

REGION II REGIONAL RESPONSE TEAM 2008 ANNUAL REPORT
Period of Report: January 1, 2008 – December 31, 2008

Mr. Mike Faulkner
National Response Team
USEPA 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, the Region II Regional Response Team Report is submitted for the period of January 1, 2008 through December 31, 2008.

I. MAJOR ACTIVITIES

A. MAJOR/NOTEWORTHY RESPONSE ACTIVITIES

Route 287 Methyl Methacrylate Spill, Riverdale, NJ: On May 7, 2008, at approximately 0600 a tank truck operated by Miller Transporters Inc., overturned on Route 287 in Riverdale NJ, releasing approximately 1000 gallons of methyl methacrylate into a culvert adjacent to the highway. A portion of the released material migrated into storm drains and an unnamed tributary to the Pequannock River. On the morning of the spill two OSCs mobilized to the scene. Local fire department, NJDEP emergency response personnel and PRP contractors were already on-scene working to address the spill. An additional OSC, RST contractors and ERT/REAC mobilized to the scene to provide around-the-clock air monitoring. The responsible party and NJDEP contractors conducted cleanup operations and the transfer of product from the damaged trailer. Booms and absorbents were placed into the creek to help contain the release. Vacuum trucks were also stationed at predetermined locations throughout the adjacent residential area to vacuum the contaminated water from the storm drains. Transfer of the methyl methacrylate to a new trailer was completed and the roadway was reopened by midnight May 7, 2008. Flushing of the creek and storm drains continued for two additional days. Residences near the incident were asked to keep all doors and windows closed until further notice. The Riverdale Elementary School, located less than a mile from the incident, was closed to students and staff for three days as a precautionary measure, since impacted storm drains ran through the school's playground.

White Drive Site, North Brunswick, NJ: In early August 2008, the North Brunswick NY Police Department responded to a missing person report and noticed over 300 various sized chemical containers located throughout the home of an elderly couple. Upon further investigation, several chemicals were

identified as hazardous substances. The NJDEP responded, assessed the situation, and requested assistance from EPA Region 2. Two EPA OSCs responded and determined the site was eligible for an emergency removal action. EPA contractors were mobilized to the site on August 7, 2008, and mitigation began immediately. Air monitoring was conducted throughout the project by the Removal Support Team (RST). The residents of the house were placed at a local hotel, the neighborhood was notified via flyer by EPA's Communication Division, and a public meeting was held for residents of the immediate area to inform them of the situation. An inventory of the residence identified over 2500 containers. EPA's contractors inventoried, segregated and stabilized the chemicals found throughout the house and property. On August 14th, residences within a 500 foot radius of the site were evacuated for the day as shock-sensitive and other potential explosive materials were removed from the home by the NJSP Bomb Squad and detonated off-site. Radioactive materials were sealed in concrete containers, and all other chemical containers were over packed in preparation for shipment and disposal. Site activities, including off-site transport for disposal, were completed during the first week of September. Access to the house was returned to the custodians of the elderly couple; however, North Brunswick's various code enforcement departments deemed the house uninhabitable. EPA ended its provision of temporary housing for the couple at a local hotel as of September 4, 2008.

APM terminal Tank Truck Spill: On August 27, 2008, Sector New York received a NRC report of a discharge of diesel fuel from a tanker truck at the APM terminal in Elizabeth, NJ. A gantry crane struck the tank truck that was fueling a vessel whilst parked on the crane's tracks. The collision resulted in a discharge of approximately 1,300 gallons of fuel into Newark Bay. APM terminal deployed boom to contain the spill and pollution investigators from Sector New York responded to the scene. A small boat from USCG Station NY was launched and reported that the spilled fuel was boomed off. Miller's Environmental responded with a launch and conducted skimming operations to recover the spilled fuel. On August 28, 2008, an HH-65 helicopter from Coast Guard Air Station Atlantic City conducted an over flight and photos taken during the flight showed minimal sheening. Miller's Environmental recovered approximately 800 gallons of the spilled diesel fuel. The un-recovered fuel remained contained with minimal sheening detected outside of the boomed area. Miller's Environmental continued recovery operations and kept the area boomed off for an additional two weeks, monitored and recovered residue left from the spill.

