

DMMIWG

Memo: DMMIWG
From: Jim Tripp and Tom Wakeman, Co-Chairs
Re: Agenda for November 3 Meeting
Date: October 29, 2003

The next meeting of the DMMIWG is scheduled for **Monday, November 3**, at Environmental Defense, 257 Park Avenue South (between 20th and 21st Streets), Manhattan, 17th floor, starting at 9:30 a.m. At our last meeting we decided that we would switch our meeting to the first Tuesday of any month when we intend to meet. However, since Tuesday, November 4 is Election Day, *we decided to move it up one day to Monday, November 3.*

At the November 3 meeting, we will discuss Passaic River activities. Lisa Baron of Maritime Resources, Alice Yea of EPA Region II, Eric Stern of EPA II, and Tom Shea of the Corps of Engineers will make presentations. The Corps, EPA, Maritime Resources and NJDEP have just commenced a feasibility study to remediate and restore the Passaic River. It encompasses a larger section of the Passaic River compared to the initial EPA Superfund study that was limited to a six-mile stretch. The presentation will cover background history and conditions of the River, the rationale to expand the study area to 17-miles, data needs, the overall scope, goals, tasks and schedule of this major feasibility study, and details of the dredging pilot and treatability study. Discussion will follow the presentations.

At the September 4, 2003 meeting we discussed the following:

1. Green port. Presentation by the Port Authority. Rick Larrabee, Director of Port Commerce, opened by stating that the Port Authority has a lot of resources going into environmental projects. A basic question for the PA is how to focus better on its environmental responsibilities that include legal requirements and the need to balance economic development with environmental stewardship?

Bill Nurthen, manager of Strategic Support Initiatives, continued with the presentation on Environmental Stewardship. Shortly after becoming Director of Port Commerce Rick Larrabee formed a Leadership Team composed of the department's key decision makers. The Leadership Team noticed that there was an environmental aspect to everything that we did. We wanted to take action in advance voluntarily and adopted Environmental Stewardship as a key business objective. We formed an environmental unit and consolidated environmental functions, which had heretofore been dispersed throughout the department. We want to become a Green Port through implementing an Environmental Management System (EMS) so as to protect the environment while also providing economic benefits. An EMS is a systematic process to align an organization and its environmental objectives vertically using ISO 14001 standards. It delineates roles and responsibilities for environmental programs and provides consistent measures of environmental performance. EMS has multiple benefits. Regulators view organizations

with EMS in place as pro-active. It helps to drive compliance by integrating the environment into an overall business model.

In terms of EMS implementation, we asked a consultant to conduct a gap analysis to see where we stood with respect to the ISO 14001 Standard and identify actions needed to close the gaps. The PA's environmental strategic plan will be linked to the business plan. The PA has applied for the joint EPA, AAPA and Global Environment Technology Foundation (GETF) sponsored Port EMS Assistance Project, which will provide assistance for implementing the EMS.

Joe Monaco, the PA's Environmental Manager, continued with a description of the Green Port Program. The PA has just released its June 2003 Phase II Green Marine Terminals Study Report. The overall policy is to provide transportation, terminal and other facilities of commerce in the Port District in an environmentally sustainable manner to the greatest extent practicable. This relates to environmental compliance, environmental approvals and regulatory affairs with beneficial environmental activities going beyond legal requirements.

In terms of operations, we have carried out a voluntary tenant environmental awareness-training program. We intend to conduct a program for tenants on waste reduction and recycling and the use of alternative fuel fleets. In terms of navigation and dredging, we have pioneered beneficial use of dredged materials. Specific examples include partnering to provide treated material to cap a brownfield at the Jersey Garden's Mall in Elizabeth and to cap landfills. The PA is doing mitigation for any shallow water habitat disturbed by dredging. We have taken steps to abate some impacts and to provide air pollution offsets, such as particulate trap devices for the Staten Island ferries and retrofitting engines for tugboats. We are participating in CARP, the Gowanus Canal restoration study and the Lower Passaic River study. The PA has provided \$130 million to the two states for sediment contaminant testing, CARP and CPIP. The PA has provided \$60 million to the two States to acquire and protect environmentally important lands in the Harbor.

