

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
E17603 - Atkinson Oil Spill - Removal Polrep
Initial Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VI

Subject: POLREP #1
Initial
E17603 - Atkinson Oil Spill
V6SB
Valley View, TX

To: Anthony Buck, TCEQ
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From: Gary Moore, OSC

Date: 11/4/2016

Reporting Period: 11/3/2016 to 11/4/2016

1. Introduction

1.1 Background

Site Number:	V6SB	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	OPA	Response Type:	Emergency
Response Lead:	EPA	Incident Category:	Removal Action
NPL Status:	Non NPL	Operable Unit:	
Mobilization Date:	11/3/2016	Start Date:	11/3/2016
Demob Date:		Completion Date:	
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:	E17603	Reimbursable Account #:	

1.1.1 Incident Category

On 3 November 2016 at approximately 1030 hr. crude oil was discovered in the Wichita River, west of Wichita Falls, TX. The Texas Railroad Commission (TRRC) responded, identified the source of the discharge and reported the spill to the National Response Center (#1163222).

An estimated 150 barrels of crude oil was discharged from a damaged storage tank owned by Atkinson Oil Company located in Valley View, TX. A rain event on 2 November 2016 washed the oil into a drainage canal and flowed north to the Wichita River. Heavy sheen has been observed up to approximately 17 miles of the Wichita River.

TRRC and EPA Region 6 responded.

1.1.2 Site Description

The spill occurred at an oil production facility. An estimated 150 barrels of crude oil discharged from a 210 barrel capacity steel oil tank at the Jim Atkinson Fee Lease (R.R.C. No. 05287), located approximately 0.25 miles SE of the intersection of FM 1206 and Hacker Road in Valley View, TX.

1.1.2.1 Location

The Jim Atkinson Fee Lease is located approximately 0.25 miles SE of the intersection of FM 1206 and Hacker Road in Valley View, TX. Latitude: 33.887160° North, Longitude: 98.727930° West.

1.1.2.2 Description of Threat

Approximately 150 barrels of oil was discharged from a tank battery into a drainage canal flowing into the Wichita River in Valley View, TX. Oil has impacted the canal and approximately 15 miles of the Wichita River. The majority of the oil observed in the Wichita River is an oil sheen. The Responsible Party has not taken any actions to either contain or mitigate the spill nor have they made an NRC Report. The NRC Report was made by the Texas Railroad Commission.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

It is believed that the spill occurred from two holes in the deteriorated tank during a rain event between 2 November and 3 November 2016. The secondary containment was either inadequate to contain the

spill or was it was washed out during the rain event. The oil flowed due east to a drainage canal. After entering the canal, the oil and flood waters flowed east and to the north (approximately 1.5 miles) where it entered the Wichita River. The majority of oil is located between the spill location and the confluence of the drainage canal and the Wichita River.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

2.1.2 Response Actions to Date

On 3 November 2016, the Texas Railroad Commission and their response contractors responded to the incident and deployed sorbent boom at the confluence of the drainage canal and the Wichita River to contain the crude oil. Additional sorbent boom was deployed to capture oil in the river at the intersection of FM 368 and the Wichita River adjacent to Burnett Park, approximately 5 miles downstream of the discharge point. Hard boom and sorbent boom were deployed at the intersection of FM 369 and the Wichita River, approximately 17.5 miles downstream of the discharge point.

On 4 November 2016 at approximately 0700 hrs, the EPA Team including OSC Moore, START, and ERRS, initiated an assessment of the incident. A Unified Command was established with EPA and the TRRC. Cooperating agencies included the Texas Parks and Wildlife. Collectively representatives from the agencies assessed impacts to the spill pathway including oil, oily debris, and impacted wildlife. No impacted wildlife were identified.

EPA and the TRRC split the incident geographically in an effort to maximize response resources. The TRRC focused their response resources from the immediate spill location to the the confluence of the drainage canal and the Wichita River (approximately 1.5 miles). EPA initiated their efforts within the Wichita River.

TRRC response activities included skimming/vacuum truck operations on the south side of FM 1206 where it intersects the drainage canal and pad recovery operations on the north side of FM 1206 at this same intersection. Additional skimming/vacuum truck operations were conducted near the confluence of the drainage canal and the Wichita River. A pool of approximately 150ft x 20ft was identified at this confluence. TRCC contractors pushed oil towards a collection point located near the confluence where a vacuum truck was able to access the pool with a skimmer attachment. This pool was reduced to an approximately 50ft x 20ft pool of recoverable oil. The majority of visible pooled oil was located at this confluence and the FM 1206/drainage canal intersection. Recoverable oil was also observed trapped in thick cattails in the drainage canal.

The EPA Team conducted boom maintenance and worked to identify pockets of recoverable oil in the Wichita River. EPA's ERRS contractor deployed a small boat in the river and traveled approximately 8 miles downstream of the FM 368 bridge. Several small pockets of recoverable oil were identified. Further assessment was hindered by an impassable debris dam in the river.

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

The Responsible Party for the incident is Atkinson Oil Company. The company is located 110 Nocona Drive, Nocona, TX. The owner of the company is Jim Atkinson. EPA has contacted Mr. Atkinson and advised him of his responsibility to conduct the oil spill cleanup. He has indicated that he did not have the resources to conduct a cleanup. EPA advised him that they were issuing him a Notice of Federal Interest on 3 November, 2016. The NOFI will be mailed to him.

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>

2.2 Planning Section

2.2.1 Anticipated Activities

On 5 November 2016, Texas Railroad Commission will continue skimming/vacuum operations, sorbent recovery operations, and oily debris removal in the spill pathway between the discharge point and the drainage canal's confluence with the Wichita River. The TRRC will also prepare the spill area to contain the remaining oil within the canal for the rain event that will occur on November 6 - 7.

The EPA Team will conduct oil recovery operations with the use of sorbent materials and water flushing within the Wichita River. These actions will be conducted near the canal entrance at the Wichita River and downstream of that location. Additionally, EPA will insure that necessary containment is in place for the forecasted rain event.

2.2.1.1 Planned Response Activities

2.2.1.2 Next Steps

2.2.2 Issues

There are limited access points along the Wichita River. Most oil observed in the River is trapped with debris or is an unrecoverable sheen. There is forecasted rain for November November 6 - 7 so crews continue to work diligently to remove as much oil as possible and prepare for containment of remaining oil.

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

2.4.1 Narrative

An FPN has been issued for this incident (E17603) with a current \$50,000 ceiling. It is expected that the ceiling will have to be raised to accommodate the ongoing EPA response actions.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

3.1 Unified Command

EPA Region 6
Texas Railroad Commission

3.2 Cooperating Agencies

Texas Parks and Wildlife

4. Personnel On Site

EPA Region 6 Personnel/Contractors:
EPA OSC: 1
START Contractor: 2
ERRS Contractor: 5

Texas Railroad Commission: To be determined

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.