

REGION I REGIONAL RESPONSE TEAM 2006 ANNUAL REPORT
Period of Report: January 1, 2006 – December 31, 2006

Ms. Karen Burgan
National Response Team
USEPA Headquarters
OEM/ MC 5104A
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Ms. Burgan:

As required by Section 300.115 of the National Contingency Plan, the Region I Regional Response Team Report is submitted for the period of January 1, 2006 through December 31, 2006.

I. MAJOR ACTIVITIES

A. MAJOR/NOTEWORTHY RESPONSE ACTIVITIES

DANVERSPORT EXPLOSION: On Wednesday, November 22, 2006, EPA and USCG responded to an early morning explosion at a chemical plant in Danvers, Massachusetts (about 15 miles northwest of Boston in the coastal zone). EPA and USCG worked closely with responders from other federal, state and local agencies, including the federal Chemical Safety Board (CSB), the Occupational Safety and Health Administration (OSHA), the Massachusetts Department of Environmental Protection (MassDEP), the Massachusetts Department of Emergency Management, the Town of Danvers, local Fire Departments, and the Red Cross.

On Thursday, November 29, 2006, jurisdiction for clean-up efforts was transferred from USCG to EPA. EPA is currently coordinating multiple efforts to stabilize and secure any containers that are breached, remove hazardous materials remaining on-site, and conduct air monitoring to identify if any contaminants are being released into the local environment. EPA is also working closely with MassDEP and the USCG to control contaminated run-off from the site, as well as coordinate the removal of debris and destroyed buildings.

PRESSTECH ACID SPILL: During the evening of Monday, October 30, 2006, EPA responded with acid vapor air monitoring support to a 1500 gallon sulfuric acid spill at the PressTech facility in South Hadley, Massachusetts. The sulfuric acid was released from a storage tank within the facility building into a concrete secondary containment area. An additional 700 gallons of ammonium bifluoride was also released to the containment area from another storage tank within the facility, which reacted with the spilled sulfuric acid to form hydrofluoric acid. Prior to the facility's ventilation system being shut down and an air scrubber system being activated on Tuesday, October 31, 2006, an unknown quantity of acid vapors was released outside of the building into the

surrounding environment. Residents and businesses within a one mile radius of the incident were evacuated as a precautionary measure.

EPA integrated into the Unified Command and conducted perimeter air monitoring for acid vapors, including sulfuric acid and hydrofluoric acid. Instrumentation deployed included AreaRAEs, Draeger tubes, and Single Point Monitors (SPMs). Throughout air monitoring activities, no elevated readings of acid vapors were detected outside of the building or in evacuated areas of the neighborhood.

Concerns over impacts to 14 school buses which had been parked overnight near the facility resulted in EPA and the Massachusetts Department of Environmental Protection (MassDEP) testing all of the vehicles to ensure that no contamination was present. No school buses were found to be contaminated and all school bus vehicles were cleared as fit for return to service.

MONTGOMERY MILL FIRE: On Sunday, July 16, 2006, at 2120 hours, EPA responded to an on-going fire at the Montgomery Mill in Windsor Locks, Connecticut to provide air monitoring support at the request of CTDEP. Due to the proximity of the fire to Highway Routes 159, 140 and an Amtrak railroad route, the Incident Commander (the Windsor Locks Fire Chief) determined that road and rail closures along these routes were appropriate.

EPA integrated into the Unified Command established for the incident and conducted perimeter air monitoring for particulate material and volatile organic compounds (VOCs). Throughout air monitoring activities, no elevated readings of either particulate materials or VOCs were detected above acceptable levels.

During the response, EPA participated in a press conference with local officials and CTDEP, providing interviews for five TV stations.

MOTIVA TERMINAL FIRE: On July 6, 2006, USCG Sector Southeastern New England (SENE) received a report of fire during a fuel transfer from the M/V NORDEUROPA to the Motiva terminal in the Port of Providence, Rhode Island, resulting in a discharge of an unknown quantity of fuel into Providence Harbor. The source was secured and fire departments gained control over the fire, but fuel transfer lines on the facility pier continued to burn and subsequently smolder for several weeks.

M/V NORDEUROPA safely maneuvered away from the pier at the time of the fire and was ordered to safe anchorage in Jamestown, Rhode Island, by the USCG Captain of the Port (COTP) following a preliminary inspection on board by USCG personnel. The initial inspection of the vessel by USCG indicated no significant damage with regard to structural integrity, cargo safety systems or navigation safety. There were 21 crew members on board the vessel, however no injuries were reported by the vessel or facility.