Tom Hannan gave a presentation on the PIDN, an environmentally attractive alternative to trucking using rail and barge. The first project involves barging containers to Albany. We are financing capital improvements to improve terminal transportation efficiency and environmental quality. This includes Howland Hook rail access, the Staten Island RR to the Chemical Coast line link, express rail at Newark/Elizabeth and crane electrification.

A question was raised about the status of the Penn & Fountain landfill remediation. Paul Higgins referred to the presentation at an earlier DMMIWG meeting by the URS consultant and John McLaughlin. The use of processed dredged material as below-the-liner fill material has been successful. We do not have a final determination about the utility of dredged material as a growth medium. DEP is using dredged material with additives below the liner. The soil above the liner must be suitable for growing plants. We are conducting pilot projects to evaluate above-the-liner use of dredged material. The summer of 2002 was very dry. This year it has been wet, and everything is growing. The salinity of the soil is determining the growth of plants.

A question was raised about applying EMS initiatives to airports as well as the Port itself. Nurthen responded that EMS is a vehicle that can be expanded to cover other facilities, such as the airports. Sanoff asked about statistics on compliance by the PA with permits. Nurthen indicated that the PA had them, but not at the meeting. Another question was asked about the status of the \$60 million land acquisition program. One project in Staten Island is scheduled to close in October 2003. Others are in progress with TPL.

Coleen Hopson described the status of the air pollution offsets program. The PA is involved with the repowering of two tugs. This is part of the KVK 5 dredging equipment offset costing \$600,000 over 10 years. For the Harbor deepening program, the SI ferry project should provide the necessary offsets. We are also looking at repowering other ferries. NYS DERDA is looking at private ferries. We are looking at developing protocols to do proper measuring of pollutants and monitoring. Andy Darrell of Environmental Defense pointed out that next week there will be an announcement about retrofitting some private ferries funded by federal, state and city agencies. The objective of the program is to identify and implement the best retrofit technologies. Hopson added that we have conducted a terminal emissions assessment to develop baselines for all cargo handling equipment.

A question was raised about the overall goals and measurement systems for habitat protection and restoration for the Hudson-Raritan Estuary. Nurthen responded that the PA has not really identified goals for habitat protection and restoration beyond mitigation requirements. Alpern inquired to what degree climate change and greenhouse gas emissions are part of the green port initiative. The response was that EMS would probably be looking at energy efficiency in addition to traditional air pollution reduction opportunities.

2. JFK water pollution reduction. In response to questions raised at the July DMMIWG meeting, Ed Knoesel described steps that the PA has taken to reduce pollutants entering Jamaica Bay through stormwater runoff and from contaminated soil and groundwater. We were shown an aerial view of JFK. Construction started in 1942. The first commercial flight took place in 1948. JFK covers 3000 acres with 30 miles of taxiways and roadways and four runways totaling nine miles. It handles 32 million passengers a year.

Questions have been raised about fueling operations and use of deicing fluids that can impact Jamaica Bay. Deicing is a huge safety issue. The Port Authority uses chemical products to keep snow off runways. We are now using chemicals that are better environmentally than was formerly the case. We stopped using urea in 1994 because of its estuarine impacts, and we urged the airline years ago to switch from ethylene glycol to propylene glycol. We are now using sodium acetate that costs much more. The PA has no control over the deicing of aircraft; the FAA regulates it. After a 1992 accident at LaGuardia, the FAA strictly controls holding times of aircraft before take-off after deicing. Airlines now deice and then go immediately to a runway for take-off, thus reducing total amounts of deicer used.

