

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
STT Airport Fuel Spill - Removal Polrep
Initial and Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region II

Subject: POLREP #1
Initial and Final
STT Airport Fuel Spill

St. Thomas, VI
Latitude: 18.3354619 Longitude: -64.9742174

To:
From: Keith Glenn, OSC/Environmental Scientist
Date: 5/24/2010
Reporting Period: May 24, 2010

1. Introduction

1.1 Background

Site Number:	Contract Number:
D.O. Number:	Action Memo Date:
Response Authority: OPA	Response Type: Emergency
Response Lead:	Incident Category: Removal Action
NPL Status: Non NPL	Operable Unit:
Mobilization Date: 5/24/2010	Start Date: 5/24/2010
Demob Date: 5/24/2010	Completion Date: 5/24/2010
CERCLIS ID:	RCRIS ID:
ERNS No.:	State Notification:
FPN#:	Reimbursable Account #:

1.1.1 Incident Category
Emergency Response

1.1.2 Site Description

On May 24, 2010 at approximately 0815 hours, Environmental Protection Agency (EPA) OSC Glenn and U.S. Coast Guard personnel arrived at the Cyril King International Airport in St. Thomas, USVI to meet Department of Planning and Natural Resources (DPNR) representatives. A privately owned vehicle parked at the terminal was found to be leaking diesel fuel from a 100 gallon portable tank located in the bed of the pick-up truck. The fuel was leaking into a storm drain that leads directly to the Caribbean Sea.

A parking receipt found inside the vehicle stated that the vehicle was parked at the airport on May 22, 2010. The owner of the truck, Ronny Hodge of APEX Construction, was contacted. Mr. Hodge, however, was not on the Island and not expected to return anytime soon.

The Virgin Islands Port Authority Fire Department arrived on-scene and secured the parking lot, provided traffic control, and provided fire control support as a precaution. DPNR provided sobent boom, absorbent materials, pads, and tools. VI Regulated Waste was contacted and pumped the remaining fuel out of the tank. EPA, USCG, and DPNR cleaned the parking lot with absorbent material, surveyed and secured the drainage area, and removed product located in the bed of the vehicle. A towing company removed the vehicle and towed the truck to a holding area operated by DPNR.

It is estimated that 25 gallons of fuel was lost from the malfunctioning tank. Although fuel did not reach the Ocean, heavy rains later in the day could have caused additional concerns should the material not have been removed.

1.1.2.1 Location

Cyril E. King International Airport is located in the east side of Charlotte Amalie, St. Thomas, US Virgin Islands. The incident occurred in the parking lot of the airport, where people park the vehicles for working at the airport.

1.1.2.2 Description of Threat

Diesel fuel was found to be leaking from a tank located in the back of a pick-up truck. Fuel was coming out of the bed of the truck and travelling to a storm drain in a parking lot. The storm drain leads to the Caribbean Sea.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

A PA/SI was not conducted in relation to this response.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

Operations ended on May 24, 2010.

2.1.2 Response Actions to Date

Absorbent pads were placed at the storm drain and in the rear of the pick-up truck. Sorbent material, similar to vermiculite, was placed on the ground impacted by the fuel. The material was allowed to sit prior to being agitated by tools. The material was then collected in disposable bags and sent to V.I. Regulated Waste, along with contaminated sediments collected from the storm drain. Approximately 25 gallons of fuel was removed from the tank by V.I. Regulated Waste, contracted by DPNR.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

DPNR will pursue enforcement action on Ronny Hodge, the owner of the vehicle, and/or APEX Construction.

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
Diesel Fuel	Liquid	25 gallons			100%
Stained Sediment	Sediment	15 lbs			100%

2.2 Planning Section

The Planning Section was not activated for this response.

2.2.1 Anticipated Activities

No additional activities required.

2.2.1.1 Planned Response Activities

As the response has ended, no further actions are planned.

2.2.1.2 Next Steps

DPNR will determine any enforcement actions on the responsible party.

2.2.2 Issues

None to report

2.3 Logistics Section

All clean-up logistics were provided by Department of Planning and Natural Resources. Fire trucks were provided by the Virgin Islands Port Authority Police Department.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

2.5.1 Safety Officer

EPA was the Safety Officer for this site.

2.6 Liaison Officer

The OSC interacted with all agencies represented.

2.7 Information Officer

There is no information officer for this response.

2.7.1 Public Information Officer

EPA did not supply a PIO for this response.

2.7.2 Community Involvement Coordinator

EPA did not activate CICs for this response.

3. Participating Entities

3.1 Unified Command

EPA
USCG
DPNR
VI PAFD

3.2 Cooperating Agencies

EPA, USCG, DPNR, VI PAFD, VIPD, and DHS cooperated and assisted in the response activities.

4. Personnel On Site

Only one person from EPA was on-scene.

5. Definition of Terms

Definition of Terms

Assisting and Cooperating Agencies ♦ Agencies who are assisting the EPA response, but are not a part of Unified Command.

E Goods ♦ Electronic machines which contain hazardous components.

Emergency Response ♦ any activity undertaken by the Operations Section which mitigated an immediate threat to human health or the environment.

FRP ♦ Facility Response Plan. Under the Clean Water Act, as amended by the Oil Pollution Act, a plan for responding, to the maximum extent practicable, to a worst case discharge, and to a substantial threat of such a discharge, of oil. Required by certain facilities that store and use large quantities of oil.

Household Hazardous Waste ♦ Small quantity waste from households that contain corrosive, toxic, ignitable, or reactive ingredients is hazardous. This includes pesticides, paint, solvents, etc

Hazardous Debris ♦ Debris which contains compounds that make it inappropriate for municipal landfill disposal

Monitoring ♦ Using equipment which will give limited real-time information about constituents in environmental media. This method is used most often for air and water testing.

RCRA ♦ Resource Conservation and Recovery Act.

RMP- Risk Management Plan. Under the Clean Air Act, certain facilities with large quantities of toxic potentially air born chemicals whose releases may impact human populations are required to submit to EPA a plan for hazard assessment, prevention, and emergency response.

Sampling ♦ The process of taking environmental media for analysis at a laboratory of its constituents. These tests may require multiple days to complete, but test for a wider array of constituents than monitors.

Small Container ♦ any container with a potential capacity of less than 5 gallons.

TRI ♦ Toxic Release Inventory - A publicly available EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain covered industry groups as well as federal facilities. This inventory was established under the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA) and expanded by the Pollution Prevention Act of 1990.

Unified Command ♦ A structure based on the Incident Command System (ICS) that brings together the Incident Commanders of all major organizations involved in the incident in order to coordinate an effective response, while at the same time allowing each to carry out their own jurisdictional, legal, and functional responsibilities.

White Goods ♦ Large home electronics such as refrigerators, washing machines, and dryers

WW ♦ Wastewater Treatment Facilities

6. Additional sources of information

6.1 Internet location of additional information/report

Not Applicable

6.2 Reporting Schedule

No additional reports are scheduled.

7. Situational Reference Materials

www.epaossc.org/STTAirportFuelSpill