

Tuesday November 5, 2002

INTRODUCTION – ENS Jon Pentzien

ENS Jon Pentzien and Ms. Julie Prevatt of NAVSEA 00T welcomed the attendees and provided administrative information. See [Enclosure \(1\)](#) for the list of attendees. Ground rules for meeting conduct were discussed. The agenda was reviewed, as were Action Items (AI) that would be covered during the rest of the meeting. The Action Items are provided as [Enclosure \(2\)](#). There was a new segment to the working group called “OPEN FORUMS”. The main goal of these forums was to get the group thinking and address the fleet or working group member’s issues. Copies of the minutes and presentations will be available on CD’s. They will be supplied upon request, please contact Ms. Kimberly Gray if you would like a CD.

WELCOME FROM NORFOLK NAVAL SHIPYARD (NNSY) – Mr. Mike Host

Mr. Mike Host welcomed everyone and thanked them for coming to the working group. He then provided a little background about the shipyard. Norfolk Naval Shipyard provides repair/modernization to the entire range of naval ships including aircraft carriers, submarines, guided missile cruisers and amphibians. It is the oldest continuously operated shipyard in the United States and the only east coast naval shipyard capable of dry docking nuclear aircraft carriers. At the present time, NNSY has several Pollution Prevention (P2) initiatives being conducted. For example, they are shifting their focus away from TRI reduction. Mr. Host feels that they have gone as far as they can go, because there are things that they can’t control and specification controlled paints are a really big issue.

NNSY recently teamed up with NAVSEA and completed a Strategic Environmental Research and Development (SERDP) funded project where a mass balance study of the industrial processes was conducted. The processes were then evaluated for P2 opportunities. One of their focuses was to look for the connection between the way DoD maintains weapons systems and the pollutants that occur in the waste stream.

One of the problems that NNSY is facing is with Tributyltin (TBT) that is used when a ship is in dry dock and repairs are being made to its hull. How can they avoid the TBT from being discharged into the waters? They are trying to find a solution to this problem. NAVSEA 05M1 also is looking closely at this situation. The commercial shipyards are also having the same problems.

One success story that Mr. Host shared with the group was that they excavated 55,000 tons of abrasive blast media on approximately four acres at the New Gosport Annex, which borders along Paradise Creek. As a result of the excavation, they were able to create 1.9 acres of new tidal wetlands, planted with native spartina grasses, to help reduce urban sediment contamination in Paradise Creek and increase wetland buffers in the Elizabeth River watershed. This wetland has become a natural pollution prevention system.

Plans are still in the works to finalize the requirements for the two remaining landfills near Paradise Creek. They are also working in conjunction with the EPA, Virginia Department of Environmental Quality, and Atlantic Woods Industries in discussing a proposal to coordinate a single cleanup effort, which would address the soil contamination on both the Navy and Atlantic Wood Industries properties.

NAVSEA P2W PROGRAM OVERVIEW – ENS Pentzien

ENS Pentzien began by explaining the accomplishments from FY-02. He later went on to discuss what direction the program office wants to go for FY-03. Some of the program initiatives for FY-03 include: P2 Opportunity Cost Analysis Model, P2 Awards Program, Desktop Guide Revision, Subcommittee Products, Headquarter Recycling Program, and Combined Services/Recycling Working Group.

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SOLID WASTE ASSOCIATION OF NORTH AMERICA – Mr. Ben Zlateff

DOD goals are 40% diversion rate and an Integrated Solid Waste Management Cost Avoidance (ISWMCA) factor that is positive. The Navy SW diversion rate was 46% and ISWMCA was \$ 18.3 M for 2001. All Claimants had a positive ISWMCA. Within the Navy Claimants, NAVSEA had the highest at \$ 5.5 M and the second highest diversion rate at 71.6%. NAVSEA figures are so impressive due to the industrial nature of ship maintenance and repair, and the subsequent recyclable metals. Most Navy QRP's lost money. NAVSEA had a profit of \$ 228K. The major emphasis needs to be on maintaining a positive ISWMCA.