Evacuation of fuel from the transfer lines (ethanol, aviation gas, diesel, gasoline, and No. 2 fuel oil) at the pier was conducted in the following weeks, and by the evening of July

22, 2006, the M/V NORDEUROPA was cleared by USCG and departed its Jamestown anchorage for New Haven, Connecticut. The Providence Fire Department completed thermal imaging of the pier and determined that the fire had been completely extinguished on July 24, 2006.

MONROE OIL SPILL: At 2045 hours on Wednesday, July 5, 2006, EPA responded to the scene of an intentional release of approximately 150 gallons of No. 2 heating oil at a residence in Monroe, Connecticut, at the request of the Connecticut Department of Environmental Protection (CTDEP). The spilled oil impacted an unnamed pond, which comprises a part of the Housatonic River watershed and the Naugatuck River subdivision. The oil discharge resulted in between 750 and 1,000 fish mortalities, the oiling of four adjacent residential properties and the closure of a roadway in Monroe.

EPA integrated into the Unified Command established for the incident and provided technical expertise to CTDEP. EPA's presence on-site helped to accelerate the pace of the Potentially Responsible Party's (PRP's) response.

MAY FLOODING: During the flooding in New England during May 2006, EPA and USCG personnel deployed to the Federal Emergency Management Agency's (FEMA's) Regional Response Coordination Center (RRCC) to provide 24-hour staffing of the Emergency Support Function (ESF) #10 position. EPA and USCG provided technical assistance to RRCC personnel, including hazard assessment and identification of sensitive facilities (e.g., Superfund sites and bulk oil terminals) in flooded areas that might pose a threat of release.

EXXON MOBIL OIL SPILL: On May 30, 2006, the USCG Sector Boston Command Center received a report of a spill at the Exxon Mobil Everett, Massachusetts terminal. USCG Sector Boston personnel integrated into the Unified Command and responded to the potential 105,000-gallon No. 6 oil spill from a leaking out-of-service transfer line. Blank flanges were subsequently used to isolate the leaking transfer line, which was leaking product at the rate of approximately 30-50 gallons/hour. At the time of the discovery of the discharge, tug barge Penn 400 was in the process of transferring asphalt over water to on-shore tanks owned by Sprague Energy via the Exxon Mobil pier and transfer apparatus. The transfer was secured upon discovery of the sheen. Primary containment boom was deployed and secondary booms deployed to protect sensitive areas in Chelsea Creek. Exxon Mobil calculated a loss of 535 gal based on shoreline coverage, evaporation, and recovered oil. Evaporation accounted for approximately 160 gallons of the No. 6 oil released. Recovery operations continued with a total of 5000 ft of boom deployed. The spill was ultimately determined to be approximately 3,000 gallons and verified to have been caused by a leaking out-of-service pipeline that had been thought cleared of product. The released No. 6 oil has presented a challenge to responders due to its persistence in the environment. Active clean-up is complete but monitoring is still ongoing.

IRVING OIL REVERE OIL SPILL: On March 9, 2006, the Department of the Interior (DOI) relayed a concerned citizen notification of oiled ducks in Chelsea creek to USCG

Sector Boston. The following day USCG Sector Boston personnel arrived at the scene and met with Irving Oil and Global Petroleum, the Town of Chelsea Fire Department, MassDEP, the National Oceanic and Atmospheric Administration (NOAA), and the Town of Chelsea Emergency Management Office. Global reported that 18,000 gallons of oil had been released to Chelsea Creek from the Irving Oil pier, due to improper transfer procedures. Clean Harbors and Boston Line & Harbor Corp. were retained by the Responsible Parties for containment and recovery operations on Chelsea Creek. The Incident Command System (ICS) was used to maintain flow of information to all interested parties. USCG Sector Boston personnel monitored clean-up operations and attended morning planning meetings.

