



Region 2 Regional Response Team 2014 Annual Report

Executive Summary

RRT2 does not have any Challenges, Lessons Learned or Best Practices to share from incidents or activities in the region in the past year.

Mr. Mike Faulkner
National Response Team
U.S. EPA Headquarters
OEM/ MC 5104A
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Mr. Faulkner:

As required by Section 300.115 of the National Contingency Plan (NCP), the Region 2 Regional Response Team (RRT2) Annual Report is submitted for the period of January 1, 2014 through December 31, 2014.

I. MAJOR ACTIVITIES

A. MAJOR/NOTEWORTHY RESPONSE ACTIVITIES

MYSTERY SHEEN; SANDY HOOK, NEW JERSEY

On December 11, the NRC notified USCG Sector NY of an oily sheen in the vicinity of Naval Weapons Station (NWS) Earle, Leonardo, NJ. Coast Guard dispatched a patrol boat to the scene and pollution response team to investigate. NWS Earle was unaware of any cause, and was uncertain if a tug that sank at a nearby Marina two days before could be the cause. An investigation commenced to determine the source. NOAA provided a hind-cast trajectory model to estimate the origin of the 200-ft wide/2-mile long mystery sheen.



A Shoreline Cleanup Assessment Team made up of the USCG, NOAA and National Park Service (NPS) was dispatched due to the sensitive shoreline habitats on the NPS land in the probable path of the oil. Sorbent boom (1,000-ft) was setup to protect the sensitive shoreline but never showed signs of oil. There was local and regional media interest.

NWS Earle denied any fuel transfer took place on the USS BAATAN, which was pier side when the sheen was first discovered. On December 13 USCG investigators inspected the fuel logs of the USS BAATAN and noted four transfers totaling 4,000-gal of fuel oil, two-hours before the sheen was observed. Fuel oil samples were collected from the USS BAATAN's four fuel tanks. NOAA's Sandy Hook Lab collected seawater on December 12 from their intake reservoir. The USCG Marine Safety Lab (MSL) determined that the intake water was of the same origin as oil in the fuel tanks of USS BAATAN.

APEX PLATING SITE; LINDEN, NJ

On May 7, a NJDEP RCRA inspector visited the Apex Plating Site in Linden, NJ; the building was abandoned and in poor condition. NJDEP Bureau of Emergency Response (BER) responded and discovered numerous drums and leaking chemical containers. The building had no power or fire suppression, and the roof leaked. NJDEP contractors overpacked several containers of cyanide, and requested that EPA respond.

On May 8, EPA OSCs met NJDEP at the Site to conduct an assessment. NJDEP informed EPA that the facility owners/operators were deceased and that the property and materials had been abandoned for approximately 3 years. A joint NJDEP/EPA entry into the building confirmed the presence of several hundred containers of acids, cyanides, peroxides and other chemicals. Based on the poor condition of the facility, drums and containers, the EPA used CERCLA to mitigate the site.

Repairs and clean up took four months (May 9 – September 10). Complete inventory of site materials, debris cleared to allow for safe workspace, holes in the roof repaired, and contamination reduction was completed. Work at the Site included sampling, field categorization, consolidation and segregation of materials. All pits, sumps, vats, trenches, floors, vapor collection and dust collection systems were decontaminated. 1027 containers of various sizes were generated, and were eventually consolidated into 110 small lab pack containers, 292 55-gallon drums and 20 additional 5 to 30 gallon containers. 120 cubic yards of contaminated debris were removed from the Site for disposal. Additional information on this site can be found at:
<http://epaossc.org/apexelectroplating>

SUPER BOWL XLVIII – EPA/USCG PRE-DEPLOYMENT

EPA and USCG supported the Super Bowl held at Met Life Stadium, East Rutherford, NJ. EPA Region II provided technical and logistical support to federal and State agencies for the Super Bowl and other game-related events from January 27 – February. EPA OSCs staff the EPA desk at the FBI's Intelligence Operations Center in Newark, NJ. OSC and support/contract personnel established a Task Force at the Edison, NJ Field



