

Clean-Up Project Team Transition Document
Transition of Oversight Responsibility from the Incident Management Team (IMT)
to the Clean-Up Project Team

Incident Name:
GC-2 Oil Transit Line Release

3/18/2006

APPROVED BY

Incident

Commander:

J. Spitzer 3/19/06

Operations:

J. Spitzer 3/19/06 SOSC

Planning:

Michelle D. Ball 3-19-06 LOSC

Logistics:

Len Marcus (for EPA FOSC M. Carr) 3/19/06

Finance:



March 18, 2006

Incident: GC2 Oil Transit Line Release

Subject: Transition of Oversight Responsibility from the Incident Management Team (IMT) to the Clean-Up Project Team.

Strategic Objective: Expedite clean-up operations from the GC-2 transit line release in compliance with all agency requirements. The overall goal is to maximize oil recovery, to the maximum extent practicable, while minimizing long term damage to the tundra.

Key Points:

1. **IMT Stand-down:** As of 1900 on March 18, 2006, the Incident Management Team will stand down and will transfer operations and oversight to the Clean-Up Team.

2. **Management Accountability and Organizational Structure:** Gatekeeper for the project will continue to be Kemp Copeland. An organizational structure has been established, designed to ensure accountability for the work remaining. The Project Manager for the team will be Wade Srock/Mark Pokorny and they will report to Jeff Spitler/James Fausett who are the Single Point Accountable (SPA) for project delivery. The Project Manager is dedicated full time dedicated role to the clean-up until released by the SPA and Gatekeeper. The organizational charts for the team are attached (Figure 1.0, 2.0 and 2.1). The team will consist of the following functional groups:
 - On-site Operations (ACS)- Ron Hocking/Fred McAdams
 - Environmental- Mike McDaniel/John Booth
 - Safety- Jim Barett/Darrel Shanholtzer
 - Logistics (ASCI)- Liz Talbot/Dave Thibault
 - Documentation- Nancy Sander/Dawn Laster
 - Finance- Brad Campbell

3. **Project Objectives, Tasks and associated Action Items:**
 - Objectives for the ongoing activities are as follows -
 - i. Ensure the safety of all the workers;
 - ii. Ensure compliance with all permit requirements;
 - iii. Ensure appropriate compliance with plans previously authorized by the Unified Command and the Incident Management Team (see Figure 7-10);
 - iv. Ensure effective oversight, monitoring and reporting of all work activities;
 - v. Manage existing on-scene access/control (i.e. security);
 - vi. Ensure ongoing communications with appropriate agencies;
 - vii. Expedite decon/demob of equipment and people resources when no longer needed;
 - viii. Ensure effective documentation of appropriate activities and compliance with existing document retention guidelines.
 - Timeline/Tasks – a preliminary project plan has been prepared and approved by the IMT. This is in accordance with all plans previously approved. A copy of this plan is attached (Figure 3).
 - Action Items – to ensure that appropriate associated activities are tracked through completion, a list of existing Action Items has been completed by each ICS Section / function. All open action items in the IMT Action Register have been reassigned. This list is attached to this plan (Figure 4).

4. **Regular Communications:** The Clean-Up Team will continue with assessment briefing meetings each day at 6 PM (including agencies) in the Ops Team conference room at PBOC. The briefing will include update of activities over last 24 hrs. and plans for the next 24 hr. period. The current on-slope agency contacts are Walt Sandel (ADEC), Len Marcus (EPA), and Martha Falk (Local On Scene Rep). Additionally, the Project Manger will assume responsibility for presenting progress reports at Kemp Copeland's 8 AM GC2 Transit Line Business Response Team meeting each weekday from the Ops Team VC conference room at PBOC.
5. **Tracking of Lessons Learned:** Lessons Learned will be documented by each function in the team organization and consolidated in a final report at the end of the project.

