AVAILABILITY OF SEWAGE PUMPOUT AT MARINAS IN THE NEW JERSEY COASTAL ZONE

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ABSTRACT

Vessels with installed toilets must have U.S. Coast Guard (USCG) certified marine sanitation devices (MSD's) attached to the toilets unless operating under a waiver. Vessels utilizing MSD's can discharge treated effluent into any coastal waterway not designated a "no discharge" area. The direct discharge of untreated sewage is only permitted in ocean waters more than three miles offshore, so vessels with holding tanks operating in coastal waters must rely on sewage pumpout stations to properly dispose of their wastes.

Legislation recently passed in New Jersey requires the N.J. Department of Environmental Protection (DEP) to assess the availability of sewage pumpout facilities and marine portable toilet emptying receptacles and the demand or need for additional facilities; to adopt rules and regulations that require installation of appropriate facilities or devices; and to identify coastal waters that should be designated "no discharge" areas by the U.S. Environmental Protection Agency (EPA) consistent with section 312 of the Clean Water Act.

In anticipation of passage of this legislation the Sea Grant Marine Advisory Service conducted a study to compile an inventory of sewage pumpout facilities in the state's coastal zone and collect information on operation and use of these systems.

The number of pumpout units at marinas along the New Jersey coast increased from 13 to 22 between 1986 and 1988. Within the next year additional pumpout units may be installed at marinas, condo-marinas, or yacht clubs as a result of pending state coastal zone management (CZM) permit applications and recent permit approvals.

Although many pumpout facilities are not receiving usage that would be expected based on boat concentration and traffic in the areas where they are located, predicted demand for sewage pumpout based on vessel type, size, and likelihood of carrying an MSD indicates that pumpout units would not be necessary at all of the state's marinas. However, some geographic areas of the coast do have an inadequate supply of pumpout and facilities will need to be sited in those areas.

To provide for proper disposal of wastes from marine portable toilets, readily accessible dockside facilities should be made available at marinas. Use of existing dockside heads is a viable option; however, commercially available portable toilet emptying receptacles could also be installed at marinas.

To effectively address disposal of boat wastes from holding tanks, treatment devices, or portable toilets extensive public education measures must be designed to heighten boater awareness of the environmental sensitivity of coastal waters and create a conservation ethic throughout the boating community.

INTRODUCTION

Section 312 of the Clean Water Act requires all vessels with installed toilets to have a U.S. Coast Guard certified marine sanitation device (MSD) attached to the toilet. There are three types of marine sanitation devices certified by the Coast Guard:

TYPE I DEVICE - Flow-through treatment producing effluent with no greater than 1000 fecal coliform/100 ml and no visible floating solids.

TYPE II DEVICE - Flow-through treatment producing effluent with no greater than 200 fecal coliform/100 ml and 150 mg/l total suspended solids.

TYPE III DEVICE - Recirculating and incinerating MSD's with holding tanks certified to no-discharge standards.

Vessels 65 feet in length or less with installed toilets may have a TYPE I, II, or III MSD. Vessels over 65 feet must have a TYPE II or III MSD if they carry an installed toilet unless a waiver is granted by the Coast Guard. Portable toilets are not considered installed toilets and therefore are not subject to the MSD regulations under section 312 of the Clean Water Act (EPA 1981, USCG 1983).

Vessels utilizing TYPE I or II MSD's can discharge their treated effluent into any coastal waterway not designated a "no-discharge" area. However, the direct discharge of untreated sewage from a vessel is only permitted in ocean waters more than three miles from shore so vessels with TYPE III MSD's operating in coastal waters must rely on the existence of accessible sewage pumpout stations for emptying their holding tanks (EPA 1981, EPA 1985). Furthermore, TYPE II MSD's may require periodic pumpout of sludges accumulated in the treatment process (EPA 1985).