Colonial Pipeline Spill, Hamilton, NJ: On October 3, 2008, the NRC notified EPA Region 2 of a pipeline spill located along the New Jersey Turnpike at the Yardville-Allentown Road overpass. The pipeline, property of Colonial Pipeline Corp., was transporting #2 Fuel Oil. The spill occurred when a drilling/boring company working on the turnpike expansion project accidentally punctured the 30" line with a geo-probe. Hamilton Township agencies, NJDEP/BER and EPA responded to the scene. Colonial Pipeline took immediate responsibility for the

clean-up. Construction crews and pipeline representatives were already on scene at the time of EPA's arrival, and efforts to stop the rupture and clean up the spilled oil were underway. The volume of spilled oil, and the presence of a drainage swale leading directly to the nearby Doctor's Creek, posed a significant threat to the surface water. During the cleanup, a secondary spill occurred when a hopper-lid on a vacuum truck was not secured, and approximately 20-50 gallons of the product spilled into a storm drain and impacted the creek. The leak in the pipe was sealed and the pipeline was returned to service. Much of the oil that reached the surface and retention ditches was collected and placed into FRAC-TANKS for later processing. There were approximately 3,170,000 gallons in the pipeline between the upstream and downstream valves. Approximately 250,000 gallons were removed from the pipeline in order to facilitate the repair, approximately 35,000 gallons were removed from the drainage swale and retention ditch, and the estimated volume of mobile oil still in the surrounding soil and slowly leaching into the retention system and swale was 100,000 gallons. EPA and NJDEP will continue to oversee the cleanup operations on site.

B. RRT MEETINGS

Spring: On March 12-13, 2008, RRT II convened in West Point New York. The meeting topics were:

- South Korean oil spill response
- Lessons learned from recent events
- Inter-agency notification, communication, and volunteer Issues.
- MV Athos Natural Resource Damage Assessment update
- Marine mammal protocols
- SMART-RAD review
- EPA's RadNet System/FRMAC exercise
- Integrating NARAC with FRMAC locally
- National Response Framework
- ESF#3 coordination on water & debris issues
- "Getting to five" Regional Response Plans
- Blister agents
- EPA national decontamination Team brief on the Portable High-Throughput Integrated Laboratory Instrument System (PHILIS) System.

Fall: On October 28-29, 2008 RRT II convened in Edison, NJ. The meeting kicked off with a short working session that reviewed RRT issues, action items from previous meetings and the status of guidance documents. The meeting topics were:

- COSCO BUSAN Incident Specific Preparedness Review
- North Brunswick residential emergency response
- FRMAC exercise update
- New NYS radiation survey and detection capabilities
- Radiological response & recovery planning

- Integrating NARAC/IMAAC with response agencies
- Alternative countermeasures for oil spills
- Portable High-Throughput Integrated Laboratory Instrument System (PHILIS)
- Environmental Response Management Application (ERMA)
- New NRF incident annexes
- On-line ESF-10 training
- DOT/IAFC ERG 2008 training video
- Agency/state/OSC reports.

C. COMMITTEE AND WORKING GROUP UPDATES

No updates to report at this time.

II. GENERAL PREPAREDNESS AND CONTINGENCY PLANNING

A. TRAINING

Shoreline Cleanup and Assessment Team (SCAT) training:

- On July 8-10, 2008, NOAA's Scientific Support Coordinator conducted Shoreline Cleanup and Assessment Team (SCAT) training at the Coast Guard Auxiliary building in Fairhaven, MA. The class was comprised of students from Coast Guard Sectors Northern New England, Boston, Southeastern New England, Long Island Sound and New York as well as other state and federal agencies.
- On November 5-6, 2008, NOAA, NJDEP and EPA also conducted a SCAT short course at the EPA Region 2 facility in Edison, NJ. The class was comprised of 20 participants from EPA Region 2, EPA's Removal Support Contractor, NJDEP, USFWS, several county hazmat teams, and a representative from the Korean Environmental Institute.

Incident Command System:

- First Coast Guard District continues to expand its Incident Command System (ICS) training initiative. ICS-210, 300 and 400 training sessions were conducted district-wide for all senior personnel, middle managers, Single Resource Leaders and type 5 and type 4 Incident Commanders. Seats were made available to port partners, other federal agencies, and state and local government responders.
- EPA Region 2 also continues its ICS training efforts, with additional staff receiving I-300/400 train-the-trainer certification in October. The region has

I-300 and 400 training courses scheduled over the upcoming months for management and Regional Support Corps personnel.