Office to liaise with the deployed OSCs and the National Response Center. EPA technical and emergency response contractors were on stand-by. USCG's Sector New York and Atlantic Strike Team deployed personnel and equipment to the EPA Edison Field Office for the duration of Super Bowl-related events. Other than a number of hoaxes involving envelopes containing an unknown white powder sent to various locations through the US Postal Service, the Super Bowl event concluded without any incidents. Additional information can be found at: <http://epaossc.org/SuperBowlXLVIII>

TUG SEA LION; ATLANTIC BEACH, NEW YORK

On January 15, USCG Sector New York was notified that the 38-ft TUG SEA LION had sunk in approximately 50-ft of water and leaked considerable diesel fuel three to four miles south of Atlantic Beach, New York (near East Rockaway Inlet). NOAA oil trajectory analysis indicated the oil would possibly beach itself north of the vessel's location, and later that evening would move south. The four crewmen were rescued from the water with their clothing soaked in diesel. Divers capped the bunker tank vent the next day, which controlled the source. The crew estimated the TUG had 6,000 to 9,000 gallons of diesel on board.

LIS POWER CABLE OIL SPILL, WESTERN LONG ISLAND SOUND

On January 7, USCG Sector New York was notified of a dielectric oil spill in Long Island Sound (LIS) originating from a damaged 12-inch diameter buried, underwater power cable. The cable traverses western LIS from Hempstead Harbor, NY to New Rochelle, NY. The leak rate of low-viscosity dielectric fluid was 50-gal per hour at its peak and decreased 1 to 5-gals per hour after the leak was restricted. Total discharge was approximately 5800-gals until the permanent repair was complete on February 25. The USCG, New York State DEC, and NY Power Authority's cleanup contractors monitored the spill.

Because the spill was prolonged and on-going in nature near boundaries of RRT-1 and RRT-2, a joint incident-specific conference call was held on January 8. Discussed among RRT members were the anticipated steps to find, control and temporarily and permanently repair the leak. RRT representatives were told the WCD would be 8,000 to 10,000-gals. The monitored shorelines were divided into quadrants by a Shoreline Cleanup Assessment Team and updates were sent periodically to the RRTs on the repair progress. No shoreline impacts or contamination were observed.

FOREIGN FREIGHT VESSEL OIL SPILL, GLOUCESTER, NJ

On July 30, Sector Delaware Bay received a report that an unknown amount of Bunker C fuel spilled into the Delaware River in Gloucester, NJ. While conducting bunkering operations the Chief Engineer of the foreign freight vessel secured the ship's fuel tank transfer line without notifying the Person in Charge on the bunker barge. This caused the ship's internal transfer lines to over-pressurize and fail in multiple locations. An unknown amount of Bunker C sprayed across the cargo holds and onto the deck. An



unknown amount of oil entered the waterway via the port side scuppers. Sector Delaware Bay identified oil along the portside of the vessel along the waterline, and issued a Captain of the Port Order to ensure proper cleanup. An OSRO was hired and completed cleanups on the ship. A Letter of Undertaking for \$60,000 was obtained from the vessel's protection and indemnity club prior to the ship's departure.

MARINE TERMINAL PIER COLLAPSE, PENNSAUKEN, NJ

On October 5, a tug and barge allided with the marine terminal's #1 pier, causing the oil transfer manifold to collapse into the Delaware River. An undetermined amount of oil residue was discharged into the river from the manifold catch basin. Fortunately, the facility's transfer lines remained intact, though severely damaged. The facility quickly activated their OSRO and hired an environmental consulting firm to evacuate the estimated 20 barrels of various products (crude oils and gasoline), which remained in the lines. After product evacuation, the damaged manifolds and transfer lines were transferred to a salvage barge to prevent future threat of discharge.

