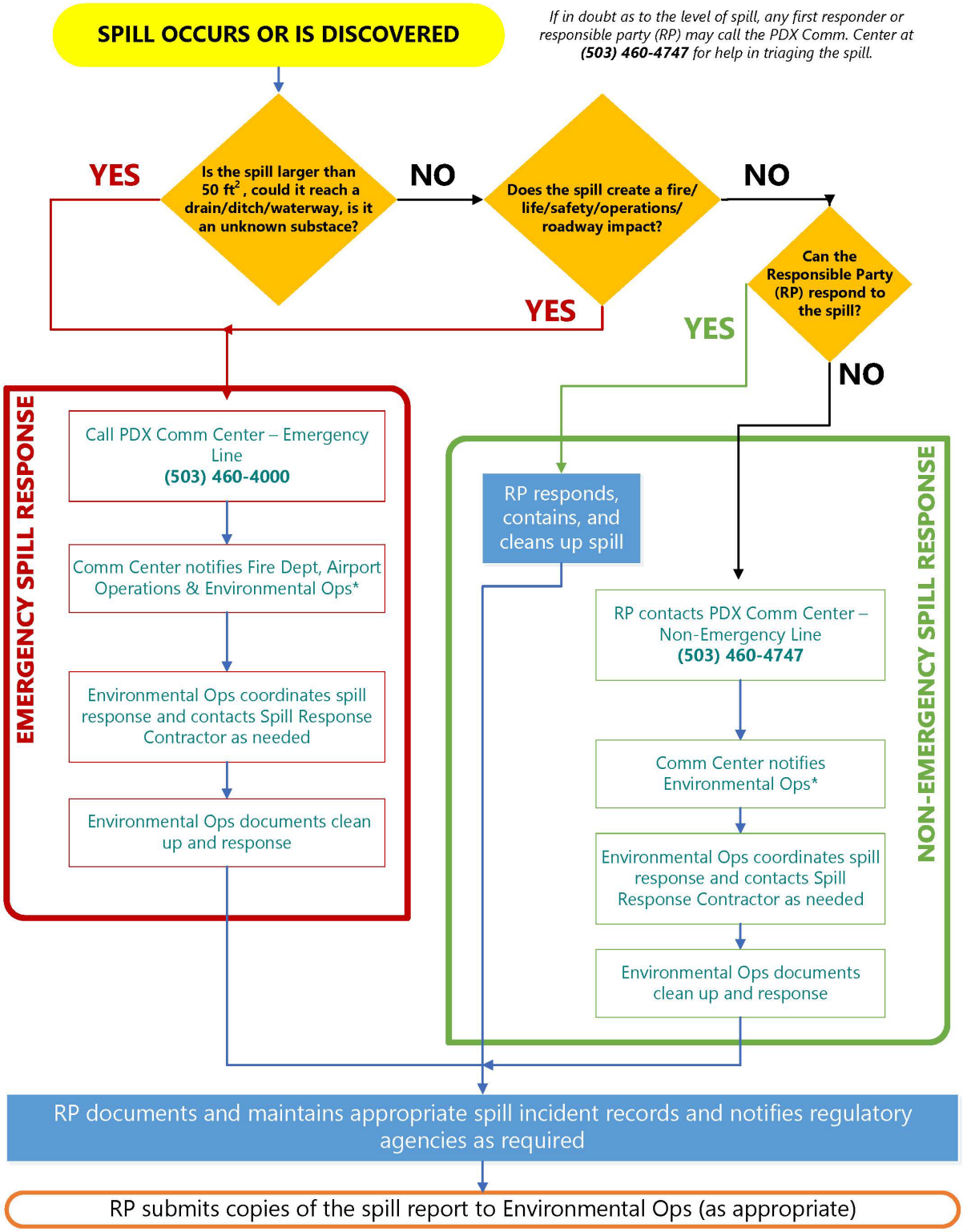
Non-Emergency Spill Notification Contact List

First Call: Responsible Party	Contains spill within immediate area with appropriate supplies on-hand	NA (varies)
Second Call: PDX Communications Center	Notifies appropriate spill response personnel	Comm Center (Non-Emergency Spills) 503-460-4747
Additional Support from Environmental	Available as a resource for questions, procedures, and contacting Spill	Comm Center – ask to be transferred to on-call Environmental. 503-460-4747

	Response Contractor for additional clean up support	

PDX SPILL RESPONSE TRIAGE FLOWCHART

Last updated: May 3, 2024



**During non-business hours, third-party contractor (Telluric) responds to calls on behalf of Environmental Ops and coordinates appropriate response and clean up. Contractor coordinates with Environmental representatives for approval and assistance..*

Spill response procedures and facility plans are posted at https://www.portofportland.com/Environment/StormwaterManagement.