BACKGROUND AND PURPOSE FOR THE SEA GRANT PUMPOUT SURVEY

Recent attention to non-point source pollution in some coastal tributaries has identified boat generated sewage as a contributor to bacterial pollution in those watersheds (DEP 1986). It has also become apparent that some coastal areas lack an adequate supply of sewage pumpout facilities in relation to the amount of boating that occurs there during the boating season. As a result of these concerns, legislation was passed in September 1988 in New Jersey addressing the disposal of sewage from vessels operating in state waters (Senate Bill no. 1916; Assembly Bill no. 2851; P.L. 1988 Chapter 117).

The major provisions of New Jersey's legislation require the NJ Department of Environmental Protection to: conduct a study assessing the availability and location of sewage pumpout

facilities and marine portable toilet emptying receptacles and the demand or need for additional facilities; identify private or public marinas where additional facilities should be located; adopt rules and regulations that will require the owners or operators of the identified marinas to install appropriate devices; and nominate environmentally sensitive coastal waters for "no discharge" designation by the EPA consistent with section 312 of Clean Water Act. The discharge of treated or untreated sewage from watercraft into any area designated as "no discharge" would be prohibited.

In anticipation of passage of this legislation the New Jersey Sea Grant Marine Advisory Service conducted a survey designed to update a previously generated inventory of sewage pumpout facilities in the state's coastal zone (Tiedemann 1987) and to collect information on operation and use of these systems during the 1988 boating season. These data should be useful to the DEP as they respond to the provisions of the new law.

METHODS

Two data sources were used to compile an inventory of marinas offering sewage pumpout in 1986 (Tiedemann 1987): the 1986 "Boating Almanac - Volume 3" (BA 1986) and "Your Guide to New Jersey's Marinas and Boat Basins" (DOC 1984). Both of these references contain listings of marinas and their services. Marinas reported to offer sewage pumpout were contacted to verify whether they actually did have an operating sewage pumpout station.

To update the 1986 inventory, the 1988 "Boating Almanac-Volume 3" (BA 1988) and permit application files provided by the DEP Division of Coastal Resources (DCR) were used to compile a list of additional marinas reported to have pumpout facilities. All of these facilities, and those listed in the 1986 inventory, were contacted to verify whether they had operational pumpout units. Data on the set-up, operation, and use of the pumpout systems were also collected.

RESULTS AND DISCUSSION

Number of Pumpout Facilities Available in New Jersey -

In 1986 thirteen marinas with operational sewage pumpout facilities were found in the state's coastal zone. Three of these limited use of their pumpout units to vessels docked at their marina. Ten marinas were offering sewage pumpout to clients and transients (Tiedemann 1987).

During the 1988 boating season twenty two marinas with pumpout facilities were found. This represents a 69% increase since 1986 (Appendix A contains the complete facility listings).

At four of these marinas the units were newly installed and not in service during 1988. Three others presently limit use to vessels docked at their marina and use of these units was not available to transient traffic. So, during 1988 eighteen pumpout facilities were operational and fifteen were publicly available.

Types of Pumpout Systems Available In New Jersey -

Information on the set-up of the pumpout system at each of the twenty two marinas was compiled to determine whether a pumpout unit was a marina-wide system, a portable system, or a slipside system as defined in the EPA "Coastal Marinas Assessment Handbook" (EPA 1985).

Slipside systems provide continuous wastewater collection at each slip within a marina. None of the pumpout facilities in New Jersey are slipside systems. According to EPA (1985) such systems have been used on a limited basis in this country since the systems must be custom designed and do not necessarily comply with any industry or regulatory standards.

Portable pumpout systems are mobile units that pump sewage from vessel holding tanks to a storage tank attached to the pumping unit. When the storage tank is full, the contents are discharged into onshore collection or treatment facilities (EPA 1985). Twenty nine percent of the pumpout systems in New Jersey are portable units. Half of these empty their storage tanks into sewer lines connected to local sewage treatment plants and half contract licensed haulers to empty their storage tanks when full.