COMBINED SERVICES SOLID WASTE RECYCLING WORKING GROUP – ENS Jon Pentzien and Mr. Ben Zlateff

The Combined Services Solid Waste Recycling Working Group (CSSWRWG) is comprised of environmental and procurement members from the Deputy Under Secretary of Defense, the Defense Logistics Agency, Army, Air Force, Navy, Marine Corps, National Security Agency, Coast Guard, and White House Task Force on Recycling. The working group, in support of DUSD (I&E), makes recommendations concerning policy, facilitates implementation of waste management policy, provides a focal point for assistance and direction to the services, and communicates and enhances knowledge of the provisions of E.O. 13101. In addition, the working group partners with industry annually to develop workshops for DoD personnel to improve their knowledge of private sector, municipal, Federal and DoD recycling strategies, techniques and business practices.

The CSSWRWG objective is to develop policy and resolve issues regarding solid waste reduction, recycling, and market expansion of recovered materials for defense and related organization. NAVSEA 00T representatives will attend the quarterly meetings and provide input into the WG issues and initiatives.

Present issues include: A policy memo responding to DoD IG Report "OIG Evaluation Report No. 97-087, "Direct Sales of Recyclable Material," February 4, 1997"; A point paper "Evaluation of the Direct Sales of Recyclable Material" which includes a recommendation to develop potential legislative changes that would "Allow the WCF activities to receive proceeds from DRMO sales of scrap metal from WCF activities or allow QRPs to sell scrap metal from QRPs."; and a new RCRA Data Call.

For more information on this working group please see <https://www.denix.osd.mil>.

SWANA/CSSWRWG Discussion – Mr. Ben Zlateff/ ENS Jon Pentzien

After the two presentations were giving by ENS Pentzien and Mr. Zlateff, the floor was open to all for discussion. Listed below you will find some concerns generated by the members

1. Tom Cook (NUWC Newport)-Need to work with Office of Management and Budget (OMB) to get PBD 412 revised so proceeds from sales of recyclables and scrap metal can be retained by WCF QRP's.
2. Charles Tittle (FASTT) - Need to partner with DLA on common issues. SW and recycling programs need to do some type of cost avoidance. This is a P2 issue in a difference sense. We are looking for a way to off set operational costs.
3. Tim Dunn (PNSY) NMCI – Who is responsible for the computer equipment (i.e. software, repair, disposal, upgrades) when NMCI in implemented in the facilities? Does NMCI own all the equipment and fix and dispose of the systems as a turnkey operation?
4. Affirmative Procurement Policy - DoD has not given clear direction.

Note: These concerns were initially defined loosely here and were later discussed, clarified, and prioritized as WG issues later in the week.

NUWC/NEWPORT'S EMS IMPLEMENTATION PROCESS/LESSONS LEARNED PRESENTATION – Mr. Tom Cook

Mr. Cook started by informing the group about the process NUWC/Newport took in trying to become ISO 14001 certified. Some of the steps they did were: deciding on what standard they would follow, get senior management commitment, designated an EMS Team and Environmental Management Representatives (EMR), and implement strategies. Two-day workshops were set up and evaluations were conducted of existing products, activities, and services to determine their environmental aspects and impacts. Evaluation criteria were developed and a weighted scale was applied to the criteria to determine the significance of the environmental aspects identified.

Semi-annual EMS/compliance audits were conducted. The Environmental Office also conducted compliance evaluations throughout the year in different media areas. Finally, their registrar conducted semi-annual

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third-party surveillance audits. Some of the lessons learned are: Obtain senior management commitment; Take a systematic approach to implementing the EMS; The Planning stage is the most important part of implementation; Be prepared for resistance - from managers to process workers; There will be a continuous cycle of reviewing, revising and building upon the original EMS during the implementation process; Track the cost of implementing the EMS, as well as any cost savings/cost avoidances realized as a benefit of implementation; Provide EMS awareness training early in the implementation process; Realize employees understand compliance, however, EMS terminology is a new language and somewhat confusing at first; EMS is continuous improvement, not just compliance; and develop an electronic document control system.