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Project Phase

SPA
 Jeff Spitler (659-8682)
 James Fausett (659-8682)

**Project Manager
 (SPOC)**
 Mark Pokorny (529-8084 *cell)
 Wade Srock (529-8084 *cell)

Coordination/Planning
 Communication SPOC

Finance
 Brad Campbell
 (564-5836)

Environmental TL
 John Booth
 Mike McDaniel
 (659-5196)

Safety TL
 Jim Barrett
 Darrel Shanholtzer
 (659-4457)

**Logistics
 (ASCI Assignees)**
 Liz Talbot
 Dave Thibuait
 (659-8594)

ACS Ops Manager
 Fred McAdams
 Ron Hocking
 (659-3249)

Documentation TL
 (Source from Anch)
 Dawn Laster
 Nancy Sander
 (659-5269)

Track Financial Cost

Tundra Rehad
 Oil Migration Monitoring
 Wildlife Monitoring
 Waste Manifest & Management
 On Scene Monitoring & Support
 On Scene SPOC for Agency Interaction
 Enviro Permit Mgmt

On Scene Monitoring & Support
 HSE Reporting
 HSE Communication

Source Equip
 Materials Handling
 Manage/Demob Staging Area
 Process Resource Orders
 Base Clean Up
 Ensure all Nonexpendable Property Items are Returned
 Ensure all Communication Equipment Issues from Incident are Returned or Accounted for

Tundra Cleanup
 Waste Handling
 Staging
 On Scene Control
 Daily Status Communication
 Identify Potential Surplus Resources or Equipment for Decon/Demob