For additional information contact Erin Anderson – Environmental Operations (503) 415-6265

Spill Response Contact List

May 3, 2024

PDX Comm Center	
Emergency	503-460-4000
Non-Emergency	503-460-4747

Environmental Operations - Spill Response Team		
Erin Anderson	Spill Program Manager, Environmental Specialist	360-921-8573
Blake Hamalainen	Manager, Environmental Land & Water	503-341-7836
Jeremiah Sonne	Environmental Specialist	503-381-6286
Jared Kistner	Environmental Technician	503-915-5685

Spill Response Contractors		
Telluric Enterprises	Designated after-hours response contractor, and primary spill clean up support	503-505-1995
US Ecology	Additional spill clean up support	800-899-4672

Regulatory Agencies for Reporting	
Oregon Emergency Response System (OERS)	503-378-4124 or 1-800-452-0311
National Response Center (NRC)	1-800-424-8802

Appendix D

Material Handling Procedures

MAUL FOSTER ALONGI

UNLEADED & DIESEL PRODUCTS
FUELING INSTRUCTIONS

SAFETY TIPS FOR REFUELING

- ➲ No smoking within 25 feet of the fuel island
- ➲ Make sure there is a fully charged fire extinguisher readily available
- ➲ Know the location of the emergency shut off valves before pumping fuel
- ➲ Never leave your vehicle unattended while refueling

- **Pull the vehicle up to the pump of choice**
- **Turn off the vehicle's ignition and set the parking brake**
- **Insert the nozzle into the spout of the vehicle**
- **Leave the nozzle off but flip the pump handle into the on position**
- **Insert the chip key into the fuel pump and follow the prompts**

  1. **Enter your 4-digit PIN number**
  2. **Enter the odometer reading to the nearest mile OR hour (do not enter any tenths)**
  3. **Enter the pump number to be used**
  4. **Begin pumping of the fuel**
  5. **When the nozzle clicks off, turn the pump lever to the OFF position**

     DO NOT TOP OFF!

- **Return the nozzle to the pump**
- **Place absorbent on any spilled or dribbled product fitting**
- **Pick up any absorbent you put down and place it in the dirty absorbent container.**

IF THERE ARE PROBLEMS FUELING, CONTACT THE MAINTENANCE OPERATIONS CENTER AT 503-460-4683

ANY SPILLS (BEYOND MINOR DRIPS) AND/OR EMERGENCIES SHOULD BE REPORTED TO THE PDX COMM. CENTER AT 503-460-4000

For additional Information: refer to the PDX SPCC Plan and associated procedures (available on the Port's Navigator intranet site on the Environmental page) or contact Aviation Environmental if you have questions. **Updated 04-28-2011.**

TANK LOADING AND UNLOADING PROCEDURES

If there is a spill, contact the PDX Comm. Center at 503-460-4000 to implement spill response.

1. Ensure the tank trunk is accurately spotted, brakes are set and wheels are chocked. Drivers are NOT ALLOWED to remove wheel chocks until all lines are disconnected.

2. The driver must remain with the vehicle during the entire loading or unloading period.

3. No flame of any kind is permitted near the tank truck or within the vapor area around the tank truck. Smoking is strictly forbidden within this area. Only spark-proof tools are to be used.

4. Make sure the tank being loaded is vented before connecting the loading line.

5. Read the level indicator or visually inspect the receiving tank to be sure sufficient space is available to receive the material being transferred.

6. Attach ground trap to bumper of tank truck, if required. Place catch pans in position under tank truck connections as needed to catch any liquid that may leak during the transfer

7. Place spill mats over any nearby storm drains that are in the flow path of a potential spill.

8. Remove the tank truck unloading line closure carefully. If significant leakage occurs, contact your supervisor for instructions.

9. Be sure connections between dispensing and receiving tanks are secured before opening the valves for liquid transfer.

10. Start pump and check to be sure there is no leakage at any of the connections or anywhere along the transfer lines. If leak is present, immediately stop the pump, shut the valves, and repair the leak.