Marina-wide pumpout systems include one or more pumpout units centrally located at a pier end or bulkhead that pump to an onshore holding tank or wastewater collection and treatment system (EPA 1985). Seventy one percent of the pumpout systems in New Jersey are marina-wide systems. Eighty seven percent of these systems are tied into sewage treatment plants (thirteen to municipal or regional plants servicing their area and one into to it's own on-site treatment plant - All Seasons Marina). The remaining thirteen percent of the marina-wide systems pump into onshore storage tanks and contract licensed haulers to empty these storage tanks when full.

Some marina operators have indicated that local sewage authorities will not allow proposed pumpout units to be tied into sewer lines because of concern that chemicals used in marine heads could disrupt treatment systems. According to the "Coastal Marinas Assessment Handbook" (EPA 1985) connection of marina sewage pumpout facilities to central sewage systems is the best way for marinas to avoid potential problems. Rogers and Abbas (1982) and EPA (1985) provide discussions of the potential impacts of boat generated sewage wastes and holding tank

chemicals on sewage systems. These reports concluded that properly handled boat wastes would not disrupt even the smallest of municipal treatment systems.

It is interesting to note that none of the pumpout facilities in New Jersey are connected to septic tanks. EPA (1985) indicates that in areas where connection to municipal sewage systems may not be available, properly designed septic tank systems may be viable alternative.

Use of Pumpout Facilities In New Jersey -

To better understand boater use and demand for sewage pumpout along the coast, dockmasters and marina managers were interviewed to determine how frequently their pumpout units were used during the boating season. Although none of the marinas had accurate records on the number of uses they did provide estimates of the number of pumpouts performed. When the data provided were ranges, the upper limit of the estimate was used in subsequent calculations. While these data may overstate the actual usage, when compared to other available data they do provide a reliable estimate of the utilization of sewage pumpout facilities by recreational boaters (Tanski 1988).

Of the twenty two marinas with pumpout facilities, data was obtained from sixteen (four were not operational at the time of survey and no estimates were available for two others). Use of individual pumpout stations varied considerably. Three marinas reported no requests all season; five reported ten or less all season; three reported four to six a month; one reported three or four a week; two reported ten to twelve a week; and two reported twelve to fifteen a week.

Based on the highest use estimate for each pumpout facility and assuming that the New Jersey boating season lasts 20 weeks (May through September) estimated seasonal usage of individual pumpout units ranged between 0 and 300 (three were not used at all; five were used ten times each; three were used thirty times each; one was used eighty times; two were used two hundred forty times each; and two were used three hundred times each) and the total number of pumpouts for the 16 facilities was 1300. This estimate is fairly consistent with Tanski's (1988) findings. According to his data the total number of pumpouts for 16 stations operating in Suffolk County, Long Island during 1986 was 1562.

It is interesting to note that four of New Jersey's facilities accounted for 83% of all the pumpouts during the season and that 68% were used less than fifty times all season. These findings are also consistent with Tanski's (1988) finding that 63% of the pumpout stations in Suffolk County were used less than fifty times all season.

Charges for pumpout services at each of the marinas providing usage data varied from $0 to $50 per use. Nineteen percent provided free pumpout, seventy five percent charged for pumpout, and six percent indicated that the pumpout cost was incorporated into slip rental costs. These prices are somewhat higher than the $0 to $15 range reported in North Carolina by Rogers and Abbas (1982), but are comparable to the $0 to $40 range reported for Long Island by Tanski (1988).

In general, the relationship between cost and associated frequency of use would appear to be that the higher the cost, the lower the usage. This relationship was somewhat evident in Tanski's (1988) data. However, the impact of cost as a factor affecting use is not totally clear in the case of all of the data collected for New Jersey.

For example, while the free pumpout services at the Belmar Marine Basin received the highest use of any facility (300 pumpouts estimated during 1988), the free pumpout at the Harbor at Harrah's was used infrequently (30 pumpouts estimated during 1988), and the free pumpout at the Brielle Yacht Club was hardly used at all (10 pumpouts estimated all season). Likewise, use of facilities charging $5 for pumpout ranged from highest use in the case of Winter Yacht Basin (300 pumpouts estimated during 1988), to infrequent use at Sea View at Shark River (10 pumpouts all season), to no use in the case of Wherlen Brothers Marina.