NAVSEA 05M1 (MATERIALS) POLLUTION PREVENTION PROGRAMS– Mr. Mark Engle

Mr. Engle updated the group on the current NAVSEA 05M1 P2 initiatives. These included paint reformulation to lower VOC levels and low-copper anti-fouling coatings. They are currently working with UNDS in trying to make the UNDS Copper release rate as a Maximum Achievable Control Technology (MACT) metric. All coatings specified by NAVSEA are currently compliant. Some of the problems being faced with paints are that the current solvent-based coatings fail within 5 years. One solution was to implement high solid, solvent free epoxy protocols. For example, this extends maintenance periods of seawater tanks from 5 yrs to 20 years, CHT tanks from 2 years to 8 years, fuel/comp fuel tanks from 5 years to 20 years and potable water tanks from 5 years to 20 years. To date there are five approved new technology coating systems for use in ballast tanks and one for use in CHT and fuel/compensating fuel tanks.

Recently, Supreme Court upheld 33% reduction in allowable ozone limits (i.e., from 0.12ppm to 0.08ppm.) regarding VOCs. All coatings currently used by NAVSEA meet present limits. A reformulation program is underway to meet the anticipated regulatory change from 340 to 250 gm/l of VOC's. In addition, SEA 05m1 is working with shipyards to qualify powder coatings which are high solids but do have some VOC's.

NAVSEA 05M1 is not in the paint VOC certification business. VOC certification must be in the form outlined in NESHAP section of 40 CFR Appendix A to subpart II OF PART 63 – VOC data sheet. The certification sheet is duplicated on all navy military specification-coating cans (unsigned). The signed certification sheets are available as part of coating procurement. Procurement organization *must* request certification sheets.

Worldwide environmental regulations for antifouling coatings are changing. International Maritime Organization (IMO) is drafting a binding agreement that would ban TBT coating application in 2003 and eliminates TBT coatings in 2008. Canada & Sweden have placed limits on copper emissions from antifouling paints. The Netherlands prohibits cleaning of Cu-bearing coatings.

Some of NAVSEA 05M1 anti-fouling goals are to make sure:

- Coatings must comply with current & future air emission regulations (e.g., VOC, HAP, etc.).
- Antifouling coatings must eliminate or significantly reduce copper emissions 50% (i.e., < 10 ug/cm²/day).
- Antifouling coatings must be EPA registered.
- Coatings must be applicable using “standard” personal protective equipment (PPE)
- Coating must be obtain NEHC approval
- Coatings must satisfy navy operating cycle.
- Goals is for coatings to last for 12-years without hull cleaning
- Vendors must commit resources to register and sell coating in the U.S.

NAVY ENVIRONMENTAL HEALTH CENTER (NEHC) – Mr. John Bishop

NEHC is an Echelon 3 command recently moved under BUMED. Some of the functions and programs NEHC currently do are: plans & operations/ Forward-Deployable Platforms, Population Health (formerly Health Promotion /Preventive Medicine), Environmental Programs, Occupational and Environmental Medicine, and Industrial Hygiene. They also provide specialized industrial hygiene technical support, to Navy line commands, which is beyond the capabilities of the local Medical Treatment Facility. Support many Navy, Federal and non-government organizations via membership and direct involvement with boards, committees, and working groups. Some examples of industrial hygiene support provided are:

- Respond to health and safety concerns regarding new and current uses of hazardous material in the Navy
- Resolve ESH issues for acquisition and life cycle management
- Assess Navy impact prior to Federal rulemaking including P2 control efforts
- Joint Environmental, Safety and Occupational Health Integrated Process Teams - Committees
- Federal Interagency Lead-Based Paint Task Force
- Supporting NAVFAC's Technical Centers of Expertise

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- Weapon System Explosive Safety Review Board (WSESRB)
- Navy Occupational Exposure Database (NOED)

SCREENING CRITERIA USED FOR THE SHIPS HAZARDOUS MATERIAL LIST - Mr. Mike Swartout

The screening criterion is used to determine which products should be considered acceptable for continued shipboard use and which products should be targeted for elimination on the ships hazardous material list (SHML). Input is screened to determine if it is acceptable to allow on board. Some of the targeted stressors are:

- EPA Targeted Chemicals-
 - Targeted by EPA in the 17-33/50 voluntary pollution prevention program
 - Candidates for exclusion are ingredients present in concentrations greater than or equal to 1.0 percent by weight
- Carcinogens-
 - International Agency For Research on Cancer (IARC)
 - Group 1 (The Agent (Mixture) Is Carcinogenic To Humans)
 - Group 2A (The Agent (Mixture) Is Probably Carcinogenic To Humans)
 - Group 2B (The Agent (Mixture) Is Possibly Carcinogenic To Humans)
- Occupational Safety And Health Administration (OSHA) regulated carcinogens
- Ozone Depleting Substances
- Resource Conservation and Recovery Act (RCRA) hazardous waste characteristics