M/V FEDERAL KIVALINA LOSS OF STEERING, ST. LAWRENCE SEAWAY

On May 27, the bulk carrier FEDERAL KIVALINA (656-foot Hong Kong-flagged vessel carrying 23,000 metric tons of canola seeds to Montreal Canada) lost steering and ran hard aground in the St. Lawrence Seaway. No pollution or injuries occurred. Sector Buffalo and representatives from the Saint Lawrence Seaway Development Corporation oversaw the salvage and investigation of the disabled freighter. Response crews from STA Alexandria Bay, New York State Parks Police, New York State Police, New York Department of Environmental Conservation, and inspectors from MSD Massena and the Saint Lawrence Seaway Development Corporation responded to assist the vessel and its crew. Throughout the incident, Sector Buffalo and Marine Safety Detachment Massena utilized the geographical response plan to coordinate all logistical arrangements and identify economic and environmentally sensitive areas for the region. The FEDERAL KIVALINA was successfully removed from its resting spot near the Thousand Island Bridge by a contracted salvage crew and two tugs from Montreal after two days.

B. RRT2 MEETINGS:

SPRING 2014:

The RRT-2 Spring 2014 meeting was held in Albany, NY on April 9 & 10. Presentations included:

- The Effective Chemical Risk Management Project Pilot – ECRM2
- Crude Oil Accident Prevention, Preparedness, and Response
- New Windsor Spill Exercise
- Updating ESI Maps for Long Island Sound and Greater NY/NJ
- New York State Oil Spill Fund & Oil Spill Relocation Network
- RRT2 Chemical Countermeasures and In-Situ Burning Memorandums of Understanding



- Debris Removal Task Force - Hurricane Sandy
- Maritime Transportation System Recovery, and Hurricane Sandy Lessons Learned

FALL 2014:

RRT-2 convened for the Fall 2014 meeting on September 16-17 at Fort Dix, NJ. Each State and federal agency reported out. Presentations included:

- The Effective Chemical Risk Management Project (ECRM2)
- Oil and Hazmat Transportation Issues Raised During ECRM2 Pilot
- Status of Bakken and Tar Sands Oils Across the Region
- Federal Railroad Administration Hazmat Program Brief
- FEMA Region II Operations Planning
- National Guard Bureau CBRN Enterprise brief
- National Consultation Training Workshop

C. COMMITTEE AND WORKING GROUP UPDATES

RRT2 Chemical Facility Safety and Security Committee

On May 21, RRT2 submitted “The Effective Chemical Risk Management Project Pilot (ECRM2) – Activity Report” to the NRT, detailing our activities leading to the conclusion of the regional pilot project. Since the submittal of the May 21st report, we have continued our efforts to implement the 16 SOPs that were formulated. To sustain our implementation, we are meeting quarterly as the RRT2 Chemical Facility Safety and Security Committee, either by conference call or face-to-face, as we did on September 15th in Edison, in conjunction with the semi-annual RRT2 meeting. Our committee work groups are meeting more frequently, mostly by conference call, to work specifically on SOP implementation. Our report on the OSHA website outlines our efforts.

II. GENERAL PREPAREDNESS AND CONTINGENCY PLANNING

A. EXERCISES/WORKSHOPS

Oil Spill Exercises				
Date	Days	Event	City	ST
8/12	1	Gloucester Co., NJ, Bakken, Crude by Rail, TTX	Clarksboro	NJ
9/17	1	Hudson Spill Management Team, TTX	Camden	NJ
10/30	1	Global Oil Spill Management Team, TTX	Albany	NY



Government Initial Unannounced Exercises				
Date	Days	Event	City	ST
4/29	1	Global Newburgh North Terminal	Newburgh	NY
5/13	1	Buckeye Albany Terminal	Albany	NY
7/29	1	Paradise Heating Oil	Ossining	NY
12/8	1	Plains Paulsboro Terminal	Paulsboro	NJ

