

**United States Environmental Protection Agency
Region X
POLLUTION REPORT**

Date: Sunday, January 1, 2006

From: Michael Szerlog

Subject: Initial and Final

BP Tank Truck Accident - Bellevue

Bellevue, WA

Latitude: 47.5831000

Longitude: -122.1758000

POLREP No.:	1	Site #:	
Reporting Period:	12/31/05	D.O. #:	
Start Date:	12/31/2005	Response Authority:	OPA
Mob Date:	12/31/2005	Response Type:	Emergency
Demob Date:	12/31/2005	NPL Status:	
Completion Date:	12/31/2005	Incident Category:	Removal Assessment
CERCLIS ID #:		Contract #	
RCRIS ID #:		Reimbursable Account #	
FPN#	E06002		

Site Description

At 1200 hours on December 31, 2005, EPA was notified of a gasoline tank truck and trailer roll over accident at the intersection of Interstate 90 and Interstate 405 in Bellevue, Washington. Approximately 11,300 gallons of unleaded gasoline was being transported by the British Petroleum (BP) Corporation-registered truck. The single vehicle accident resulted in the death of the driver. EPA On-Scene Coordinator and two START contractors mobilized to the scene, along with Bellevue, East Side, and SEATAC Fire Departments; Washington State Patrol, Department of Ecology, Department of Transportation; and BP Corp and their contractors. No fuel was spilled, however, a threat of a release existed as the truck was located upgradient from several storm drains and natural drainage leading to the Mercer Slough and Lake Washington, a navigable waterbody.

Current Activities

1200 hours on December 31, 2005, EPA and 2 START contractors mobilized to the scene of a gasoline Tank Truck and Trailer accident. EPA met with State and Local responders. EPA offered air monitoring support and worked with Washington Department of Ecology and Washington Department of Transportation to secure storm drains downgradient of the accident as well as develop a contingency plan in case the tank truck developed a leak. Washington Department of Transportation agreed to mobilize sand to make a protective berm.

1430 EPA attended Planning Meeting. Responsible Party's contractor proposal was accepted by the locals, State, and EPA.

1600 The Responsible Party's contractor began to transfer fuel from the undamaged trailer to another tank truck.

1730 The Responsible Party's contractor secured the damaged tank using several tow trucks, and then began to drill into the damaged tank. Local Fire Department provided rescue support and foamed the area as a precaution.

1800 All the fuel was removed from the two tanks and there was no evidence of any release. The vehicles saddle tanks were also emptied.

EPA demobilized from the scene.

Planned Removal Actions

None

Next Steps

None

Key Issues

None