Control of Documents
 Administration Needs
 Document Daily Activities & Meetings

Figure 2

Project Phase Day Crew

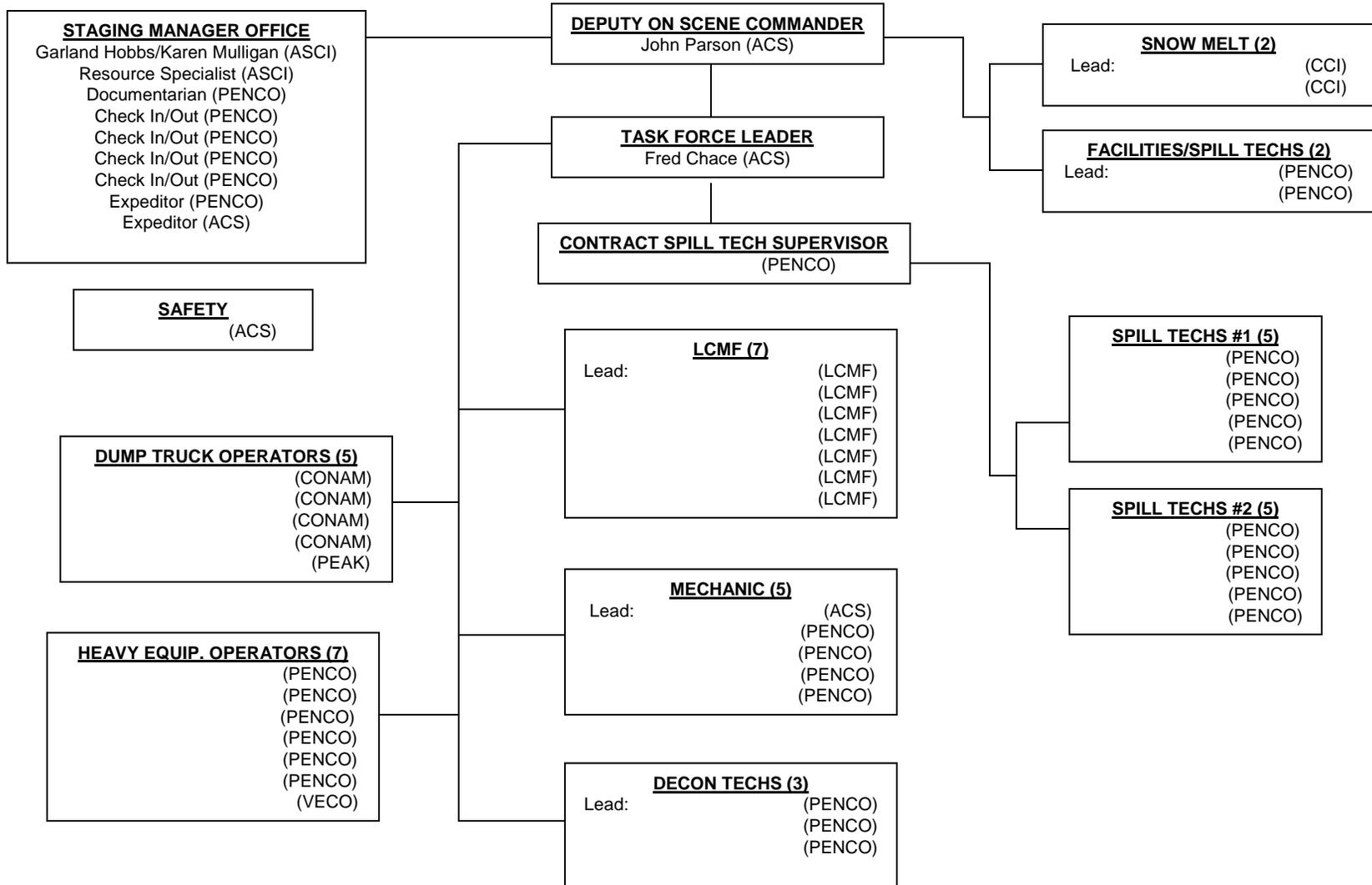
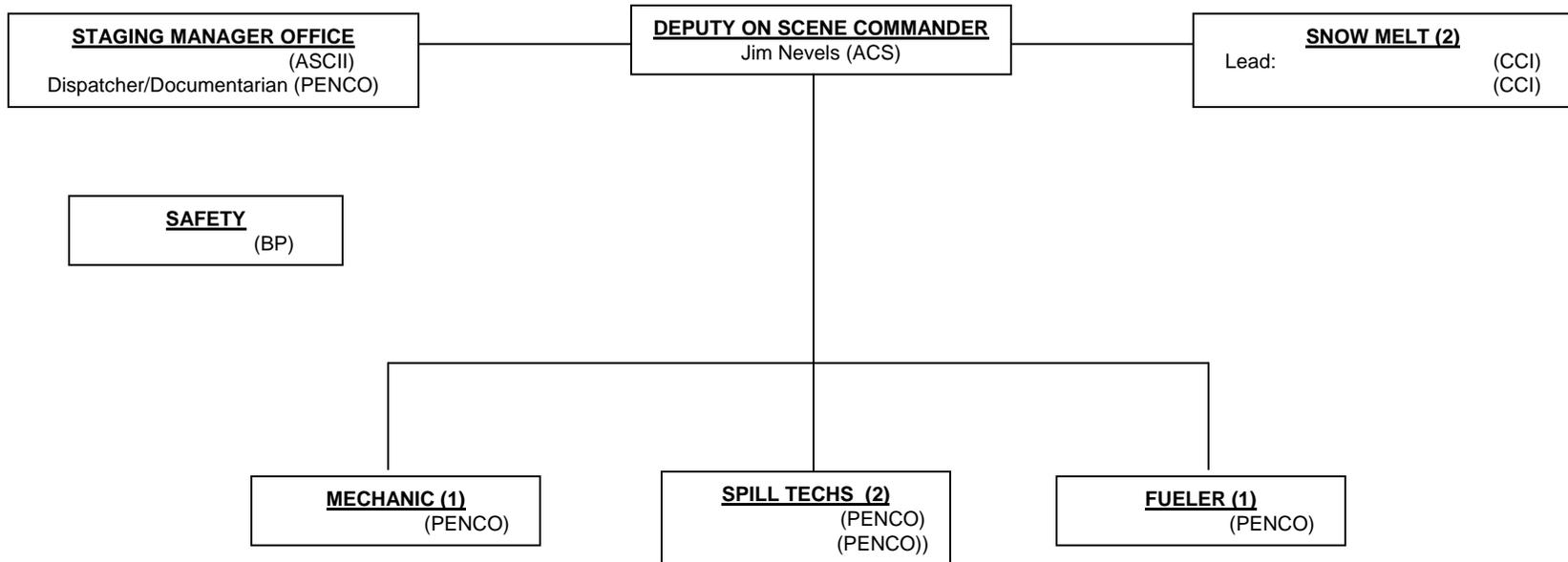
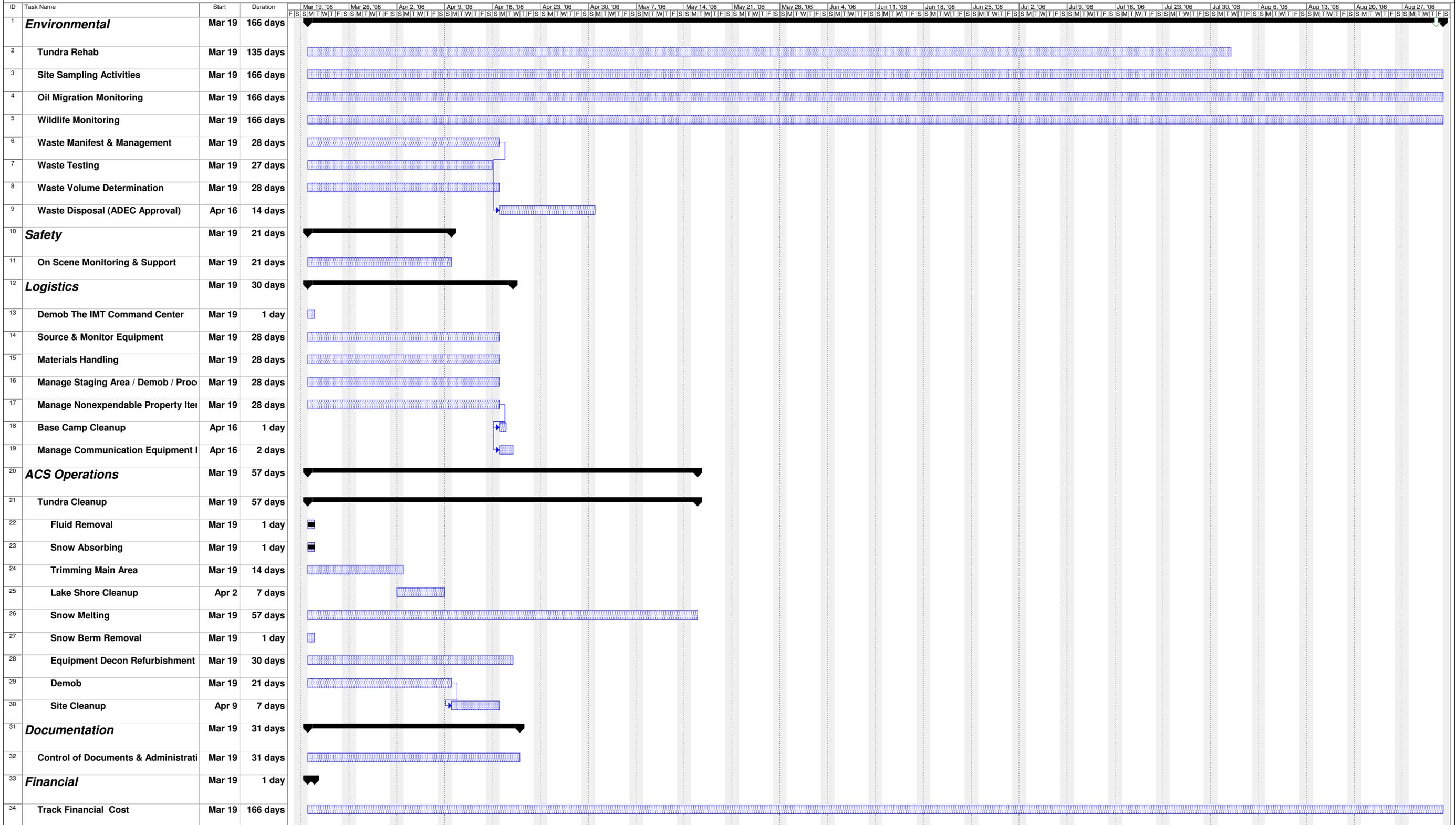


