

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
I-10 Mobile Bay Causeway Oil Spill - Removal Polrep
Initial and Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IV

Subject: **POLREP #1**
Initial and Final POLREP
I-10 Mobile Bay Causeway Oil Spill

Mobile, AL
Latitude: 30.6783140 Longitude: 87.9894110

To: Nancy Shaneyfelt, ADEM

From: Leo Francendese, On Scene Coordinator
Date: 9/10/2014
Reporting Period: 7/31/2014 thru 9/5/2015

1. Introduction

1.1 Background

Site Number:	Contract Number:	
D.O. Number:	Action Memo Date:	
Response Authority: OPA	Response Type:	Emergency
Response Lead: PRP	Incident Category:	Removal Action
NPL Status: Non NPL	Operable Unit:	
Mobilization Date:	Start Date:	7/31/2014
Demob Date:	Completion Date:	9/5/2014
CERCLIS ID:	RCRIS ID:	
ERNS No.:	State Notification:	Yes
FPN#: E14451	Reimbursable Account #: Z4YT	

1.1.1 Incident Category

Emergency Response under OPA authority

1.1.2 Site Description/Location/Description of Threat/Prelim Assessment

At approximately 04:00 on July 31st, the NRC was notified of a tanker rollover and fire on the I-10 entrance ramp along the Causeway in Mobile, AL. The tanker was carrying 2,000 gallons of diesel and 5,700 gallons of gasoline. The majority of the fuel was consumed during the fire, but runoff from the accident did enter Mobile Bay through a storm drain. Mobile FD conducted fire fighting response. Consequence management was conducted under Unified Command consisting of EPA, RP (responsible party) ADEM, USCG, ALDOT, and support Agencies NOAA and USFWS. The RP hired a response contractor. Residual fuels were contained, remedied and monitored within the immediate area of the spill.

2. Current Activities

2.1 Operations Section

2.1.1 Response Actions to Date

At approximately 04:00 on July 31st, the NRC was notified of a tanker rollover and fire on the I-10 entrance ramp along the Causeway in Mobile, AL. The tanker was carrying 2,000 gallons of diesel and 5,700 gallons of gasoline. The majority of the fuel was consumed during the fire, but runoff from the accident did enter Mobile Bay through a storm drain. Mobile FD conducted fire fighting response. Consequence management was conducted under Unified Command consisting of EPA, RP (responsible party) ADEM, USCG, ALDOT, and support Agencies NOAA and USFWS. The RP hired a response contractor. Residual fuels were contained, remedied and monitored within the immediate area of the spill.

Active remediation (flushing, vacuuming, roadbase scouring, and recovery) were mostly completed by the evening of July 31st. Passive remediation is expected to continue under the operation and maintenance phase using hard and soft boom recovery near the source area under federal and state oversight. Completion of on scene response activities was completed by the middle of August and concurred with by the SOSQ.

Additional documentation and workplans are included in the documents section of the webpage.

The OPA response portion of this even this event is complete.

Road closure, inspection, and repair will continue under ALDOT supervision.

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

McPherson Oil

2.2 Planning Section

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2.3 Logistics Section

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2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

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3. Participating Entities

3.1 Unified Command

USEPA
USCG Sector Mobile
ADEM
ALDOT

3.2 Cooperating Agencies

NOAA
USFWS

4. Personnel On Site

No information available at this time.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.