On March 12, 2006, Sector Boston personnel, the NOAA Scientific Support Coordinator (SSC), MassDEP, and the Responsible Party representatives conducted a sensitive area site assessment. Tidal flushing was used and determined to be effective, however, a few pockets of product remained which were subsequently addressed by the cleanup contractor. All hard boom was removed from the Chelsea side of the river and sorbent boom left to absorb any residual sheen. Sector Boston personnel continued to monitor all clean-up efforts and conduct shoreline assessments of the affected areas. On March 28, 2006, USCG Sector Boston personnel conducted an aerial assessment of Chelsea Creek utilizing USCG auxiliary air assets and found no visible sheen. Major recovery operations were considered to be complete, with a total of 12,600 gallons of product recovered.

ISLAND END RIVER CLEANUP: On January 10, 2006, the USCG and MassDEP coordinated cleanup operations of a low-sulfur diesel release to the Island End River in Boston, Massachusetts. Cleanup efforts resulted in the recovery of 3,500 gallons of product. During the investigation to locate the source of the spill, numerous samples were collected from suspected sources within the affected area, including an ExxonMobil terminal located in Everett, Massachusetts. The collected samples were sent to the USCG Marine Safety Lab for analysis. Several of the samples collected from the affected waterway matched the sample removed from ExxonMobil property. The USCG designated ExxonMobil as the responsible party.

B. RRT MEETINGS

SPRING: RRT I convened in the spring on Wednesday, April 26, 2006, in Chelmsford, Massachusetts, at EPA's New England Regional Laboratory (NERL). Following the agency and On-Scene Coordinator (OSC) presentations, hurricane-related debris management and Emergency Management Assistant Compacts (EMACs) were discussed. Throughout the day and during the lunch hour, meeting participants toured EPA's Mobile Command Post (MCP), which had been deployed adjacent to the facility, and were provided with demonstrations of EPA chemical and radiological monitoring equipment.

FALL: RRT I convened in the fall on Wednesday, September 27, 2005, at the Holiday Inn by the Bay Hotel in Portland, Maine. The meeting featured several case studies of recent responses, including the ExxonMobil Mystic River oil spill in Everett,

Massachusetts, the Motiva terminal fire in Providence, Rhode Island, and a mercury release at the Providence, Rhode Island School of Art. The RRT meeting followed the Maine/New Hampshire Area Committee's Oil Spill seminar, "Preparing for and Responding to a Northern New England Hurricane," and hurricane-related response issues were discussed.

C. COMMITTEE AND WORKING GROUP UPDATES

SELECTION GUIDE WORKGROUP: The Selection Guide Work Group was established in Fall 2004 to develop a Volume II of the Oil Spill Response Technologies Selection Guide for Region 1 and review Surface Washing Agent use.

BOUNDARY REALIGNMENT WORKGROUP: The Boundary Realignment Workgroup finished its deliberations and did not propose any changes to the EPA/USCG jurisdictional response boundaries. An agreement for transferring OSC responsibility during a response was developed and finalized as an amendment to the Regional Contingency Plan (RCP) on July 26, 2006.

II. GENERAL PREPAREDNESS AND CONTINGENCY PLANNING

A. TRAINING

EPA OSCs participated in a variety of training this past year, including Facility Response Plan (FRP) and Spill Prevention, Control, and Countermeasure (SPCC) training and Level A hazardous materials response training at the Department of Fire Services Academy in Stowe, Massachusetts, the Gillette facility in North Andover, Massachusetts and with the Maine Department of Environmental Protection (MEDEP), Maine's 11th Civil Support Team in Waterville, Maine. Level A training goals included conducting hazard assessments, practicing decontamination procedures, achieving proficiency in operation of monitoring and sample collection equipment, and improving dexterity and maneuverability in Level A suits.

B. EXERCISES/WORKSHOPS

CANUSEAST EXERCISE: CANUSEAST was a three-day, full-scale exercise conducted October 31 – November 2, 2006, in Woodstock, New Brunswick, Canada – with EPA's international partner, Environment Canada. The exercise involved activation of CANUSEAST – Annex V of the Canada/U.S. Joint Inland Pollution Contingency Plan in response to a simulated warehouse fire in Woodstock, New Brunswick on the Canadian side of the U.S./Canada border, with a smoke plume blowing potentially contaminated deposits toward the U.S. side of the border. EPA's Regional Response Center (RRC) in Boston, Massachusetts was activated to provide support to the response to the fictitious warehouse, which was reported to contain a variety of agricultural products including pesticides, herbicides, fumigants, fertilizers, and propane cylinders.