JFK has a NYDEC SPDES permit. It does not require monitoring of glycol. We have sampling points in the storm water system. There are 25 stormwater discharge points.

All JFK sewage goes directly to the Jamaica Bay POTW. Outfall 10 is the largest stormwater outfall. It services 800 acres around the central terminal. There are boomed outfalls to collect floatables. DEC has tightened up on rules governing spills. Airlines and fuelers are required by law to call in spills. The Port Authority will call-in a spill on their behalf if they are uncertain that a spill was called-in by the responsible party. We have nine personnel with environmental training dedicated to proper maintenance of all facilities. One of their tasks is to visually inspect each outfall twice a day.

Last winter was rough regarding amounts of snowfall. There was a lot of deicing spraying. During snow events it is hard to get good numbers on volumes of deicer used, but the Port Authority is working with airlines to improve this area. While the major impact of glycol on Jamaica Bay is a temporary lowering of dissolved oxygen level, the lowered level is within the acceptable range. Discharge of glycol is not an issue in warmer months when DO is apt to be lower, because it is not used. DEC has not decided how this should be regulated. DEC is taking measures at airports elsewhere in the State where discharges are to a drinking water source. The airport in Albany has a containment system with biological treatment of organic chemicals. At JFK we have no space for retention ponds.

We are looking at ways to reduce the use of deicing chemicals. Continental Airlines at Newark is using infrared to melt snow and ice. This method uses much smaller amounts of glycol. Jet Blue, the largest domestic airline, has an innovative system using glycol with forced air so that it uses 2/3 less glycol. The costs equal out. JFK is also pursuing 2 infrared deicing hangars, which will further lessen volumes of deicer used. Sanoff asked if there were any studies on the impact of these chemicals on Jamaica Bay marsh grasses. The response was that what studies have been done so far do not implicate glycol in marsh erosion. The question remains how much is glycol affecting the Bay. Mundy commented that glycol has not been proven to have no impact on marsh. What chemicals are contributing to marsh deterioration?

The discussion then turned to fueling and sampling for oil and grease. PAHs are found in sediments in many areas where fueling operations have been conducted. JFK has 60 above ground jet fuel tanks. For 30 years there had been a massive amount of fuel sitting on top of the groundwater that flows into Bergen Basin. A slurry wall along the entire periphery of the fuel farm and groundwater withdrawals has eliminated the discharge of oil and grease and PAHs via groundwater to the Bay. We are shrinking this plume. We have a water treatment plant to treat fuel from discharges. We have pulled out 7 million gallons of fuel from collection wells. There are no studies of the potential impact of this groundwater leachate on marsh grasses. The plumes in the groundwater are well delineated. The underground piping system from the 40 tanks to the gates is tight.

Mundy questioned whether the spraying of sediment from the Big Egg Marsh channel onto the deteriorating marsh would restore the marsh island that is receiving these sediments? We will plant grasses although it is late in the season. This should help test if erosion is due to sediment starvation. We are replanting one acre this year. We have \$4 million from one agency and \$2 million from DEP for additional sites.

Knoesel concluded that we have selected a building at JFK for the retrofit of energy systems that will lower energy usage. NYSERDA is interested in this project. The PA has selected a consultant that will look at opportunities that will generate cost savings from reduced energy use. JFK makes natural gas fuel available for taxis using that fuel. There is another program to use federal grant monies to subsidize airline retrofit of ground service equipment from gasoline/diesel to electric or compressed natural gas. Airtrain is scheduled to open in November 2003.

3. The HARS study. Doug Pabst of EPA stated that we have been doing studies on fish consumption. NMFS is tracking movements of fish. We are doing fish consumption surveys. Outstanding work includes a response to the human health peer review. We are working on the ecological peer review.

ERRATA:

Please note that there is a mistake on page 5 where it should say that **7 million gallons of contaminated ground water have been recovered**, not 7 million gallons of fuel.