11. After liquid has been transferred, stop pump, close all valves, disconnect loading or unloading line, replace closures on valve lines, inspect the lowermost drain and outlets of vehicle for leakage and correct as necessary, and release truck/tank car.

12. Prior to departure, the driver of a tank truck is required to examine the lowest drain and other outlets for leakage. Where necessary, outlets are adjusted to prevent leakage in transit.

13. **In the event of a spill :**
    - **Non-Emergency/Incidental Spills**: use materials in the spill kit to contain and absorb spill. Place used absorbent in the used absorbent container.
    - **Emergency/Hazardous Material:** In the event of a spill of hazardous material, a spill you need assistance with, or any emergency, **call the PDX Comm. Center at 503-460-4000 to implement the Spill Response Plan and/or Emergency Response.**

For additional Information: refer to the PDX SPCC Plan and associated procedures (available on the Port's Navigator intranet site on the Environmental page) or contact Aviation Environmental if you have questions. **Updated 04-28-2011.**

Appendix E

SPCC Plan Training Log

MAUL FOSTER ALONGI

Port of Portland
Portland International Airport

Spill Prevention, Control, and Countermeasure Plan Employee Training Log

New employees will receive initial training about the contents and implementation of the SPCC Plan when they are hired. All employees will receive SPCC Plan refresher training annually.

SPCC Plan Initial and Annual Training Agenda

- An introduction to pollution control laws
- Contents of SPCC Plan
- Rules and regulations pertaining to the use and storage of petroleum products
- Inspection, operation, and maintenance of spill equipment and petroleum storage and dispensing equipment
- Spill response and cleanup
- Spill notification and recordkeeping
- Spill prevention practices

SPCC Plan Annual Training Agenda (40 CFR 112.7(f)(1) & (3))

In addition to the above initial training agenda items, the annual SPCC Plan training will also include:

- A discussion of known discharges or failures; malfunctioning components.
- Any recently developed precautionary measures.

Instructor(s): _____

Date and Time of Training: Start: _____ Finish: _____

Name of Employee Attending	Employee Signature

Name of Employee Attending	Employee Signature

The training conducted on [date] identified the following corrective actions to be taken:

Appendix F

Inspection and Maintenance Forms

MAUL FOSTER ALONGI

PDX SPCC Monthly Spill Kit Maintenance

1 Upper Concourse North - Roadway

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

2 Upper Concourse South - Roadway

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

3 Lower Concourse North - Roadway

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

4 Lower Concourse South - Roadway

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

5 Parking Structure Exit Plaza

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

6 Economy Parking Exit Plaza

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

7 Standard Bus Lot

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

Inspector: _____ **Date:** _____

PDX SPCC Monthly Spill Kit Maintenance

8 Concourse B - West

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

9 Terminal Building Dock Security

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

10 Concourse C - North Central

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

11 Concourse D - International Bus

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

12 Concourse D - North Central

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

13 Concourse E - Northeast

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

14 Fire Department (#272: 2,000 gal Diesel Fuel)

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

Inspector: _____ **Date:** _____

PDX SPCC Monthly Spill Kit Maintenance

15 PDX Mx Used Oil Tank

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

16 PDX Mx Fuel Island

	Action	Quantity
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags

17 PDX Mx U.G. Fuel Tanks

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

18 PDX Mx Spill Response Trailer

√ **Fire Extinguisher inspect. date and gauge:**

√ **Contact MOC for maintenance**

√ **List spill equipment replaced:**

√ **Comments**

19 PDX Mx Mobile Fuel Polishing Trailer

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

	Action	Quantity
√	Spill Kit tamper seal in place	
√	Spent spill material removed	/gals
√	Clay Absorbent replaced	/bags
√	Absorbent Pads replaced	/ct
√	Small booms replaced	/ct
√	Boot covers	/ct
√	Nytril gloves	/ct
√	Spill reports completed/removed	/ct
√	Other:	
√	Kit exterior in good condition	