On the other hand, River Bank Marina charges $15 for pumpout and Mariner's Cove charges $25 but both had high usage (240 pumpouts each estimated during 1988). And, although facilities charging $40 (All Season's Marina) and $50 (Harbor Cove Marina) had fairly low usage (30 pumpouts each all season), they still received more use than some that are free or some charging $5.

Assessing Pumpout Facility Needs In New Jersey -

A proper assessment of pumpout facility needs appears to be related to an analysis of vessel size and type. Unfortunately, no data exist regarding how many vessels have installed toilets or have TYPE III MSD's as opposed to TYPE I or TYPE II MSD's. According to the EPA (1981), the vast majority of recreational vessels (7.5 out of 8.2 million boats at that time) do not have installed toilets and therefore have no MSD of any type. Their estimates indicate that about 10% of all recreational vessels can be expected to have installed toilets but that only a portion of these have TYPE III MSD's.

According to Rogers and Abbas (1982) boats under 25 feet are not likely to have installed heads because of space and power limitations and those that are equipped with toilets frequently use TYPE I MSD's or portable toilets. This is consistent with data collected in New Jersey. When dockmasters and marina

operators were asked to estimate average size of vessels using their pumpout facilities 57% said it was vessels over 30 feet and 43% said it was vessels over 25 feet. None indicated that vessels under 25 feet were using their pumpout facility.

EPA's assessment (EPA 1981) estimated that 20% of the boats between 16 and 26 feet, 50% of the boats between 26 and 40 feet, and all of the vessels over 40 feet had installed toilets with some type of MSD's. The National Marine Manufacturers Association (NMMA 1987) estimates that in 1987 there were 150,125 recreational vessels registered in New Jersey in the following size categories:

62,033 under sixteen feet;

76,727 between sixteen and twenty six feet;

10,723 between twenty six and forty feet;

597 between forty and sixty five feet; and

45 over sixty five feet.

Assuming that all vessels twenty six feet or longer have installed toilets, 8% of the state's registered boats would have MSD's. Using EPA's figures, 14% of New Jersey's boats would have installed toilets (20% of the 76,727 boats 16-26 feet, 50% of the 10,723 boats 26-40 feet, and 642 vessels over 40 feet). So, the portion of New Jersey's recreational fleet likely to have installed toilets with some type of MSD can be estimated to be between 8% and 14% or approximately 11,365 to 21,349 boats.

Although there are no standards related to the optimal ratio of pumpout facilities to the number of boats requiring pumpout, Ross (1985) suggested one pumpout facility for every 500 to 1000 boats with holding tanks. EPA (1985) suggests one facility for every 200 to 250 boats with holding tanks. Assuming that 21,349 boats in New Jersey have MSD's and they all require pumpout, and that one pumpout facility is needed for every 200 boats, 107 pumpout facilities would be necessary to satisfy demand in the New Jersey fleet.

However, geographic constraints have to be considered when siting additional facilities. Although there are approximately 55 pumpout units that may be installed along the coast as a result of pending state CZM permit applications or recent approvals (Baier 1988), installation of these facilities will result in an adequate supply of pumpout in some watersheds, but other areas may continue to lack pumpout. In watersheds lacking pumpout, the most efficient way to determine the pumpout needs is to get accurate data on the number of vessels in the area with MSD's requiring pumpout and calculate the number of facilities

based on the EPA figure of 200 vessels per pumpout unit. If exact data were not available an estimate could, based on the above discussion, be calculated as follows:

$$\text{NUMBER OF PUMPOUTS} = \frac{\text{20\% OF \#BOATS 16-26 FT + 50\% OF \#BOATS 26-40 FT + \#BOATS > 40 FT}}{200}$$

It should be pointed out that the low use of existing pumpout facilities documented in this survey and the studies of Rogers and Abbas (1982) and Tanski (1988) indicate that simply requiring marinas to supply sewage pumpout services is not going to control vessel waste discharges in coastal waters. These data show that many existing facilities are not receiving usage that would be expected based on boat concentration and traffic in the areas where they are located.

