



ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION  
Division of Spill Prevention and Response  
Prevention Preparedness and Response Program  
**SITUATION REPORT (SITREP)**

**CHANGES FROM PREVIOUS SITREPS ARE DENOTED IN RED**

## 2020 VMT Sump Oily Water Spill

**SITREP #:** 5

**SPILL #:** 20229910301

**TIME/DATE OF DISTRIBUTION:** 3:00 PM May 1, 2020

**POTENTIAL RESPONSIBLE PARTY (PRP):** Alyeska Pipeline Service Co.

**INCIDENT LOCATION:** 58-SU-3 Admin Sump, Valdez Marine Terminal

**TIME/DATE OF SPILL:** 7:55 PM April 12, 2020

**HOW/WHEN SPILL WAS DISCOVERED AND REPORTED:** The spill was discovered by APSC personnel that observed sheen, near the VMT small boat harbor. The spill was reported to ADEC at 8:16 PM on April 12.

**TYPE/AMOUNT OF PRODUCT SPILLED:** The type of product spilled is primarily a mixture of Alaska North Slope crude with water. The amount released is unknown at this time and will be estimated based on recovery numbers.

**CAUSE OF SPILL:** The cause is under investigation, but early indicators suggest that the crude/water mixture was leaking from a sump that overflowed. Additional tests have been performed to verify the integrity of other piping in the area and all tests passed indicating the 58-SU-3 sump continues to be the only source.

**SOURCE CONTROL:** Source is secured. The sump was emptied, a vac truck has been on site, and the sump continues to be monitored. The Ballast Water header **that is connected by a line** which enters this sump was isolated at 10:00 PM on April 13. Engineers and surveyors are focused on targeting the flow path from the sump to the small boat harbor.

Surveying activities continue to determine the flow path of the spill. Tactical excavations are underway to verify the flow path with additional excavations planned. **Four tactical digs have been completed to help understand the flow path of oily water from the SU-3 sump location to the corrugated pipe that is outflowing oily water at the shoreline.**

An outflow location has been identified on the shoreline where oily water was entering into Port Valdez. The outflow location is from a culvert that ends at the shoreline within the primary containment boom. The outflow is currently discharging high volumes of snow melt and rain water with a minor sheen. **An outflow water management apparatus that includes collection boxes was constructed to collect oily water from the outflow before it discharges into Port Valdez. This apparatus was installed on April 24 and is successfully collecting oil from the outflow discharge. A vac truck and sorbents have been used to recover oil from the collection boxes.**



**RESPONSE ACTION:** The oil traveled beneath the snow covered surface and came out near the head of Berth 4 into Port Valdez. A tanker was loading at Berth 5 at the time of the incident, but was not affected by the spill. Sheen has been seen east of Berth 4 to the VMT small boat harbor. Most of the sheen is contained behind the Berth 4 area with sorbent boom and sweeps, and two layers of hard yellow boom. An additional layer of bigger boom was deployed outside of the hard yellow boom to enhance the containment of sheen. Oily water is being skimmed from a corralled 30ft by 30ft area inside the boom. Two Current Buster boom systems were deployed outside of the boomed area, with trained fishing vessels to catch any escapement. Overflights and vessel surveillance of the area are ongoing. Crews are working to determine the amount of contamination in and around the sump. The USCG and ADEC have been on scene to observe Alyeska's response actions.

APSC, USCG, and ADEC are responding as a unified command and more than 240 personnel were working to support the response efforts. There have been 15 vessels of opportunity, which are contracted fishing vessels, working to support on-water containment and recovery operations. **As the response scales back, fishing vessels have been released and one vessel of opportunity remains to continue to support the response. Currently there is an estimated 170 personnel supporting the response.**

Boom has been deployed to protect the Solomon Gulch Hatchery, the Valdez Duck Flats, Saw Island, and Seal Island. **As the response demonstrated that sensitive areas were no longer at risk for exposure to oil, the protection boom was removed from the Solomon Gulch Hatchery and the Valdez Duck Flats. Saw Island and Seal Island protection boom has been approved to be removed next.**

Oil skimming operations have continued and as of **10:00 AM today 1270 bbls (53,340 gallons)** of oil water mixture has been collected, and of that **16 bbls (665 gallons)** of oil recovered. The primary containment boom has been adjusted to contain the spill closer to the spill outflow area. The bigger boom still maintains the outer perimeter of the boomed areas and is monitored to ensure adequacy of containment. Response crews are continuing oil skimming operations and the use of sorbents for passive recovery.

**The response continues to reduce the footprint of the spill and some boom no longer needed in the response has been removed and staged for cleaning. The primary containment boom remains in place around the spill outflow area. Surveys for shoreline impacts have been completed and limited impacts were observed with no areas outside of the VMT's shoreline. Shoreline cleanup of oiled areas within the primary containment boom have started.** Wildlife hazing and capture is ongoing with the stabilization unit ready to receive wildlife.

**With some work completed to delineate the spill near the sump (spill source) and to demonstrate a potential flow path to the shoreline, discussions are happening to determine the next steps needed to complete the spill characterization process. With a determination that the threat of the spill is limited, the spill management process is now looking to scale back while continuing response actions to finish the cleanup. The Incident Management Team and the Unified Command are developing plans to move from the emergency response phase into a project phase.**

Steps have been taken to make sure that Berth 5 remains clear of sheen to ensure that tankers can be loaded safely. After close evaluation that Berth 4 was not impacted by the spill, Berth 4 has been reopened for tanker loading. **Tanker docking and undocking has resumed normal operations as overflights and surveillance by vessels has observed no sheen at the berth cargo loading areas.**

**RESOURCES AT RISK OR AFFECTED:** The spill is contained behind Berth 4 near the shore. Sensitive area protection task forces are on standby in case the sheen changes location or expands.

Oil has not been seen outside of the VMT berth area. Wildlife have been observed near the spill area; one oiled Kittiwake, one deceased gull, and three deceased kittiwakes have been reported.

**FUTURE PLANS AND RECOMMENDATIONS:** Future plans are to clean up the existing spill site and continue monitoring the situation to evaluate the need to deploy additional response equipment and personnel. The TAPS system remains operational, and there have been no impacts to the operation of the TAPS pipeline itself.

**WEATHER:** Today: Cloudy with a few showers, Winds light and variable, Seas calm, Temperature high of 44 °F. Tomorrow: Sunny with a few clouds, Winds ENE at 5 to 10 mph, Temperature high of 44 °F, 0% chance of precipitation.

**UNIFIED COMMAND AND PERSONNEL:**

IMT designees:

Incident Commander: Mike Day, Alyeska Pipeline Service Co.

SOSC: Crystal Smith, ADEC

FOSC: CMDR Michael Franklin, USCG

Field SOSC: Anna Carey, ADEC

**TIME/DATE OF THE NEXT REPORT DISTRIBUTION:** As situation requires.

**FOR ADDITIONAL INFORMATION CONTACT:** Crystal Smith, Central Region Manager, ADEC (907) 269-7682

<http://dec.alaska.gov/spar/ppr/spill-information/response/2020/02-vmt-sump-oily-water-spill/>



*Figure 1. Containment boom looking west at the VMT on **May 1, 2020**. Courtesy ADEC*

**AGENCY/STAKEHOLDER NOTIFICATION LIST:** Please refer to the first SITREP, distributed April 13, 2020, for the agency/stakeholder notification list. The first SITREP can be found by following the link in the **Additional Information** box above.