

Policy 5.20	Air Quality Management	<p>Consistent. OMAO operations rely on diesel fuel to power the main engines and emergency diesel generators of NOAA vessels. Diesel fuel is combusted to generate power for vessel movement, UMS operations, and small boat operations. The release of diesel fuel combustion emissions into the atmosphere could potentially degrade air quality by releasing soot or particulate matter, nitrous oxides which contribute to the production of ground-level ozone, or smog; hydrocarbons; carbon monoxide; and other hazardous air pollutants and air toxins. Additional sources of air pollution from OMAO vessel operations include emissions from incineration of shipboard waste and the release of ozone depleting substances during vessel repair and maintenance. The potential impacts to air quality from air emissions would be minimized through compliance with MARPOL Annex VI and adherence to OMAO's air quality environmental compliance procedures, as documented in Section 3.3.1.2 of the Draft PEA. Air emissions from NOAA vessels would be temporary and ephemeral as they would occur primarily over the ocean and would dissipate rapidly. NOAA vessels would be expected to contribute an extremely minimal amount of emissions compared to overall vessel activity in the action area, which covers a very wide geographic range. NOAA ships range in size from 124 feet to 274 feet, with small boats or launches ranging in size from 15 feet to 30 feet. Alternatively, ocean-going vessels and other ship traffic such as tankers, cargo ships, container ships, and cruise ships generally vary in size from several hundred feet to over a thousand feet, with the size of the worldwide fleet greatly outnumbering the size of the NOAA fleet. In comparison, this would render any type of air emissions from NOAA vessels (such as from diesel combustion, waste incineration, and release of ODSs) as a nearly undetectable fraction of overall emissions. All NOAA vessels are required to abide by all policies, procedures, and regulations related to air emissions, in addition to voluntary compliance with MARPOL Annex VI and as such, potential impacts to air quality would be insignificant.</p>
Policy 5.21	Water Supply Management	<p>Not relevant. The Proposed Action would not affect water supplies.</p>
Policy 5.22	Waste Disposal Management	<p>Consistent. OMAO has procedures in place to ensure proper management, storage, and disposal of sewage and wastewaters that are generated onboard NOAA vessels. These wastes are retained and appropriately stored on the ship until a time when they can be properly disposed of at shoreside waste collection facilities. All NOAA ships and some attached small boats are equipped with MSDs to receive, retain, and treat sewage generated onboard. OMAO has procedures in place to ensure proper management, storage, treatment, and disposal of greywater and sewage. The NPDES VGP program regulates wastewater discharges from NOAA vessels to the environment incidental to normal vessel operations. MSD discharges are authorized when a ship is beyond 3 nautical miles (nm) of shore and ships are prohibited from discharging greywater within 3 nm of shore if the ship still has available storage capacity. Any discharges within 3 nm of shore are required to be recorded in the ship's discharge logs.</p>
Policy 5.23	Development	<p>Not relevant. The Proposed Action does not include land development.</p>
Policy 5.24	Pollution Prevention	<p>Consistent. OMAO vessel operations such as vessel movement, waste handling and discharges, vessel repair and maintenance, UMS operations, small boat operations, and OTS handling, crane, davit, and winch operations would generate or utilize fuels, chemicals, other contaminants, wastewater, and marine debris that could result in the unauthorized discharge or accidental leakage or spillage of these substances that would potentially affect water quality. The potential impacts from pollution would be minimized by OMAO's compliance with MARPOL Annex I (Regulations for the Prevention of Pollution by Oil), Annex IV (Regulations for the Prevention of Pollution by Sewage from Ships), Annex V (Regulations for the Prevention of Pollution by Garbage from Ships), and adherence to OMAO's water quality environmental compliance procedures, as documented in Section 3.4.1.2 of the Draft PEA. NOAA vessels and ships maintain a NPDES VDP to control water pollution by regulating vessel discharges to the environment incidental to normal vessel operations within 3 nm of U.S. shores and in Federally protected waters. Additionally, most vessels are equipped with a MSD to treat their sewage and wastewater, and have OWSs to minimize oil pollution. Appropriate BMPs would be implemented in the event of an oil spill, as documented in the Shipboard Oil Pollution Emergency Plan & Non-Tank Vessel Response Plan. OMAO vessel operations represent an extremely small fraction of overall vessel activity in the action area, which covers a very wide geographic area, and are dispersed throughout the action area. Any pollution that could potentially occur from OMAO vessel operations would be much smaller compared to potential spills caused by tankers, commercial cargo vessels, and other large ocean-transiting vessels. As such, any resulting impacts produced would be indistinguishable from those produced by all other vessels within the action area. Potential impacts on water quality would be insignificant.</p>
Policy 5.25	Coastal Management Coordination	<p>Not relevant. This policy regards state agencies.</p>