POLLUTION PREVENTION FOR SUBMARINES – Ms. Mary Jo Bieberich

The P2S project was established by SEA 05MR in concert with SEA 92TE for the purpose of applying COTS equipment to submarines in order to reduce HM usage and disposal in the submarine Fleet. This project was modeled after the Navy's Pollution Prevention Afloat (P2A) Program, which is now in its third year of successful implementation having accomplished over 59 ship alterations. The Program objective is to test and evaluate COTS systems, equipment, and better management practices to achieve reductions in hazardous material (HM) offloads, and quickly transition solutions directly to the Fleet. They also enable homeport facilities to comply with environmental regulations to meet P2 requirements under Executive Order 13148.

FLEET OPEN FORUM

The open forum was new item that was added to the agenda this year. The forum's purpose was to get some feedback from the Fleet and other members of the working group. During this time the group could express their issues, share how they felt about NAVSEA, suggest how NAVSEA can do better, identify what the working group could do, and determine if member needs were being address, etc. This forum allowed for various ideas to be exchanged and different views to be sought. Some of the issues/topics can be found below.

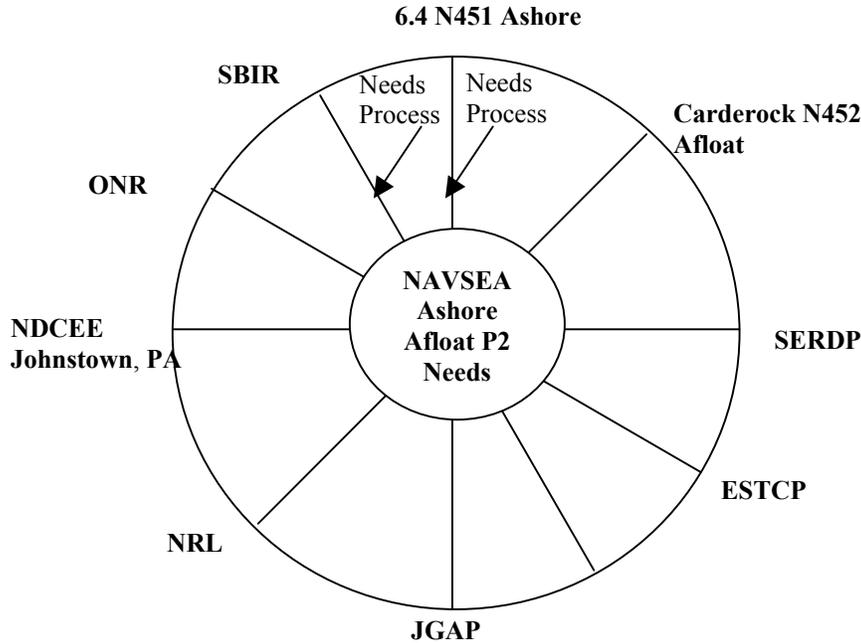
1. Issue - Need paint that is longer lasting
Response – Mr. Ingle pointed out that 05M are currently looking into that problem and there are paints currently out there that do last longer.
2. Issue – Training
 - a. How to keep the sailors aware of new changes, especially when the fleet has changes in personnel.
 - b. NSWC/Carderock has three refresher training videotapes that show instructions for equipment.
 - c. How can we make it more *institutionalized*?
 - d. Is it possible to get P2 training added into OPNAV 5090 for in the future?
 - e. Could we possible add something into the pipeline? No, in order for something to be added into the pipeline something has to be dropped out. This would be a huge undertaken since it cost a lot of money to add an additional class and you need justification.

P2 TECHNICAL NEEDS SUBCOMMITTEE – Mr. Erik Anderson

This subcommittee has come along way since they last reported back in June. Currently this group is involved with the SSRDTE Collaborative Web Site in addressing technical needs. At the present time, the group is currently reviewing Navy P2 Ashore needs for application to NAVSEA. Also they are focusing on developing a NAVSEA process to identify and manage P2 needs to completion. Some of their future goals are to develop a NAVSEA P2 needs process, prepare mini-proposals for NAVSEA needs for BAM 05, and rank the various Navy mini proposals.