Non-Oil Exercises				
Date	Days	Event	City	ST
1/9	1	D1 Sector NY Readiness Drill (Security)	Staten Island	NY
1/16	1	Super Bowl FBI Intelligence Operation Center Exercise	Newark	NJ
1/17	1	Wildcat WMD Exercise	Colts Neck	NJ
5/30	1	Northeast Corridor Coordination Exercise	Boston	MA
6/12	1	D1 Sector NY Readiness Drill (Mass Rescue)	Staten Island	NY
7/24	1	NY JFK MRO FSE	JFK	NY
8/14-15	2	Full scale RND exercise with 5 Sector Buffalo stations, CGC NEAH BAY, Royal Canadian Mounted Police, AMSC members, local LE and DHS agencies	Erie, PA to Rochester, NY	PA NY
8/16-17	2	FEMA August Surge Exercise	Colts Neck	NJ
9/17-29	12	Sector NY - UNGA - AMSTEP RWE	Staten Is	NY
9/24	1	Middlesex County RadEx	Piscataway	NJ

Equipment Deployment Training/Exercises				
Date	Days	Event	City	ST
USCG pre-positioned equipment deployment (trailer) drills conducted at all Sectors				
USCG quarterly notification drills conducted at all Sectors				

C. FEDERAL, STATE and LOCAL PLANNING AND COORDINATION

CRUDE OIL TRANSPORT IN NEW YORK AND NEW JERSEY

The oil and gas industry has continued its trend of increasing crude oil transport into the northeast using the existing rail infrastructure. With the rail increase, there has been a corresponding increase in barge and tanker transport to refineries in the northeast. Rail routes include Canada Pacific to the Buckeye Terminal, and CSX to the Global Terminal, both in the Port of Albany, NY, and then south along the Hudson River into New Jersey. Transport is also by barge down the Hudson River to a Linden, NJ refinery, and transport by tanker to refineries in Philadelphia, PA and Saint John, NB, Canada. With these



increases, there has been greater public scrutiny in both states over derailment concerns, emergency response capabilities, and public safety.

Within Region 2, federal and state agencies are addressing these crude oil issues as part of our all-hazards RCP and ACP planning efforts for both the inland and coastal zones, as well as in training and exercises with industry and local emergency response organizations. In addition, the on-going implementation of the chemical facility safety and security initiative within the region is expected to further enhance overall oil and hazardous substances planning and preparedness, through outreach to the SERCs and LEPCs.

III. PERSONNEL CHANGES/ORGANIZATIONAL CHANGES

FEDERAL

US EPA - No significant changes to report.

US Coast Guard - Ron Catudal has returned from active duty to serve as the USCG RRT Coordinator for RRT-II, RRT-I and the JRT.

STATES

No significant changes.

IV. ISSUES OR OPERATIONAL REQUIREMENTS REQUIRING NRT ATTENTION

The transport of oil by railcar across the U.S. has grown tremendously over the past several years, spurred on by advances and efficiencies in oil extraction techniques. The rail industry has increased traffic, particularly across Canada and the northern plains of the U.S., to keep pace with the transportation demands from the surging volume of oil produced from wells in those areas. Transportation by rail carries oil over rivers and streams, through towns and neighborhoods, and is a potential source from which a discharge of oil may occur.

Within the National Response System (NRS) community, experience and familiarity with new, emerging sources of crude oil is limited and many responders have expressed interest in learning more about these products. The NRS community would benefit greatly from a National Response Team guidance document on response to emerging crude oils which includes comprehensive analyses of these products, and detailing the chemical composition, additive composition, reactivity, specific gravity, and other pertinent data useful during response. Additionally, information regarding best practices, tactics, tools and techniques for effectively responding to discharges of emerging sources of crude oil would enhance response capabilities and allow for the more efficient and effective deployment of valuable response resources.



RRT 2 eagerly awaits the promulgation of the National Environmental Compliance Subcommittee to provide updated environmental compliance and consultation guidance and policy.

V. FUTURE PLANS

Next RRT-2 Meeting: The RRT2 Spring 2015 will be held in Buffalo, NY May 12-13. Key topics of this meeting will include Bakken Crude transport through the Region 2 Area of Responsibility, and implementation of recommendations from the regional pilot project conducted under the Executive Order on Chemical Facility Safety and Security.

VI. CONCURRENCE

 13/18/15

Eric Mosher
U.S. EPA Co-Chair
U.S. EPA, Region II

(Date)

 3/18/2015

Joseph Boudrow
U.S. Coast Guard Co-Chair
First Coast Guard District

(Date)