Inspector: _____ **Date:** _____

	Items	Size	Trailer	Spill Kits
PPE				
	Nytril Gloves	large & extra large	4 boxes	2 pair
	Heavy Chem-Resist Glove	large & extra large	2 pair	
	Safety Glasses		4 pair	
	Tyvek Coveralls	large & extra large	6	
	Tyvek Boot Covers	extra large	6 pair	2 pair
	Rubber Boots	extra large	6 pair	
	Reflective Safety Vest	extra large	2	
	Hard Hat		2	
	Ear Plugs		1 box	
	Ear Protectors		1	
	Duct Tape	roll	2	
Spill Clean-up Supplies				
	Absorbent Boom/Sock	5" x 10'	6	1
	Petroleum Absorbent Pads	50/bag	2 bags	20 pads
	Chemical Absorbent Pads	50/bag	1 bag	
	Granular Absorbent - Spill Mate	80 lbs.	1 drum	5 lbs.
	Granular Absorbent - Ultrasorb	33.33 lbs.	6 bags	
	Volatiles Absorbent - Floor Gator	30 lbs.	1	
	Clean Rags		10	
Spill Clean-up Equipment				
	Whisk Broom		1	1
	Stiff Bristle Broom		4	
	Push Broom		4	
	Large Bristle Push Broom		2	
	Long-Handled Metal Shovel		1	
	Short-Handled Plastic Shovel		4	
	Dust Pan		1	1
	Storm Drain Mat		1	
	Generator & Fuel		1	
	Blower & Hose		1	
	Shop Vac		1	
Hand Tools				
	Drum Wrench/Socket Wrench		1	
	Crescent Wrench		1	
	Channel Lock Pliers		1	
	Wire Cutters		1	
	Utility Knife		1	
	Screwdriver		1	
	Phillips Screwdriver		1	
Emergency, Safety, First Aid & Reporting				
	Clipboard		1	
	Inventory Checklist		1	1
	Emergency Contact Information		1	1
	PDX SPCC Map		1	1
	Spill Report Form		1	1
	Sharpies, Pens		2	1
	First Aid Kit		1	
	Eye Wash Station & Solution		1	
	Hand Cleaner		1	
	Fire Extinguisher (ABC)		1	
	Caution Tape	roll	1	
	Traffic Cones		20	
	Flashlight & Batteries		2	
Storage & Disposal				
	55-Gallon Drum & Lid	55 gallon	1	
	Drum Dolly		1	
	Step Ladder (4-foot)		1	
	Drum Labels (Haz, Non-Haz, Hold)		6	
	Plastic Bucket & Lid	5 gallon	2	1
	Heavy Plastic Garbage Bags		10	1

Monthly AST Inspection - PDX Maintenance Facility SPCC Inspection (Updated June 2020)

Refer to PDX SPCC Section 4, SPCC Map, and Apendix B Tank/Area Data Sheets

Date: **Inspector:**

Tank No.	Location	Description / Contents	Note Evidence of Leaks or Spills	Note Condition of Tank, Exposed Pipes and Supports	Note Condition of Containment / Spill Kit	Comments / Actions
Tank Vehicle 16232 PDX-0512	**7111 NE Alderwood (Service vehicle, parking in Equipment Storage Building)**	**Diesel Fuel 100 gal**	Yes No	Good Fair Bad	Good Fair Bad ***Spill Kit on truck. No engineered containment - drain to ground***	
Fuel Polishing System PDX-0390	**7111 NE Alderwood (Vehicle Storage)**	**Diesel Fuel 110 gal**	Yes No	Good Fair Bad	Good Fair Bad ***Single-walled tank, building Interior. Flows to floor.***	
Tank 273 PDX-0273	**7111 NE Alderwood (Exterior, Vehicle Maintenance Facility)**	**Used Oil 500 gal**	Yes No Level_____ Gals_____	Good Fair Bad	Good Fair Bad ***Doubled-walled AST. Flows to interstitial space. CHECK BETWEEN HOUSING AND AST for OIL OVERFLOW.***	
Tank 358 PDX-0358	**7111 NE Alderwood (Vehicle Maintenance Facility Oil Room)**	**Transmission Fluid 275 gal (blue tank)**	Yes No	Good Fair Bad	Good Fair Bad ***Building interior. Oil Room. Floor drain is plugged. Service bay drums supported by spill pallets.***	