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After Mr. Anderson gave this presentation the floor was opened for discussion. Some of the things the subcommittee was looking for from the group were ways to enhance their membership to include other representatives from other NAVSEA organizations. Secondly, find out how other organizations handle their funding processes. A wagon wheel best modeled the challenge to the subcommittee. Please see below.



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STATE/DOD POLLUTION PREVENTION PARTNERSHIPS – Ms. Christine Porter

The basic concept for a DoD Regional Environmental Coordination (REC) is to coordinate environmental security issues among the military departments and defense agencies, support implementation of environmental security policy and increase outreach and partnering with regulators and the public. Many of the RECs play a vital role that affects environmental issues. Some of their participation includes regulations/legislations, Chesapeake Bay Program, information Exchanges (CNRMA REC Web page, Region III (Environmental Colloquium/with EPA and State personnel), P2 Partnering, and IR Partnering.

The biggest push is for partnering especially with state and federal agencies. This type of partnering identifies opportunities, develops solutions, promotes successes, enhances respective missions, and conserves resources. The goal is to measure progress, give recognition, benchmark best practices and explore solutions. Once this has been achieved this information is shared through newsletters, articles, website and conferences.

NAVY-Atlantic Woods (AWII) JOINT APPROACH RESPONSE ACTION – Mr. Jim McCarty

Mr. McCarty provided the group with information regarding the joint approach response initiative. He later when on to explain the beneficial re-use and the next steps and schedule conceptual work process. The objective of this initiative was to address the long-standing cross boundary contamination issues between the Navy and AWII, and find and implement a protective, cost-effective and practical response action for the Navy, AWII, VDEQ, and EPA. Lastly, conduct a prompt removal action of an area on the critical path for a comprehensive remedy. This is going to be an ongoing industrial site project. This initiative is attracting a lot of response because they have taken a piece of land that contained calcium hydroxide and removed the contamination and turned it into a wetland. Currently there are several types of grasses and underwater grasses growing which are promoting aquatic marine life and shelter for the animals.

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FIELD ACTIVITY SUPPORT AND TECHNOLOGY TRANSFER – Mr. Charles Tittle

Mr. Charles Tittle briefed the group on the background and methodology behind the FASTT process. He then concluded his presentation by addressing the misperceptions and concerns. Since 1993 the FASTT team has conducted over 56 site surveys. The basic approach behind the FASTT process is that they try to understand the nature of the business at the activity they are visiting. From their past experiences they have found that where the environmental staff is in close contact with the workers, the base has a much better chance of working together to solve problems. They have a lot of connections and partnerships with the various agencies and programs. Some of projects they are looking at are: Why the Navy tests aircraft hydraulic fluid before every flight; Hydrogen embrittlement study; and removing PCB from RCRA list.

Some of the benefits of a FASTT site visit are:

- Possibly reduce workload
- Find ways to reduce HM usage and HW generation/disposal, solvents/cleaners
- Improved product consistency and quality
- Improved quality of life through reduced grunge work, reduced use of solvents/cleaners
- Establish a greater focus on training and mission readiness

The later part of the discussion was regarding the misconceptions and problems they face. Some of the problem the FASTT teams are facing goes as followed:

- When the FASTT team finds savings for an agency, however a percentage of the savings are in maintenance and they are environmental. The environmental portion doesn't want to shell out the money because the maintenance side would be getting the return.
- They increase the workload for the environmental team
- Some sites want a POA&M to track what they are going to do
- Another problem they face is that when they find problems some activity question why their personnel didn't find the same thing that the FASTT team did.

What they are looking for from the working group is to **BELIEVE, ADVOCATE, and SERVE**. For more information you can find them at <http://fastt.navsea.navy.daps.dla.mil>.