Figure 2.1

Project Phase Night Crew



GC2 Transit Line Release Project Phase



Action Items/Outstanding Issues Report

Incident: Response - GC2 Oil Transit Line Release **Prepared By:** Section, Planning **at** 3/16/2006 07:00
Period: Period 12 Work Period (3/14/2006 19:00 - 3/17/2006 19:00) **Version Name:** EMOC Version 03/16/06 1500

Outstanding Issues

Item Number	Description	Action to be Taken	Person Responsible	Due By	Completed
1	FLIR not working	Retrofit - Alyeska unit to helicopter for overflight or obtain from town UPDATE 1630: FLIR worked on Otter. No need for helicopter.	Hodge, Trey	3/2/2006 12:00	<input checked="" type="checkbox"/>
2	Verify Wildlife and Archeological Impact	Check maps to identify any potential sites or wildlife impact areas	Booth, John L.	3/2/2006 10:00	<input checked="" type="checkbox"/>
3	Develop communication plan	Ensure it includes town and slope personnel	Johnson, Maureen	3/2/2006 14:00	<input checked="" type="checkbox"/>
4	Develop Disposal Plan	Identify disposal areas and plan for next assessment meeting - Completed and verbally approved by ADEC	Booth, John L.	3/2/2006 12:00	<input checked="" type="checkbox"/>
5	Leak Locate Plan	Develop options for leak location and obtain approval from UC. - No longer needed. Leak site discovered am 03/05/06.	Operations	3/4/2006 13:00	<input checked="" type="checkbox"/>
6	Locate heaters	Staged at Santa Fe Pad	Hodge, Trey	3/2/2006 12:00	<input checked="" type="checkbox"/>
7	Locate vacuum trucks for spill cleanup	Complete	Hodge, Trey	3/2/2006 14:00	<input checked="" type="checkbox"/>
8	Verify Line Size	Check for correct line size	Milan, Arthur	3/2/2006 10:00	<input checked="" type="checkbox"/>
9	Assess Big Lake Impact	Determine Big Lake Impact potential	Booth, John L.	3/2/2006 12:00	<input checked="" type="checkbox"/>
10	Agency Notification	Ensure all agencies are notified	Booth, John L.	3/2/2006 10:00	<input checked="" type="checkbox"/>
11	Approval for Tundra Travel	Contact DNR to get permission for tundra travel	Booth, John L.	3/2/2006 10:00	<input checked="" type="checkbox"/>
12	Freeze Protection Plan	Develop freeze plan for GC2 area	Womble, Mark	3/2/2006 16:00	<input checked="" type="checkbox"/>
13	Develop Containment Plan	Develop containment plan for spill area (used tactics identified in tactics manual)	Booth, John L.	3/2/2006 19:00	<input checked="" type="checkbox"/>
14	Develop Incident Goals for next operational period	Need new objectives	Alexander, Gregg	3/2/2006 16:00	<input checked="" type="checkbox"/>
15	Determine FLIR & Otter resource needs	Identify FLIR & Otter needs over next operational period	Alexander, Gregg	3/2/2006 16:00	<input checked="" type="checkbox"/>
16	Identify Organizational Gaps for Next Operational Period	Identify personnel for night assignments	Gremley, Richard b.	3/2/2006 16:00	<input checked="" type="checkbox"/>
17	Preserve records relevant to incident investigation	Leak detection & Alarm summaries On-going at 19:00	Tucker, Hal E.	3/2/2006 16:00	<input checked="" type="checkbox"/>

Action Items/Outstanding Issues Report

Incident: Response - GC2 Oil Transit Line Release **Prepared By:** Section, Planning **at** 3/16/2006 07:00
Period: Period 12 Work Period (3/14/2006 19:00 - 3/17/2006 19:00) **Version Name:** EMOG Version 03/16/06 1500