Date: **Inspector:**

Tank No.	Location	Description / Contents	Note Evidence of Leaks or Spills	Note Condition of Tank, Exposed Pipes and Supports	Note Condition of Containment / Spill Kit	Comments / Actions
Tank 12 PDX-0012	7111 NE Alderwood (Vehicle Maintenance Facility Oil Room)	Antifreeze 275 gal (blue tank)	Yes No	Good Fair Bad	*Building interior. Oil Room. Floor drain is plugged. Service bay drums supported by spill pallets.*	
Tank 357 PDX-0357 (10)	7111 NE Alderwood (Vehicle Maintenance Facility Oil Room)	Hydraulic Fluid 250 gal (1 of 4 tanks in black tank)	Yes No	Good Fair Bad		
Tank 357 PDX-0357 (13)	7111 NE Alderwood (Vehicle Maintenance Facility Oil Room)	Motor Oil (Triton Vego Plus Low Ash) 500 gal (1 of 4 tanks in black tank)	Yes No	Good Fair Bad		
Tank 357 PDX-0357 (14)	7111 NE Alderwood (Vehicle Maintenance Facility Oil Room)	Gear Oil 250 gal (1 of 4 tanks in black tank)	Yes No	Good Fair Bad		
Tank 357 PDX-0357 (15)	7111 NE Alderwood (Vehicle Maintenance Facility Oil Room)	Gear Oil 250 gal (Guardall Oil 15W40) (1 of 4 tanks in black tank)	Yes No	Good Fair Bad		

Date: **Inspector:**

Tank No.	Location	Description / Contents	Note Evidence of Leaks or Spills	Note Condition of Tank, Exposed Pipes and Supports	Note Condition of Containment / Spill Kit	Comments / Actions
Maintenance Facility Drum Storage	7111 NE Alderwood (Vehicle Maintenance Facility Oil Room)	Various petroleum Products (greases, oils - up to twelve 55-gal drums)	Yes No	Good Fair Bad	*Building interior. Oil Room. Floor drain is plugged. Service bay drums supported by spill pallets.*	
Tank 279 PDX-0279	7111 NE Alderwood (Maintenance Facility north)	Diesel Fuel 500 gal	Yes No	Good Fair Bad	Good Fair Bad ***Doubled-walled, interstitial.***	**Inspection of Tank 279 owned by Storm Water Group**
Tank 279 PDX-0417	7111 NE Alderwood (Emergency Generator Room, Ancillary Day Tank, Loading Dock east)	Diesel Fuel 100 gal	Yes No	Good Fair Bad	Good Fair Bad ***Single-walled tank, building Interior. Flows to floor.***	
HazMat Storage Building Drum Storage	NE Alderwood (HazMat Building Main Rm. No. Central Wall)	Various petroleum Products (fuels, Oils, greases - up to six 55-gal drums)	Yes No Drum count _____	Good Fair Bad	Good Fair Bad **Building interior. Floor drains to oil-water separator and containment tank.**	

Notes:

SPCC Monthly Inspection - PDX CUP Generator ASTs and Rectifier Readings (Updated June 2020)

Refer to PDX SPCC Section 4, SPCC Map and Apendix B Tank/Area Data Sheets

Date:	Inspector:

AST - Generators

AST No.	Location	Description / Contents	Note Evidence of Leaks or Spills	Note Condition of Tank, Exposed Pipes and Supports	Note Condition of Containment	Comments / Actions
Tank - 282 PDX-0282	**7320 NE Airport Way (Emergency Generator Room)**	**Diesel Fuel 150 gal DOT1**	Yes No	Good Fair Bad	Good Fair Bad Single-walled AST. Outer Shell surrounding tank 231 gal cap. Building interior	
Tank - 283 PDX-0283	**7320 NE Airport Way (Emergency Generator Room)**	**Diesel Fuel 150 gal EG2**	Yes No	Good Fair Bad	Good Fair Bad Single-walled AST. Outer Shell surrounding tank 231 gal cap. Building interior	
Tank - 284 PDX-0284	**7320 NE Airport Way (Emergency Generator Room)**	**Diesel Fuel 150 gal EG3**	Yes No	Good Fair Bad	Good Fair Bad Single-walled AST. Outer Shell surrounding tank 231 gal cap. Building interior	
Tank - 285 PDX-0285	**7320 NE Airport Way (Emergency Generator Room)**	**Diesel Fuel 150 gal DOT4**	Yes No	Good Fair Bad	Good Fair Bad Single-walled AST. Outer Shell surrounding tank 231 gal cap. Building interior	

Rectifier Readings

		Rectifier Voltage Reading	Rectifier Current Reading	Comments
CUP	**7320 NE Airport Way Annex Building**			

Notes:

SPCC Monthly Inspection - PDX ARFF Generator ASTs (Updated June 2020)

Refer to PDX SPCC Section 4, SPCC Map, and Apendix B Tank/Area Data Sheets

Date:	Inspector:

