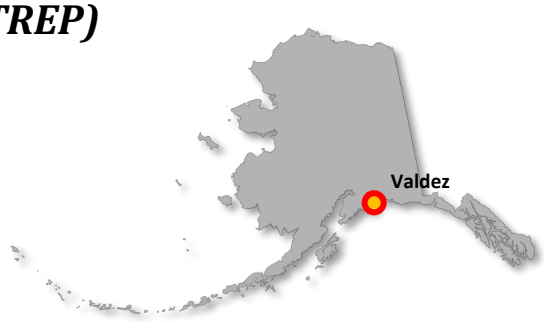
ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Spill Prevention and Response
Prevention Preparedness and Response Program
SITUATION REPORT (SITREP)



CHANGES FROM PREVIOUS SITREPS ARE DENOTED IN RED

2020 VMT Sump Oily Water Spill

SITREP #: 6 and final

SPILL #: 20229910301

TIME/DATE OF DISTRIBUTION: December 2, 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 of crude oil in the mixture spilled calculated from completed recovery operations is 34 bbls.

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.

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. Site characterization work has been completed that included installation of monitoring wells and collection and analyzation of water and soil samples from the area surrounding the SU-3 sump and areas along the corrugated pipe corridor to the outfall location at the shoreline. A final report is expected soon but preliminary results indicate contamination is primarily limited to the area near the SU-3 sump.

An outfall location was identified on the shoreline where oily water was entering into Port Valdez. The outfall location is from a culvert that ends at the shoreline. An outfall water management apparatus that included collection boxes was constructed to collect oily water from the outfall before it discharges into Port Valdez. This apparatus was installed on April 24 and successfully collected oily water from the outfall discharge. A vac truck and sorbents were used to recover oil from the collection boxes.

The outfall water management apparatus has been dismantled and replaced using a collection area away from the shoreline. The updated outfall water management system continues to collect the outfall water to process through APSC's oily water treatment system.

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 was seen east of Berth 4 to the VMT small boat harbor. Most of the sheen was 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 was 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.

APSC, USCG, and ADEC responded as a unified command and more than 240 personnel worked to support the response efforts. There were 15 vessels of opportunity, which are contracted fishing vessels, working to support on-water containment and recovery operations. As the response scaled back, the fishing vessels were released.

Boom was 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 was approved to be removed next. As the risk for oiling minimized, protection boom was later removed from the two islands.

Oil skimming operations have ended and an estimated total of 34 bbls (1,421 gallons) of oil has been recovered. All containment boom has been removed following multiple shoreline surveys that have indicated only minor sheening at extreme low tides.

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 been completed, monitoring at extreme low tides continues. Wildlife hazing, capture and stabilization efforts that were deployed during the response has been stood down.

With a determination that the threat of the spill is limited, through delineation work the spill management process scaled back while continuing response actions to finish the cleanup. The Incident Management Team and the Unified Command developed plans to move from the emergency response phase into a project phase. Communication meetings between the agencies and APSC continue to convey the progress of cleanup following shoreline surveys.

Tanker docking and undocking resumed normal operations after overflights and surveillance by vessels observed no sheen at the berth cargo loading areas. The TAPS system remains operational, and there have been no impacts to the operation of the TAPS pipeline itself.

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 continue maintaining the outfall water management system, and monitoring the shoreline, sampling wells and the outfall water. Routine meetings with APSC and other agencies will continue for updates on shoreline assessments to report the progress of cleanup and report any new findings from outfall water management plans and site characterization sampling reports.

WEATHER: Today: Cloudy with snow, Winds light and variable, Seas calm, Temperature high of 34 °F. Tomorrow: Cloudy with snow, Winds light and variable, Temperature high of 27 °F, 80% chance of precipitation.

UNIFIED COMMAND AND PERSONNEL:
IMT designees:
Incident Commander: Mike Day, Alyeska Pipeline Service Co.
SOSC: Crystal Smith, ADEC
FOSC: CMDR Patrick Drayer, USCG
Field SOSC: Anna Carey, ADEC

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

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/

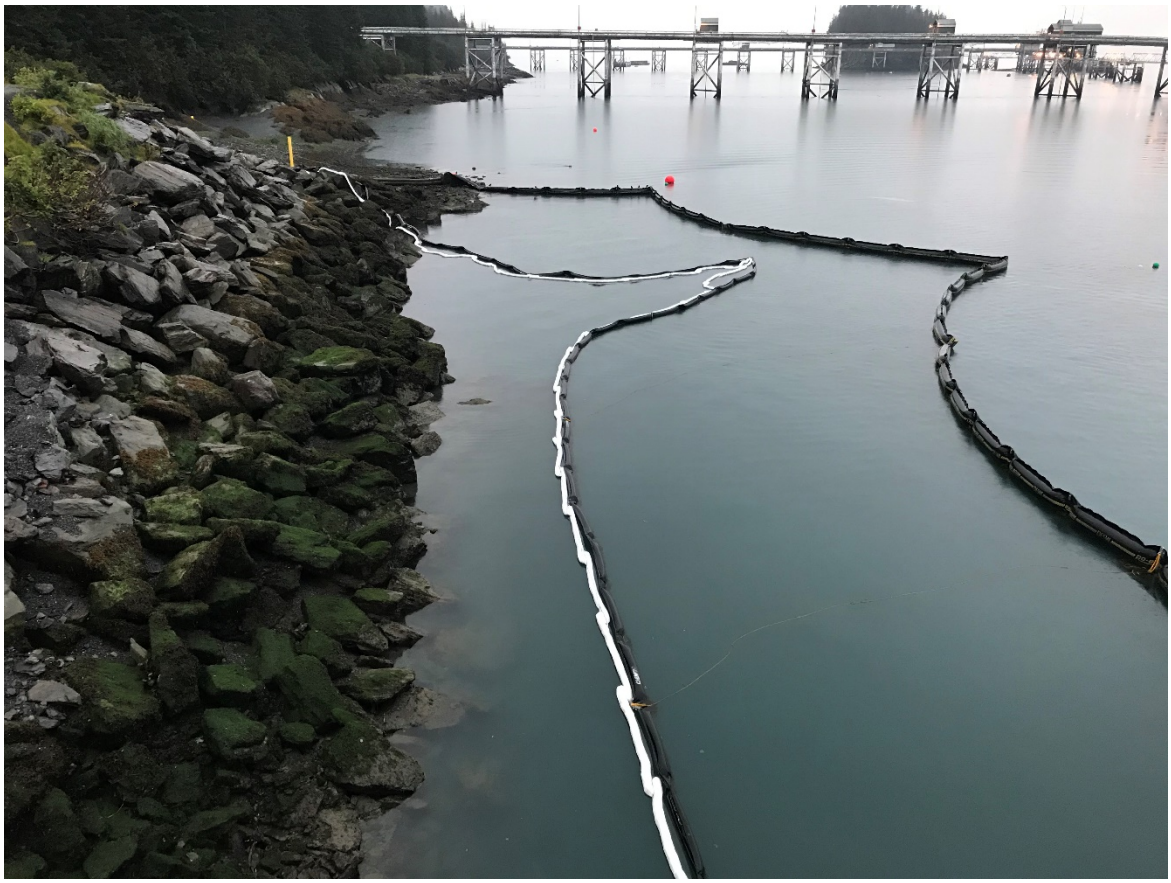


Figure 1. Containment boom looking west at the VMT on September 17, 2020. Courtesy ADEC

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.