EPA and Environment Canada jointly developed the cross-border drill to exercise international communications and response coordination. Participants included local,

MEDEP, and Provincial (New Brunswick) emergency responders. Cross-border insurance for U.S. Government-owned vehicles and OSC responders, transportation of personnel and specialized equipment (including radiological and WMD equipment containing radioactive "check" sources) across the border, international telephone and radio communications, and inter-agency response coordination were some of the major issues exercised during the drill.

The Canada/U.S. Joint Inland Pollution Contingency Plan and CANUSEAST annex are available online at www.epa.gov/ne/superfund/er/erindex.htm.

OIL SPILL CLEAN-UP EXERCISE: The Coast Guard, in conjunction with several other agencies, conducted an oil spill clean-up exercise October 4, 2006, in South Portland, Maine. This multi-vessel exercise took place one week after the anniversary of the 172,000 gallon *Julie N* spill in Portland. The joint-agency exercise was held in Casco Bay, Maine, and involved members of Clean Harbor, Maine Department of Environmental Protection, Marine Spill Response Corporation's *Maine Responder* as well as the Coast Guard. During the exercise, the Coast Guard deployed a Vessel of Opportunity Skimming System (VOSS) onboard USCGC *Marcus Hanna* and USNS *Keokuk*. The multi-agency training exercise focused on each agency's ability to respond under unified command in the event of an actual oil spill.

10th ANNUAL MAINE AND NEW HAMPSHIRE AREA COMMITTEE OIL SPILL SEMINAR: The seminar was sponsored by the Maine/New Hampshire Area Committee, MEDEP, NHDES, EPA, NOAA, and USCG. The focus of the September 25-26, 2006, seminar in Portland, Maine was on preparing for and responding to a northern New England hurricane. Presentations and panel discussions focused on facility preparedness activities, government planning efforts, local, state, and national response plans, marine transportation system recovery activities, debris management, and lessons learned from recent hurricane storm events.

PORT OF PROVIDENCE OIL SPILL EXERCISE: A government-led National Preparedness for Response Exercise Program (PREP) oil spill exercise for the Port of Providence was held February 14-16, 2006, and simulated an oil spill activating the local Area Contingency Plan (ACP). The exercise was co-sponsored by the USCG, the Rhode Island Department of Environmental Management (RIDEM), the Rhode Island Emergency Management Agency, the Providence Emergency Management Agency and Motiva Enterprises.

Representatives from Motiva's Providence facility were assisted by public safety professionals from a multitude of Federal, Rhode Island, Providence and East Providence agencies as well as private oil spill response organizations. Participants were guided by the Rhode Island/Southeastern Massachusetts Area Contingency Plan and Motiva Facility Response Plan, for oil and hazardous material spills in the maritime area. The exercise scenario incorporated a wide range of concerns and issues associated with a major oil spill and the potential impacts on local agencies, organizations, communities and businesses. Issues included environmental, public health, economic, and business continuity.

LAKE CHAMPLAIN WORKSHOP: EPA Regions I and II, the New York Department of Environmental Conservation (NYDEC) and the Vermont Department of Environmental Conservation (VTDEC) participated in a Port Security and Training Exercise Program (PORTSTEP) workshop on September 27, 2006, which focused on area planning and response preparedness for the Lake Champlain region.

C. FEDERAL, STATE, and LOCAL PLANNING AND COORDINATION EFFORTS

AREA CONTINGENCY PLAN UPDATES: In November 2006, EPA updated its Inland Area Contingency Plan and posted it online at <http://www.epa.gov/region1/er/iacp/index.html>. Updates included alignment with the National Response Plan (NRP) and the National Incident Management System (NIMS), clarification of roles and responsibilities of local, state, tribal, and federal response partners, and development of maps showing environmentally sensitive areas.

BIOWATCH PROGRAM: EPA has been actively participating with the Massachusetts Department of Health in developing a BioWatch Program for early detection of biological WMD releases. Activities have included participation in a Department of Homeland Security (DHS) tabletop exercise and notification drills, representation on the BioWatch Area Committee, and initial discussions regarding potential indoor BioWatch monitoring locations.

UNANNOUNCED DRILL PROGRAM: EPA continues to actively conduct their unannounced drill program for bulk oil storage facilities in coordination with the USCG and state partners. EPA OSCs continue to conduct Spill Prevention, Control, and Countermeasures/Facility Response Plan (SPCC/FRP) inspections at inland and coastal bulk oil terminals and coordinate and conduct drills with the USCG for facilities located in the Coastal Zone.