One way to increase use of pumpout facilities would be through stronger enforcement of the provisions of section 312 of the Clean Water Act prohibiting the discharge of untreated sewage from vessels unless they are in ocean waters beyond three miles offshore; however, enforcement is extremely difficult given the number of boats and uncertainty over what type MSD's they may be carrying.

Another way to effectively increase use of pumpout facilities and reduce discharges of treated wastes from TYPE I and TYPE II MSD's in environmentally sensitive coastal waters would be through extensive boater education. Educational efforts should be designed to promote compliance with vessel waste disposal regulations by heightening awareness of the potential impacts of marine heads on the bacterial quality of coastal waters.

The Need For Portable Toilet Emptying Receptacles -

Portable toilets, or porta-potties, are not considered installed toilets under current federal regulations. As discussed above, the majority of recreational vessels do not carry installed toilets but many boats do carry porta-potties.

Portable toilets are designed to be removed from a vessel and their contents emptied into shoreside receptacles. However, to avoid the hassles and unpleasantness associated with proper disposal some boaters may be dumping porta-potties overboard before returning to the dock. Furthermore, some boaters have complained that their marinas do not provide accessible locations to dump their porta-potties.

In order to compile information on the availability and kinds of portable toilet emptying receptacles at marinas in the state marinas offering sewage pumpout and a number of marinas along the Navesink River were asked whether they allowed porta-potties to be emptied on-site and what type of facility they offered. The results of this inquiry were as follows:

- 44% allowed porta-potties to be emptied in dockside bathrooms used by marina patrons;

- 41% said that they had no specified location, but assumed that patrons either took porta-potties home or used the dockside head;

- 11% offered "dedicated locations" - either service bathrooms or special receptacles;

- 4% indicated that they had policies that prohibited on-site disposal of portable toilets.

To address the concern that boaters are dumping portable toilets overboard, readily accessible dockside disposal facilities should be made available at marinas. While use of existing dockside heads is a viable option, there are also commercially available portable toilet emptying receptacles that could be installed at marinas concerned about the unpleasant mess that porta-potties could potentially create if mishandled while being emptied in dockside bathrooms.

As suggested in the discussion of sewage pumpout, any efforts directed at increasing proper dockside disposal for portable toilets must include extensive public education and awareness campaigns.

CONCLUSIONS

The number of pumpout units at marinas along the New Jersey coast increased from 13 to 22 between 1986 and 1988. One of the reasons for this increase was the adoption of a water quality protection strategy by the DEP which created a policy that required pumpouts to be included in all marina plans receiving state CZM approvals (Norris 1987). The 22 pumpout stations confirmed in this survey do not include any that may be installed at marinas, condo-marinas, or yacht clubs within the next year as a result of pending CZM permit applications and recent permit approvals (Baier 1988).

Use of existing pumpout facilities documented in this survey and other studies indicate that simply requiring marinas to supply sewage pumpout services is not going to control vessel waste discharges in coastal waters. Furthermore, data compiled on vessel type, size, and likelihood of carrying an MSD indicate that pumpout facilities would not be necessary at all of the

state's approximately 350 marinas to satisfy demand in the New Jersey recreational fleet.

The locations of existing and pending pumpout facilities have been plotted on NOAA/NOS charts of the New Jersey coast by the DEP in cooperation with the Sea Grant Marine Advisory Service. These charts allow identification of coastal areas with an inadequate number of sewage pumpout facilities and, when combined with data on predicted demand for pumpout based on vessel size and type, allow determinations of the need for additional pumpout units to be made.

The availability and need for dockside disposal facilities for portable toilets should be addressed in greater detail. Existing information indicates that while many marinas are providing a place to dump porta-potties, others are not. Marinas should be encouraged to offer accessible dockside locations, whether it be a dockside head or specially designed emptying receptacle like those commercially available.