AST No.	Location	Description / Contents	Note Evidence of Leaks or Spills	Note Condition of Tank, Exposed Pipes and Supports	Note Condition of Containment	Comments / Actions
Tank 22 PDX-0022	**5250 NE Marine Dr (ARFF/ Fire Training Facility)**	**Jet Fuel 2,000 gal**	Yes No	Good Fair Bad	Good Fair Bad Concrete berm - flows to adjacent o/w separator and to holding tank for subsequent disposal	
Tank 23 PDX-0023	**5250 NE Marine Dr (ARFF/ Fire Training Facility)**	**Jet Fuel 2,000 gal**	Yes No	Good Fair Bad	Good Fair Bad Concrete berm - flows to adjacent o/w separator and to holding tank for subsequent disposal	
Tank 24 PDX-0024	**5250 NE Marine Dr (ARFF/ Fire Training Facility)**	**Recycled Jet Fuel 400 gal**	Yes No	Good Fair Bad	Good Fair Bad Concrete berm - flows to adjacent o/w separator and to holding tank for subsequent disposal	
Tank 272 PDX-0272	**5250 NE Marine Dr (ARFF/ PDX Fire Department)**	**Diesel Fuel 2,000 gal**	Yes No	Good Fair Bad	Good Fair Bad Double-walled AST and aboveground piping. Interstitial space of double-walled contianment system.	

Notes:

Monthly PDX Terminal and CUP Transformer, Regulator, and Indoor AST Inspection (Updated June 2020)

Refer to PDX SPCC Section 4, SPCC Map, and Apendix B Tank/Area Data Sheets

Date:	**Inspector:**	**Signature:**

Transformers - CUP

ID No.	Location	Description / Contents	Note Evidence of Leaks or Spills	Note Condition of Tank, Exposed Pipes and Supports	Note Condition of Containment	Comments / Actions
PDX Xfmr #1359002345 [northeast] PDX-0508	CUP Courtyard Xfmrs	Transformer Fluid 544 gallon	Yes No	Good Fair Poor	Good Fair Poor Storm drain outfitted with insert maintained in the closed position	
PDX Xfmr #1359002346 [center] PDX-0511		Transformer Fluid 544 gallon	Yes No	Good Fair Poor	Good Fair Poor Storm drain outfitted with insert maintained in the closed position	
PDX Xfmr #1359002365 [southeast] PDX-0509		Transformer Fluid 1,045 gallon	Yes No	Good Fair Poor	Good Fair Poor Storm drain outfitted with insert maintained in the closed position	
PDX Xfmr #HBB5445-001T [southwest] PDX-0510		Transformer Fluid 753 gallon	Yes No	Good Fair Poor	Good Fair Poor Storm drain outfitted with insert maintained in the closed position	
PDX Xfmr PDX-0551	West of CUP Courtyard	Transformer Fluid 196 gallon	Yes No	Good Fair Poor	Good Fair Poor Storm drain outfitted with insert maintained in the closed position	
PDX Xfmr PDX-0552		Transformer Fluid 196 gallon	Yes No	Good Fair Poor	Good Fair Poor Storm drain outfitted with insert maintained in the closed position	

Date:	Inspector:	Signature:

Transformers - Parking Structure, Employee Parking, and Quick Turn Around Area

PDX Xfmr P1205A Transformer P1-A PDX-0521	Parking Structure 1st Flr. SW Corner Rooms	Transformer Fluid 550 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and containment curbs	
PDX Xfmr P1204B Transformer P2III Emergency PDX-0522		Transformer Fluid 275 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and containment curbs	
PDX Xfmr Pump Station PS-A PDX-0505	Pump Station PS-A	Transformer Fluid 232 gallon	Yes No	Good Fair Poor	Good Fair Poor Storm drain outfitted with insert maintained in the closed position	
PDX Xfmr Pump Station PS-A PDX-0506	Pump Station PS-A	Transformer Fluid 202 gallon	Yes No	Good Fair Poor	Good Fair Poor Storm drain outfitted with insert maintained in the closed position	
PDX Xfmr Employee Lot PDX-0507	Employee Lot	Transformer Fluid 175 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and containment curbs	
PDX Xfmr QTA [northwest] PDX-0512	QTA	Transformer Fluid 215 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and containment curbs	
PDX Xfmr QTA [south] PDX-0553		Transformer Fluid 683 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and containment curbs	