Outstanding Issues

Item Number	Description	Action to be Taken	Person Responsible	Due By	Completed
18	Verify Training level of Responders	Have ACS verify training level of responders Checked with Tracy at ACS - Verified VRT and Penco have all had 24-hour HazWoper Training	Pokryfki, Vince	3/2/2006 20:00	<input checked="" type="checkbox"/>
19	Ice Pad Location	Determine location of ice pad and distribute to IMT	Cusack, Louis	3/3/2006 02:00	<input checked="" type="checkbox"/>
20	Reconcile manpower requirements for day and night shifts of Op Period 3.	Ongoing	Mullins, Jim	3/3/2006 03:00	<input checked="" type="checkbox"/>
21	Schedule another FLIR flight	Schedule another Overflight for mid-morning. Scheduling is complete.	Mullins, Jim	3/3/2006 03:00	<input checked="" type="checkbox"/>
22	Survey Spill Delineation	Contact Bell to get GPS coordinates for spill area (90% complete at 1300 on 3/3/06)	Logistics Section	3/3/2006 18:00	<input checked="" type="checkbox"/>
23	Define division boundaries	Subdivide spill area into divisions to make cleanup actions more manageable	Tactical Operations	3/3/2006 18:00	<input checked="" type="checkbox"/>
27	Spill volume calculation plan	Develop plan for spill volume calculation, should be completed mid-morning (3/5)	Environmental	3/5/2006 19:00	<input checked="" type="checkbox"/>
28	Samples of recovered fluids	Determine if samples are being taken from the recovered fluid and, if so, get results of testing	Operations		<input checked="" type="checkbox"/>
29	Pictures of sites	Obtain any pictures of operations for display in the EOC. Develop protocol for sharing spill site photographs with Anchorage. Will send pictures to Anchorage @ 0900 each day.	Deputy IC	3/3/2006 15:00	<input checked="" type="checkbox"/>
30	Press release for Unified Command	Develop a media package for Borough and Unified command. Coordinate with Unified Command Information Officers	Beaudo, Daren	3/3/2006 14:00	<input checked="" type="checkbox"/>
31	Presentation for 7:00 AM briefing	Develop presentation of tatics	Hall, Christopher	3/3/2006 06:00	<input checked="" type="checkbox"/>
32	Mobilization of BP Anchorage IMT personnel.	Determine need to activate BP Anchorage IMT personnel. (U.C. requested that BPXA IMT remain in stand-by status until 100% of source control is confirmed). 3/3/06, 12:42 p.m., Darrell Shanholtzer. Source control still not confirmed. 2300 06 MAR 2006 Update: Discuss with Day Shift.	Unified Command	3/8/2006 07:00	<input checked="" type="checkbox"/>

Action Items/Outstanding Issues Report

Incident: Response - GC2 Oil Transit Line Release **Prepared By:** Section, Planning **at** 3/16/2006 07:00
Period: Period 12 Work Period (3/14/2006 19:00 - 3/17/2006 19:00) **Version Name:** EMOC Version 03/16/06 1500

Outstanding Issues

Item Number	Description	Action to be Taken	Person Responsible	Due By	Completed
33	Joint Information Center	Establish a joint information center in Anchorage	Anchorage CMT	3/3/2006 18:00	<input checked="" type="checkbox"/>
34	Objectives emphasis	Emphasize objectives in all public information releases	Beaudo, Daren	3/3/2006 18:00	<input checked="" type="checkbox"/>
35	Freeze Protection	Address formal turnover to Business Resumption Team (Awaiting documentation)	Operations/Business Resumption	3/3/2006 18:00	<input checked="" type="checkbox"/>
36	North Slope IMT Coverage	Anticipate IMT support needs and pass requests to Anchorage.	NS IMT	3/3/2006 18:00	<input checked="" type="checkbox"/>
37	Estimate of recovered liquids for ADEC	Offload as much as possible of the recovered liquids by 1800 on 3/6/2006.	Operations	3/3/2006 18:00	<input checked="" type="checkbox"/>
38	Pictures	Pictures and current maps sent to Anchorage approved by UC with descriptors. (Ongoing day shift activity)	UC	3/3/2006 20:00	<input checked="" type="checkbox"/>
39	IAP Posting	Obtain UC approval for posting IAP on JIC website	UC	3/3/2006 20:00	<input checked="" type="checkbox"/>
40	Solid Waste Disposal Plan	Develop solid waste disposal plan - pending approval	Environmental	3/4/2006 07:00	<input checked="" type="checkbox"/>
41	Document Retention	Develop a document retention plan	Documentation	3/4/2006 07:00	<input checked="" type="checkbox"/>
42	Complete Period 3 (Night) - Develop recycle plan	Develop plan to measure and document recovered oil recycled through FS2's slop tanks.	Environmental Unit	3/5/2006 07:00	<input checked="" type="checkbox"/>
43	Develop IMT Shift change transition plan	Develop plan to hand off IMT operation to next weekly shift. Each team to develop their own transition plans and submit for approval.	Planning Section Chief	3/6/2006 07:00	<input checked="" type="checkbox"/>
44	Complete Period 3 (Night) - Alternatives to additional ice roads	Determine if available tool services temporary road pads are usable; Determine if Compositex temporary road pads are available.	Logistics Section Chief	3/4/2006 19:00	<input checked="" type="checkbox"/>
45	IAP Completion	Complete Incident Action Plan early to allow enough time for UC review. IAP was extended to 36 hours for one cycle - will return to a 24 hour period at completion.	Planning Section Chief	3/4/2006 05:00	<input checked="" type="checkbox"/>