FASTT Discussion – All Members

The group discussed how they could better help the FASTT team with the problems and misconceptions that they are facing. Also discussed were the issues that the FASTT team has seen and problems other agencies are having. Some of the problems are

- Removing PCB from CFR
- Hydrogen Embrittlement
- Navy testing aircraft hydraulic fluid before every flight
- Bullet traps and ricochet
- CIWS Shipboard Cleaning Solution – need to include INSERV, FTSC

ANALYSIS OF POLLUTION PREVENTION INVESTMENT OPPORTUNITIES IN DOD INDUSTRIAL OPERATIONS – Mr. Scot Bryant (SAIC)

Mr. Bryant gave a presentation on the different P2 investment opportunities that are available in DoD Industrial activities, and more specifically those at Norfolk NSY. He later went on to discuss the different process that they use in helping out the various agencies. They identify short, mid and long-term R&D and technology transfer investment opportunities. He later went on to discuss the two types of databases that they use. The first one Process and Pollution Prevention Opportunities Software for Evaluating Industrial Data On Naval Shipyards (P₃OSEIDONS) and the other one is called the Environmental Systems Allocation (ESA). The P₃OSEIDONS database processes assessment data and provides mass balance calculations. This database can be used in conjunction with TRI reporting models. NNSY uses this database when cross-referencing their HMIS MSDS numbers. The ESA database uses NESHAP information. This was delivered to NFESC for project identification. This database may be useful for low VOHAPS and cleaning solvent data call.

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Revisions are still being made to these databases. The databases can be changed and adapted to any facilities needs. Some of the challenges and lessons learned that they are facing are a lack of HM data (tracking, purchasing, usage, NESHAP) and MSDS issues. The next step is to obtain additional shipyard data, additional depot data, and Industrial Maintenance Process Assessment and Calculation Tool (IMPACT). IMPACT is multiple application process that can prepare queries based upon chemical usage, TRI, HAP, and ODCs.

PORTSMOUTH NAVAL SHIPYARD (PNSY) STATUS – Mr. Tim Dunn

At the present time PNSY has a couple of items that they are currently working on. They have implemented a rag-recycling program. They are in the beginning phases of incorporating EMS at their facility. Their environmental policy has been established however; they will not be ISO 14001 compliant. If done correctly EMS could possible remove environmental job. EMS is going to cause a rethinking on how business is conducted. Currently, PNSY is incorporating NMCI. This is having a major impact on the site. Once, NMCI is implanted it will drastically reduce the number of personnel and computers at the facility.

One of the initiatives PNSY is currently conducting is a Laser Paint Remover. They are also evaluating an Enterprise Resource Program (ERP) that will be used by the fleet and shore activities to manage various functions such as supply, inventory and environmental. A German company, SAP, is still developing the emission-tracking module. Developing a process for Painting Anchor chains is being evaluated and is an initiative that should be considered by the P2 WG. Dipping was considered but it is not environmentally efficient.

Subcommittee Open Forum – All Members

After the information sharing concluded the subcommittees gave a brief status of where they are and where they are going during the next calendar year.

TRI SUBCOMMITTEE – Mr. Jim McCarty

When this subcommittee originally started, Mr. McCarty set very specific guidelines on how this subcommittee was going to conduct their business. This group did achieve this mission and accomplished its business by the end of September. The group did produce several products. These included a TRI issue paper which showed how some NAVSEA organizations would have difficulty in meeting TRI reduction goals and that these goals cannot be achieved without sponsorship and assistance from CNO. Another deliverable was a NAVSEA TRI 1999-2000 report that summarized all TRI reported chemicals from NAVSEA activities. The data presented showed releases by category, facility, and by chemical type. These products along with others will be submitted to Ms. Iona Evans for review.

P2 IN CONTRACTING – ENS Jon Pentzien

The purpose behind this subcommittee is raise awareness of how to properly incorporate P2 into their contracts. At the present time the group is looking at drafting a letter that recommends a contractor guide be developed by field activities and that guide is referenced in section J of their maintenance and repair contracts. Another product is providing a compilation of lessons learned from an ACAT I acquisition program on how P2/ESOH was contractually imposed upon their prime contractor. Scope of lessons begins with program office planning and concludes with in-place contract documents. Includes approved invoked P2 text of the CVNX Program. Some future initiatives include exploring places in the FAR to insert local requirements, and obtaining EPA advocacy to support these FAR revisions.