Date: **Inspector:**

Transformers - Terminal and Concourse B and C

ID No.	Location	Description / Contents	Note Evidence of Leaks or Spills	Note Condition of Tank, Exposed Pipes and Supports	Note Condition of Containment	Comments / Actions
	Concourse B at Gate B1 1st Flr. Rm B110A	Transformer Fluid 240 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and boom wrapped	
PDX Xfmr TCA [north] PDX-0520	Concourse C West at Gate C-15 Rm. C1080	Transformer Fluid 481 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and containment curbs	
PDX Xfmr TCB [south] PDX-0519		Transformer Fluid 481 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and containment curbs	
PDX Xfmr T2B PDX-0517	Terminal North Baggage Tunnel Rm. T1344B	Transformer Fluid 204 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and containment curbs	
PDX Xfmr T3B PDX-0518		Transformer Fluid 204 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and containment curbs	

Date: **Inspector:**

Transformers - Concourse D and E

ID No.	Location	Description / Contents	Note Evidence of Leaks or Spills	Note Condition of Tank, Exposed Pipes and Supports	Note Condition of Containment	Comments / Actions
PDX Xfmr TDB [east] PDX-0513	Concourse D at gate D-9 Rm. D1620	Transformer Fluid 306 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and containment curbs	
PDX Xfmr ET-E PDX-0514	Concourse E at Gate E-1 Rm. T1550A	Transformer Fluid 188 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and boom wrapped	
PDX Xfmr TE-A [south] PDX-0516	Concourse E East of Gate E-1 Rm. E1000	Transformer Fluid 290 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and boom wrapped	
PDX Xfmr TE-B [north] PDX-0515		Transformer Fluid 290 gallon	Yes No	Good Fair Poor	Good Fair Poor Indoors and boom wrapped	

Notes:

Appendix G

Spill Response and Notification Form

MAUL FOSTER ALONGI

SPILL/RELEASE REPORT

State of Oregon Department of Environmental Quality

1 - GENERAL INFORMATION **OERS No. _____**

a. Company/Individual Name: _____

b. Address: _____

_____

c. Company Contact Person: _____

d. Phone Number(s): _____

e. Report Prepared by: _____ Phone:_____

f. Specific on-site location of the release (and address if different from above):

_____

_____

Please provide a map of the site showing area(s) where the release occurred, any sample collection locations, location of roads/ditches/surface water bodies, etc.

2 - RELEASE INFORMATION

a. Date/Time Release started:_____ Date/Time stopped:_____

b. Release was reported to (specify Date/Time/Name of Person contacted where applicable):

ODEQ _____

OERS _____

NRC _____

Other (describe):_____

c. Person(s) reporting release:_____

d. Name, quantity and physical state (gas, liquid, solid or semi-solid) of material(s) released:

_____

_____

Please attach copies of material safety data sheets (MSDS) or constituent profiles for released material(s).

e. The release affected: ____Air ____Groundwater ____Surface Water ____Soil ____Sediment

f. Name and distance to nearest surface water body(s), even if unaffected (include locations of creeks, streams, rivers and ditches that discharge to surface water on maps):

_____

Has the release reached the surface water identified above?: ____Yes ____No
Could the release potentially reach the surface water identified above? ____Yes ____No
Explain:_____

_____

g. Depth to nearest aquifer/groundwater:_____

Is nearest aquifer/groundwater potable (drinkable)? ____Yes ____No
Has the release reached the nearest aquifer/groundwater? ____Yes ____No
Explain:_____

_____

h. Release or potential release to the air occurred? ____Yes ____No
Explain:_____

_____

i. Was there a threat to public safety? ____Yes ____No
j. Is there potential for future releases? ____Yes ____No
Explain:_____

_____

k. Describe other effects/impacts from release (emergency evacuation, fish kills, etc.):

_____

_____

_____

l. Describe how the release occurred. Include details such as the release source, cause, contributing weather factors, activities occurring prior to or during the release, dates and times of various activities, first responders involved in containment activities, etc.:

_____

_____

_____

_____

_____

_____

3 - SITE INFORMATION

a. Adjacent land uses include (check all that apply and depict on site maps):
____Residential ____Commercial ____Light Industrial ____Heavy Industrial
____Agricultural ____Other (describe):_____
b. What is the population density surrounding the site:_____
c. Is the site and/or release area secured by fencing or other means? ____Yes ____No
d. Soil types (check all that apply): ____alluvial ____ bedrock ____ clay ____sandy
____silt ____ silty loam ____artificial surface (cement/asphalt/etc.)
e. Describe site topography:_____