Action Items/Outstanding Issues Report

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Period: Period 12 Work Period (3/14/2006 19:00 - 3/17/2006 19:00) **Version Name:** EMOC Version 03/16/06 1500

Outstanding Issues

Item Number	Description	Action to be Taken	Person Responsible	Due By	Completed
46	Temporary ice road verification on lake	Notify on-scene to core along the path of the temporary ice road across the lake to ensure fast ice all the way through. Update (3/4/06, 1100 hr.) Delineate roadway and drill holes to verify depth. Core samples are complete waiting to stake out road in morning (3/5)	Operations Section	3/4/2006 19:00	<input checked="" type="checkbox"/>
47	Pipeline temp ice road (Caribou Crossing #2). Temporary ice road over pipeline on Caribou Crossing #2.	Develop plan for additional gravel requirements for ice road over caribou crossing	Environmental	3/4/2006 07:00	<input checked="" type="checkbox"/>
48	Status review meeting with Ops and Engineering	Brainstorm various plans requiring Engineering input ~ 9 AM 3/4/2006	Operations	3/4/2006 07:00	<input checked="" type="checkbox"/>
49	Snowmelters	Request snowmelter from Kuparuk	Environmental Unit	3/4/2006 07:00	<input checked="" type="checkbox"/>
50	Develop amended solid waste disposal and submit for approval	Include lake locations	Environmental	3/5/2006 12:00	<input checked="" type="checkbox"/>
50	VHS Tapes	Determine method to distribute VHS material to JIC and agencies	Karella, Chet	3/4/2006 15:00	<input checked="" type="checkbox"/>
51	Pressure Test	Develop plan and perform low gas pressure test to determine leak location. Not completed - leak was identified without low gas pressure test.	Operations	3/5/2006 14:00	<input checked="" type="checkbox"/>
52	Receive Composittech Mats	Contact manufacturer before assembling to ensure proper procedure is used. 50% complete on 3/5/06. 2300 05 MAR Update: 6 trucks arrived, six more ETA tomorrow. Mats staged at Santa Fe Pad. IMT to talk to On Scene Cmd: Advise that materials have arrived and discuss deployment options.	Logistics/Operations	3/6/2006 03:00	<input checked="" type="checkbox"/>
53	Collection points	Establish recovery collection points	Operations	3/5/2006 14:00	<input checked="" type="checkbox"/>
54	Update spill delineation map	Survey to include newly uncovered oil.	SiT STAT	3/6/2006 12:00	<input checked="" type="checkbox"/>
55	Review / approve Transit Line Source Control Plan with Unified Command.	Meeting scheduled at 0800 06 MAR 2006.	Operations	3/6/2006 08:00	<input checked="" type="checkbox"/>

Action Items/Outstanding Issues Report

Incident: Response - GC2 Oil Transit Line Release **Prepared By:** Section, Planning **at** 3/16/2006 07:00
Period: Period 12 Work Period (3/14/2006 19:00 - 3/17/2006 19:00) **Version Name:** EMOC Version 03/16/06 1500