Finally, to effectively address disposal of boat wastes, whether from holding tanks, treatment devices, or portable toilets, extensive public education measures must be designed to heighten boater awareness of the environmental sensitivity of coastal waters and the potential impacts of vessel generated sanitary wastes, and create a conservation ethic throughout the boating community. Examples of public education materials presently available are the Sea Grant fact sheet "Dump It or Pump It" (Tiedemann 1988), the Rutgers Cooperative Extension fact sheet "Boaters' Guide to Marine Toilets and Marine Sanitation Devices" (Shelton and Olohan 1988), and the DEP fact sheet "Shellfish and Public Health Protection: Navesink River Water Pollution Control Project" (DEP 1986). However, major educational efforts should include development of materials that can be included as units in boating safety curricula presently offered by groups like the Power Squadron or Coast Guard Auxiliary and audio-visual materials that can be showcased by the boating industry at boat shows and retail establishments.

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APPENDIX A

SEWAGE PUMPOUT FACILITIES IN THE COASTAL ZONE

(North to South)

Gateway Marina
5 Port Monmouth Road
Port Monmouth, NJ
(201)787-2213

Waterway: Pews Creek/Raritan Bay

Seaview at Shark River
Seaspray Lane and Route 35
Neptune Township, NJ
(201)775-5522

Waterway: Shark River

Belmar Marine Basin
Route 35 and Marina Ave.
Belmar, NJ
(201)681-2286

Waterway: Shark River

Brielle Yacht Club
201 Union Lane
Brielle, NJ
(201)528-6250

Waterway: Manasquan River

Bay Point Harbor
Foot of Bay Ave.
Point Pleasant, NJ
(201)892-9000

Waterway: Barnegat Bay

Arnold's Yacht Basin
1671 Beaver Dam Road
Point Pleasant, NJ
(201)892-3000

Waterway: Beaver Dam Creek

Wherlen Brothers Marina
197 Princeton Ave.
Bricktown, NJ
(201)899-3505

Waterway: Metedeconk River

Masthead Marina
Route 70
Bricktown, NJ
(201)477-0404

Waterway: Metedeconk River

Winter Yacht Basin
5 Mantoloking Road
Mantoloking, NJ
(201)477-6700

Waterway: Barnegat Bay

Dillon's Creek Marina
Lake and East End Ave.
Island Heights, NJ
(201)270-8541

Waterway: Dillon's Creek/Toms River

River Bank Marina
1 Corrigan Ave.
Bayville, NJ
(201)244-2106

Waterway: Toms River

Stump Creek Slipways
207 Chelsea Ave.
Bayville, NJ
(201)269-3897

Waterway: Toms River

Shore Marine
Marine Road and Bay Point
Waretown, NJ
(609)693-4752

Waterway: Barnegat Bay

Holiday Harbor Marina
73 Tiller Drive
Waretown, NJ
(609)693-2217

Waterway: Barnegat Bay

Shelter Harbor Marina
335 West 12th St.
Beach Haven, NJ
(609)492-8645

Waterway: Little Egg Harbor

The Harbor at Harrah's
1725 Brigantine Blvd.
Atlantic City, NJ
(609)441-5315

Waterway: Absecon Inlet

Mariner's Cove
Margate Bridge Road
Northfield, NJ
(609)641-2699

Waterway: Dock Thoroughfare/Great Egg Harbor Inlet

Harbor Cove Marina
Bay Ave.
Somers Point, NJ
(609)927-9600

Waterway: Great Egg Harbor Bay

All Seasons Marina
34th St. and Roosevelt Blvd.
Marmora, NJ
(609)390-1852

Waterway: Peck Bay/Great Egg Harbor Bay

Harvey's Port of Call
10th and Ocean Drive
Avalon, NJ
(609)967-4050

Waterway: Cornell Harbor/Townsend Inlet

Spring Garden Marina
Route 47
Port Elizabeth, NJ
(609)825-5334

Waterway: Maurice River

Riverside Marina
Norman Ave.
Riverside, NJ
(609)461-1077

Waterway: Dredge Harbor