

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Spill Prevention and Response
Prevention and Emergency Response Program

SITUATION REPORT

INCIDENT NAME: AVEC Nunapitchuk Fuel Spill

SITREP #: 2 and Final

SPILL NUMBER: 05279903801

LEDGER CODE: 14133960

TIME/DATE OF INCIDENT: The actual time of the spill is unknown. ADEC and Alaska Village Electric Cooperative (AVEC) staff investigating the spill has concluded that it probably occurred beneath the snow some time (days) before it was discovered at 9:00 A.M. on February 7, 2005 by the Nunapitchuk Village Public Safety Officer (VPSO). Mr. Mark Bryan of the Alaska Village Electric Cooperative (AVEC) reported the spill to ADEC on February 7, 2005 at 10:15 A.M.

TIME/DATE OF SITUATION REPORT: 11:00 A.M. February 10, 2005.

TIME/DATE OF THE NEXT REPORT: This is the final Sitrep.

TYPE/AMOUNT OF PRODUCT SPILLED: Mr. Bryan reported that the # 16 bulk fuel tank contained 8,419 gallons of diesel fuel, and that an estimated 8200 gallons spilled.

LOCATION: AVEC Nunapitchuk Tank Farm, on the south bank of the Johnson River. Nunapitchuk is located on both banks of the Johnson River, 22 miles northwest of Bethel in the Yukon-Kuskokwim Delta.

CAUSE OF SPILL: Mr. Bryan reported that tank 16 shifted due to changes in temperature, and that the threading in a pipe going into the tank failed, releasing an estimated 8,200 gallons of fuel to an unlined secondary containment.

POTENTIAL RESPONSIBLE PARTY (PRP): Alaska Village Electric Cooperative (AVEC)

RESPONSE ACTIONS: AVEC staff from Anchorage is on site and are supervising the cleanup. Local responders are pumping pooled fuel back into a bulk tank, and are trenching around the tank farm in order to intercept fuel that has breached the secondary containment. Approximately 2500 gallons of fuel have been recovered in drums and over packs, and an additional undetermined volume has been pumped back into a bulk tank. Fuel recovery has been slowed by the impact of very cold weather on pumps. An ADEC responder from Bethel inspected the spill site on February 9, 2005, and consulted with AVEC staff to develop a cleanup action plan.

SOURCE CONTROL: None, the response personnel on site reported that the tank lost its entire contents.

RESOURCES AFFECTED: It has been reported that the spill is about 100 feet from the Johnson River. ADEC has determined that there is little threat to the river while winter conditions persist. No impacts to wildlife or other resources have been reported.

FUTURE PLANS AND RECOMMENDATIONS: The response crew will continue to recover any pooled diesel fuel, and will intercept and recover any fuel that escapes the secondary containment. Over the longer term, the response crew will stockpile fuel-contaminated snow and ice for melting and fuel recovery. ADEC will continue to monitor the cleanup, and will oversee the modification of the cleanup action plan as conditions warrant.

WEATHER: Snow showers, accumulating 2 inches or less, highs -5 F. to 5 F., south wind 5 to 15 MPH. Tonight, snow, accumulating 1 to 2 inches, lows -5 F. to -10 F., southeast wind 10 to 20 MPH. Friday, scattered snow showers, highs in the teens, with variable winds to 15 MPH.

UNIFIED COMMAND AND PERSONNEL

S.O.S.C.: Gary Folley (ADEC)
Incident Commander: Mark Bryan (AVEC)

FOR ADDITIONAL INFORMATION CONTACT: Bob Carlson, ADEC, at (907) 543-3215.

This sitrep has been distributed via email to the Governor’s office, ADF&G, ADNR, SECC, USEPA, USDOJ, NMFS, USFWS, and USFS in addition to the following.

AGENCY/STAKEHOLDER NOTIFICATION LIST

AGENCY	NAME	Sent Via		Telephone	Facsimile
USCG-MSO/ANC	Captain Morris	Fax		271-6700	271-6751
USEPA	Matt Carr	Fax		271-3616	271-3424
OTHER	NAME	Sent Via		Telephone	Facsimile
BBNA	Terry Hoeffler	Email		842-5257	842-5932
L & P Borough	Jeff Currier	Email		246-3421	246-6602
Senate S/ Bethel	Lyman Hoffman	Fax	Bethel 5/16 - 1/09 Juneau 1/10 - 5/15	543-3541 465-4453	235-4008 465-4523
House 38/ Bethel	Mary Kapsner	Fax	Bethel 5/16 - 1/09 Juneau 1/10 - 5/15	486-4942 465-4942	465-4589 465-4589

Local response workers ditching around the tank farm, to intercept fuel escaping from the secondary containment



Fuel pooled in one corner of the tank farm