D. MAJOR LESSONS LEARNED FROM RESPONSES, TRAININGS, EXERCISES, WORKSHOPS AND OTHER RRT ACTIVITIES

Combined RRT/Area Committee meetings

For several years now, Region I has held its fall RRT meeting following a two-day seminar sponsored by the ME/NH Area Committee. This year's seminar was entitled, "Preparing for and Responding to a Northern New England Hurricane – a Port Perspective" and focused on raising awareness in the response community to port vulnerabilities to natural disasters and examining current preparedness gaps at the federal, state, local, and private industry level. Holding the Area Committee's annual oil spill seminar with the fall RRT meeting has proved to be a best practice, as many of the seminar participants and RRT I members play dual prevention and response roles in the two organizations. Travel times and expenses and logistical arrangements are minimized, and aligning the two events facilitates increased levels of interaction between the seminar's target audience (which includes operational port sector components) and higher level state and federal government planners within the RRT community.

Sponsor: RRT I and the ME/NH Area Committee

Phone: (617) 918-1298

POC: Melanie Morash, EPA RRT I Coordinator

E-mail: morash.melanie@epa.gov

Keywords: Area Committee seminar, hurricane

III. PERSONNEL CHANGES/ORGANIZATIONAL CHANGES

EPA does not have any personnel or organizational changes to report this year.

NEW FIRST COAST GUARD DISTRICT COMMANDER: Rear Admiral Timothy Sullivan assumed the duty of Commander, First Coast Guard District and Commander, Maritime Defense Command One in July 2006. He oversees all Coast Guard missions across eight states in the Northeast and 2000 miles of coastline from the US-Canada border to northern New Jersey.

NEW FIRST COAST GUARD DISTRICT RRT COORDINATOR: LTJG Nigel P. John assumed the duties of RRT coordinator in August 2006. His predecessor LTJG Barry Breslin departed from active duty and is now working at FEMA Region III.

NEW FIRST COAST GUARD DISTRICT PREPAREDNESS STAFF: The recent implementation of sectors and the consolidation of Coast Guard mission areas introduced an organizational structure focused on three key processes - prevention, response, and planning. With sectors up and running the alignment of district staffs to the sector structure followed. Coast Guard has now aligned the district organization with the sector model. With spring hurricane planning efforts USCG District One conducted a second-stage reorganization consolidating all hazards preparedness employees in a section under the Incident Management Branch. The preparedness section is responsible for preparing First District personnel to respond to all contingencies.

IV. ISSUES OR OPERATIONAL REQUIREMENTS REQUIRING NRT ATTENTION

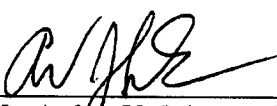
EPA and USCG could benefit from assistance from the NRT in pre-planning for those identifiable issues that will likely arise during a U.S./Canada cross-border incident involving activation of any of the U.S./Canada Joint Inland Contingency Plan Annexes. These issues include cross-border insurance for U.S. Government-owned vehicles, licenses permitting border crossing of all EPA, USCG and contractor-owned equipment, including radiological and Weapons of Mass Destruction (WMD) monitoring equipment containing radioactive "check" sources, and WMD equipment compliance under the State Department's International Traffic in Arms Regulations.

RRT I intends to further explore Department of Defense representation on the RRT with the disestablishment of Navy Region Northeast and the establishment of Defense Coordinating Officers/Elements in each region. The NRT may also wish to examine DOD roles given DCO changes nationwide.

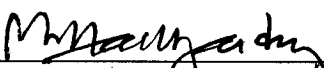
V. FUTURE PLANS

NEXT RRT I MEETING: The spring Region I meeting is tentatively scheduled for Wednesday, March 7, 2007, prior to the Thursday, March 8, 2007 Regional Interagency Steering Committee (RISC) meeting. The location has tentatively been identified as the Regional Response Coordination Center in Maynard, Massachusetts. The fall Region I meeting has not yet been scheduled.

VI. CONCURRENCE

 / 1/3/07

Mr. Arthur V. Johnson, III (Date)
EPA Co-Chair
U.S. EPA, Region I

 / 1/10/07

Captain Mark H. Landry (Date)
U.S. Coast Guard Co-Chair
First Coast Guard District