CHEMICAL CLEANING AND DESCALING SUBCOMMITTEE – Mr. Ben Zlateff

Mr. Zlateff provided the current status of this subcommittee since their last meeting back in August. Some major highlights included approval of the heat exchanger UIPI 5050-903 Rev B, and revising the computer based training on the flush process. The CHT UIPI is still under development, waiting for corrosion data to be provided. The Life Cycle Managers will now assume the activities, products and action items of this subcommittee. Presently that is Mr. Gary Edlind, SEA 05Z22 and Mr. Ralph Wood, NAVSSES PH.

Potential Subcommittees – All Members

At the present time NAVSEA 00T elected not to start any new subcommittee. ENS Pentzien suggested that we take what we have learned from this meeting and see how some of the issues could be resolved.

Thursday Nov 7, 2002

The last day was used as an open forum to discuss the issues from the group. The attached file contains a flow chart process (need to create) of how the issues were grouped and prioritized. Basically, the group came up with a list of issues, then separated out into categories, voted on, and lastly the group decided which issues they would like to see possible turn into subcommittees, projects, Advocacy Items, or items of interest. The ones in red have the potential to become subcommittees or projects. Ens. Pentzien and Ms. Prevatt will take these recommendations to SEA 00T management for approval and funding. Interest items will either become a routine agenda item, or the sponsoring member will provide status to the working group. Advocacy items will be continuously sponsored by the P2 WG and P2 PM during normal business.

Policy Issues

- Revisit goals of EO 13148 HW reductions metrics and provide recommendation. Recommend change to DoD Mon to include workload normalization – 9 votes
- Revisit PBD 412 with OMB – 8 votes
- Consistency of HM management in 5090.1 and NAVSEA community work with NAVSEA 04X – 8 votes
- Clarify affirmative procurement policy – 7 votes
- Remove PCB's from TSCA and RCRA. – 6 votes

Communication and Training

- Continuous training on P2 equipment for changing personnel – 9 votes
- SW equipment provide periodic page update on improvement program periodic updates – 7 votes Action and Interest Item
- Continue dialog with Fleet on PPEP and P2 Afloat – 6 votes Interest item/agenda
- Improve DLA responsiveness. P2 WG membership for DLA- 5 Votes Project
- Coordinate with NEHC for new HM or New use of HM – 5 votes Advocacy
- Follow-up on P2 equipment installations – 4 votes Advocacy

Solid Waste

- Action on SW Master Plan – action item
- Develop SW Cost Avoidance Criteria Project
- SW Issue Disposal of NMCI Equipment Project

Processes and Equipment

- Longer lasting non reportable paint – 9 votes Interest Item/Agenda
- Find a better way to paint anchor – chain – 9 votes Project
- MRC review and incorporate P2 Ideas/Equipment – 9 votes Advocacy
- Plastic Waste Processor Disc Recycling – 8 votes Project
- Aircraft Hydraulic Testing – 8 votes Project
- Identify key navy maintenance processes that can be reengineered using p2 – 7 votes
- Find a shipboard CIWS cleaning process – 6 votes Project
- Bullet trap design in outdoor ranges – 4 votes Project
- Fluorescent lamp disposal – 3 votes Project
- Ox or Hydraulic system cleaning used on B1 Bomber Navy applications – 1 vote Interest Items
- Need improvement of removing fumes from workplaces (SURFLANT) SURFLANT address with Fleet IH Drop from P2WG – 1 vote – Action To SURFLANT

NEXT MEETING

At the present time the next meeting is tentatively scheduled for March 11-14 in New Orleans. The following meeting will be held June 17-20 in San Diego.

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NewAction Items

1. ENS Pentzien-Send out a copy of the RCRA Data Call to group members.
2. ENS Pentzien -Send TNSC Needs/Mini-proposal Spread sheet to P2 WG
3. ENS Send PSNS and Keyport Contractor Environmental Guide to Gary Kitchen PMS 333
4. Mr. Klimas -Provide one page update on the SW Equipment Suite improvement program
5. ENS Pentzien - Provide a copy the CNA and NAVSEA TRI report to Robert Klimas
6. Ms. Gray - Document the Brainstorming and Prioritization Process
7. ENS Pentzien - Provide P2 ADS data and collection Methodology to Bob Klimas
8. Ms. Gray – Update P2WG Open Actions to database and add AI/Projects from brainstorming list.