_____

_____

4 - CLEANUP INFORMATION

a. Was site cleanup performed? ____Yes ____No
If No, explain:_____

_____

b. Who performed the site cleanup?
Company Name:_____
Address: _____

_____
Cleanup Supervisor:_____
Phone Number(s): _____

c. Has all contamination been removed from the site? ____Yes ____No
If No, explain:_____

_____

d. Estimated volume of contaminated soil removed:_____
e. Estimated volume of contaminated soil left in place:_____
f. Was a hazardous waste determination made for cleanup materials? ____Yes ____No
g. Based on the determination, are the cleanup materials hazardous wastes?
____Yes ____No If Yes, list all waste codes:_____
h. Was contaminated soil or water disposed of at an off-site location? ____Yes ____No
If yes, attach copies of receipts/manifests/etc., and provide the following information:
Facility Name: _____
Address: _____
_____
Facility Contact: _____
Phone Number(s): _____
i. Is contaminated soil or water being stored and/or treated on-site? ____Yes ____No
If yes, please describe the material(s), storage and/or treatment area, and methods utilized (attach additional sheets if necessary):

_____

_____

_____

_____

j. Describe cleanup activities including what actions were taken, dates and times actions were initiated and completed, volumes of contaminated materials that were removed, etc. (attach additional sheets or contractor reports if necessary or more convenient):

_____

_____

_____

5 - SAMPLING INFORMATION
Attach copies of all sample data and indicate locations of sample collection on maps.

a. Were samples of contaminated soil collected? ____Yes ____No ____N/A
b. Were samples of contaminated water collected? ____Yes ____No ____N/A
c. Were samples collected to show that all contamination had been removed?
____Yes ____No ____N/A
d. Describe sampling activities, results and discuss rationale for sampling methods:

_____

_____

_____

_____

_____

6 - ADDITIONAL INFORMATION

a. Provide a description or plan outlining the list of actions to be taken to prevent future releases from occurring.

_____

_____

_____

_____

7 - SPILL REPORT CHECKLIST

To ensure that you have gathered all the information requested by the Department in this Spill/Release Report, please complete the following checklist:

____ Map(s), pre and post cleanup photos of the site showing buildings, roads, surface water bodies, ditches, waterways, point of the release, extent of contamination, areas of excavation and sample collection locations attached.

____ Material Safety Data Sheet (MSDS), or constituent profiles for released material(s) attached. **Note: an MSDS is not required for motor fuels.**

____ Sampling data/analytical results attached.

____ Receipts/manifests (if any) for disposal of cleanup materials attached.

____ Contractor reports (if any) attached.

If you would like to submit your report by e-mail an electronic version can be downloaded on the internet at this link: http://www.oregon.gov/deq/filterdocs/SpillReleaseReportForm.pdf. This form can then be submitted by e-mail to DOSPILLS@deq.state.or.us. Please ensure that emails submitted to DEQ are less than 8 MB each. Multiple emails can be submitted to the DEQ if a report has to be divided into smaller sections for transmittal.

I certify that based on information and belief formed after reasonable inquiry, the statements and information contained in this submittal are true, accurate and complete.

Signature:_____ Date:_____

Appendix H

Substantial Harm Criteria Checklist (40 CFR 112.20(e))

MAUL FOSTER ALONGI

Substantial Harm Criteria Applicability for Certification

(40 CFR 112.20(e), Appendix C)

Facility Name:	Port of Portland
Facility Address:	Airport: 7000 NE Airport Way Maintenance Facility: 7111 NE Alderwood Road Central Utility Plant: 7320 NE Airport Way Fire Training Facility: NW corner of airfield PDX Fire Department: 5250 NE Marine Drive Deicing Treatment Plant: 10150 NE 33rd Drive

1. Does the facility transfer oil over water to or from vessels, and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons?

   Yes ☐ No ☐

2. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons, and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground oil storage tank area?

   Yes ☐ No ☐

3. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons, and is the facility located at a distance such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments?

   Yes ☐ No ☐

4. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons, and is the facility located at a distance such that a discharge from the facility would shut down a public drinking water intake?

   Yes ☐ No ☐

5. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons, and has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last five years?

   Yes ☐ No ☐

Certification

I certify under penalty of law that I have personally examined and am familiar with the information submitted in this document, and that based on my inquiry of those individuals responsible for obtaining this information, I believe that the submitted information is true, accurate, and complete.

Name (please type or print)	Signature
Title	Date