

# ORIGINAL

## Disposal Plan GC2 Oil Transit Line Release Amended March 6, 2006

### Description

On March 2, 2006 a hydrocarbon release was discovered from the oil transit line from GC2. Volume and cause of the release is undetermined at this time. This plan describes the procedure for handling contaminated snow and fluids collected during the initial clean up of this release.

### Cleanup, Disposal, and Recycle

Pooled or free hydrocarbons will be initially collected in vacuum trucks and transported to the FS2 facility for storage and subsequent hydrocarbon recycling. If fluids recovered on site are too viscous (due to low temperature) to be offloaded satisfactorily, the truck will pickup a known volume of hot water at the hot water plant prior to delivery at FS2. A notation will be made in the "comments" block of the manifest indicating the volume of water on-loaded at the hot water plant. The recovered volume of fluids loaded on the truck at the spill recovery site will be the noted volume in the "volume" block of the manifest. The on-board/loaded capacity of the vac truck will be limited to 200 Bbls to accommodate the addition of hot water. Other cleanup methods, which are beyond the scope of this Plan, will be addressed in the Incident Action Plan (IAP).

### Disposal and Recycle of Contaminated Snow and Ice

**Primary Site - CC2A:** Contaminated snow and ice will be removed from the spill site via Maxihaul or other suitable dump trucks to CC2A Pad Concrete Line Waste Cell where it will be stored melted in a snowmelters located on pad. The resulting fluids will be collected in vacuum trucks and transported to FS2 for recycling.

Solids accumulating in the snow melter will be transported in an appropriate vehicle (such as a super sucker or other suitable oily solids transport vehicle) to DS-4 for injection at the G&I Plant or stored in a suitable oily waste cell for future injection at the G&I Plant.

Oily debris recovered on site (not suitable for injection at G&I), oily rags and contaminated personal protective equipment will be collected in approved bags and collected in designated oily waste bins. Oily waste bins are processed and disposed by the North Slope Borough.

### Gravel Recovery And Disposal of Contaminated Gravel From Affected Caribou Crossing

Any contaminated snow cover will be scraped clear of the gravel and placed with other contaminated snow for pickup during recovery operations and disposition as discussed above.

Uncontaminated gravel from the top of the culvert down the side to the culvert seam will be removed and transported in a suitable dump truck. Recovered clean gravel will be stored for future reuse at the nearest available GC-2 to GC-1 transit line expansion loop.

gravel area. ADEC representatives on site will assist on-site workers with visual assessment of contamination.

If contaminated gravel is determined to be present, it will be collected and transported in a dump truck and/or super sucker to DS-4 Material Transfer Station 1 (MTSX-1) waste cell for ultimate disposal at the G&I Plant. An appropriate number of samples will be collected from the super sucker for TPH in accordance with an UC approved sampling plan.

### **Disposal and Recycle of Decontamination WashBay/Flush&Crush Facility Rinse Water and Solids**

Rinse water collected from thawing, washing and/or decontaminating equipment, hoses, etc. in the VECO, Peak, or Flush & Crush facility will be collected and segregated from other fluids in the washbay sumps and transported to FS2 in an appropriate vacuum truck.

Solids accumulating in the wash bay sumps as a result of the activities mentioned above will be collected and transported (in an appropriate super sucker truck or equivalent) to DS-4 for injection at the G&I Plant or stored in a suitable oily waste cell for future injection at the G&I Plant.

### **Oil/Water Content Analyses of Recovered Liquids**

Grab samples will no longer be taken for water content determination on vacuum truck loads. All oil collected volumes will now be determined at the Flow Station 2 (FS2) tank as described below.

FS2 Water Content Determination – Several vacuum truck loads of hydrocarbon collected from the release will be collected in a tank at FS2. This tank (#1934) will be isolated from receipt of other facility or field fluids and will be designated for receipt of fluids from this release only. In addition, this tank has been prepared for receipt of these fluids by a process of filling and emptying it with crude oil several times and then evacuating it of all fluids to the low, low shut down point of 3.72 ft. to ensure the maximum amount of water in the tank has been removed. In addition, the pump and valves for evacuating this tank will be locked and tagged out to prevent inadvertent processing of the contents through the facility prior to obtaining an accurate volume determination

Settled fluids in the FS2 collection tank will reveal the hydrocarbon and water interface. This process may be facilitated as needed with emulsion breaker and heat circulation. Once adequately separated a total volume will be calculated and the water phase from this tank will be drained to the facility process. Material drained from the tank will be monitored throughout removal of the water phase. Once the water phase has been removed a volume calculation will be made on the remaining oil phase with the volume of any emulsion breaker added subtracted from the resultant volume calculation. The remaining oil phase material will then be drained to the facility process.

Agency personnel will be notified prior to the removal or evacuation of the fluids in this tank into the facility for processing.

**Record of Revisions:**

March 4, 2006 revisions: Added discussion of contaminated snow and ice handling.  
Added discussion of solids from snow melter disposal.  
Added discussion of disposal of oily debris disposal.  
Added discussion of disposal of rinsate and solids from washbay sumps.  
Added amplifying information on the preparations, safeguards, and removal of fluids for tank #1934 at FS2.

March 5, 2006 revisions: Deleted references to vac truck sampling requirements for BS&W.  
Added discussion of primary snow melting operations to be located on snow bermed area on lake north of spill site.  
Added comments to include adding hot water to viscous recovered liquids to vac trucks to facilitate off-loading.

March 6, 2006 revisions: Deleted reference to snow melting on lake ice area.  
Added discussion for gravel recovery and disposal.

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