B. EXERCISES/WORKSHOPS

Vessel of Opportunity Skimming System (VOSS) Equipment Deployment

Exercise:

First Coast Guard District conducted a VOSS Equipment deployment exercise in Bayonne, NJ on June 24-26, 2008. The exercise included VOSS equipment, boom, skimmers, and exercise pollution response trailers. The exercise focused on testing and training ship's crew on the deployment of VOSS equipment, inspecting and validating proper operation of all VOSS equipment and employing various strategies for effective use of VOSS equipment.

Incident Specific RRT II and III activation exercise: On August 27, 2008 an Incident Specific RRT comprising of RRT II and III members was activated to Support Sector Delaware Bay's PREP exercise scenario. One of Sector Delaware Bay's objectives was to conduct a single incident specific RRT activation to discuss the authorization and use of a trial application of dispersant in Big Stone anchorage under the RRT dispersant policy. Submitting a request to the RRT concurrence network for additional use based on the results of the test application. Because Sector Delaware Bay is served by both RRT II and III a single joint incident specific RRT was assembled to provide a one stop source for assistance as requested by the On-Scene Coordinator during the exercise incident.

PREP Quarterly Notification: USCG Sector New York and Sector Long Island Sound each conducted four PREP Quarterly Notification drills. The Sectors exercised and tested communication between On-Scene Coordinators and key elements of the Unified Command IAW their applicable Area Contingency Plans. The notification drills worked to ensure that the key elements of their commands knew who to call in the event of a discharge within their area and ensured that contact by telephone, radio, message-pager, or facsimile with confirmation made between the On-Scene Coordinator and key elements of a potential Unified Command.

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

Area Contingency Plan Updates: Coastal Area Contingency Plans (ACPs) are updated on a triennial basis one year following the triennial Preparedness for Response Exercise Program Area Exercise. As a result, Sector Long Island Sound's Coastal ACP is currently being updated for submission to the First Coast Guard District between April and October 2009.

D. MAJOR BEST PRACTICES FROM RESPONSES, TRAININGS,
EXERCISES/WORKSHOPS AND OTHER RRT ACTIVITIES

TOPIC TITLE : <i>MULTI REGION INCIDENT SPECIFIC REGIONAL RESPONSE TEAMS</i>	
<i>To better serve the Federal On-Scene Coordinator, Region II and Region III conducted a single incident specific RRT teleconference to address a simulated dispersant use request by Sector Delaware Bay during a PREP Exercise. A conceptual agreement for the standard Incident Specific Lead for all Region I and II boundaries has been disseminated for further discussion at a meeting to discuss Sector Buffalo support by a subset of members from RRTs II, III, and V.</i>	
Sponsor: Scott Lundgren	Phone: 617-223-8434
POC: Scott Lundgren Web link: n/a	E-mail: Scott.R.Lundgren@uscg.mil
Keywords: Regional boundary, boundary, transboundary, incident specific RRT	

III. PERSONNEL CHANGES/ORGANIZATIONAL CHANGES

USCG:

- o NEW FIRST COAST GUARD DISTRICT COMMANDER: Rear Admiral Dale Gabel assumed the duty of Commander, First Coast Guard District and Commander, Maritime Defense Command One in July 2008. 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.
- o New USCG RRT I and II Co-chair: CAPT Mark Landry retired from the Coast Guard in April 2008. CAPT Craig Gilbert assumed the role of RRT Co-Chair for Region I and II.

EPA:

- o There are no major personnel changes to report for EPA this year.

IV. ISSUES OR OPERATIONAL REQUIREMENTS REQUIRING NRT ATTENTION


Funding for State Participation: The National financial crisis has had significant impacts on state budgets; limiting their ability to participate in exercises and training events. States have been challenged to obtain funding and approval for out-of-state travel, and this situation is likely to worsen with further state budget cuts. Some multi-state Area Committees are beginning to see these constraints impact state participation even at the smaller Area Level. While not a new issue, or one easily solved by the NRT, it appears likely to grow in importance and may

require means for remote participation in Regional Response Team and Area Committee meetings.

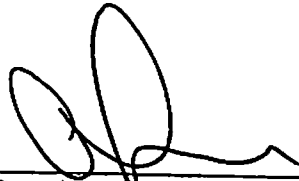
V. FUTURE PLANS

Next RRT II Meeting: The spring Region II meeting is scheduled for March 31 - April 1, 2009, location to be determined.

VI. CONCURRENCE



Mr. Eric Mosher (Date) 1/15/09
EPA Co-Chair
U.S. EPA, Region II



Captain Craig A. Gilbert (Date) 12/23/08
U.S. Coast Guard Co-Chair
First Coast Guard District