Outstanding Issues

Item Number	Description	Action to be Taken	Person Responsible	Due By	Completed
56	Incoming Shift preparation	Inform all alternates that they are coming into a 24-hour operations shift schedule.	All Personnel	3/6/2006 12:00	<input checked="" type="checkbox"/>
57	Snowmelter Staging	Build containment to stage snowmelters at CC2A	Operations	3/7/2006 07:00	<input checked="" type="checkbox"/>
58	Sampling Plan	Develop Sampling Plan for gravel taken from Caribou Crossing and stored at MTSX-2 at G&I Plant. Plan will need UC approval.	Environmental	3/7/2006 14:00	<input checked="" type="checkbox"/>
59	Waste Disposal Plan	Amend Waste Disposal Plan for gravel removal and elimination of on-lake snow melter site. Will need UC approval.	Environmental	3/6/2006 08:00	<input checked="" type="checkbox"/>
60	Assemble Composittech Mats	Provide Operations Representative to supervise assembling mats to prevent wear and tear on mat edges	Operations	3/6/2006 08:00	<input checked="" type="checkbox"/>
61	Personal Computer Files	Any spill information saved on personal computers needs to be forwarded to documentation prior to departing the spill event. E-mail for documentation AK, IMT PLN Document Unit. Need any electronic documents to be emailed to that documentation folder at the point at which they are created. Also setting up document collection folder for Agencies.	All Personnel	3/31/2006 00:00	<input checked="" type="checkbox"/>
62	Overflight	Schedule and conduct overflight for photos on 03/07/06	Logistics	3/7/2006 12:00	<input checked="" type="checkbox"/>
63	Ice Road Inspection	Keyvin (Roads + Pads Foreman) to conduct daily inspections of ice road. 1. Inspect per the established criteria 2. Determine if the roads are usable 3. Repair the roads if necessary	Operations	3/7/2006 12:00	<input checked="" type="checkbox"/>
64	Contingency for blowing snow conditions	Develop plan for possible weather change with increasing winds. (i.e. snow fences, etc) Have west side up working on the east side.	Operations	3/15/2006 16:00	<input checked="" type="checkbox"/>
65	Delineate temporary ice pads and roads	Add delineators to the Q Pad ice roads, Q Pad ice pad, GC-2 Roadside ice pad. Delineators are being installed now.	Operations	3/7/2006 19:00	<input checked="" type="checkbox"/>

Action Items/Outstanding Issues Report

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Period: Period 12 Work Period (3/14/2006 19:00 - 3/17/2006 19:00) **Version Name:** EMOC Version 03/16/06 1500

Outstanding Issues

Item Number	Description	Action to be Taken	Person Responsible	Due By	Completed
66	24-hour ambulance presence on-scene	Discuss options for providing sufficient coverage on-scene	Safety	3/7/2006 07:00	<input checked="" type="checkbox"/>
67	Safety of source control pit	Evaluate pit for safety, especially gravel remaining on culvert and need for possible sloping.	Safety	3/8/2006 07:00	<input checked="" type="checkbox"/>
68	Oil temperature assay	Take temperature readings on snow-covered oil (3 readings) and freshly uncovered oil (3 readings) to obtain oil temperature data. Compare to current ambient temperature for correlation.	Operations	3/8/2006 19:00	<input checked="" type="checkbox"/>
69	Recognition of service	Recognize the support groups for their work: Housekeeping, Roads & Pads, Kitchen staff, IT, Security, Billeting, et al. Include Clinics, medical personnel on-scene, Tool Service, and Warehouse personnel. Shared Services and North Slope Support. VMS.	Ed W.	3/24/2006 07:00	<input type="checkbox"/>
70	Ergonomic issues in command post	Coordinate with IH and facilities about ergonomic issue with documentation . Awaiting delivery of equipment (chairs).	Safety and IH	3/10/2006 00:00	<input checked="" type="checkbox"/>
71	Construct contaminated gravel storage area DS-4	DS-04 is ready for contaminated gravel storage.	Enviro and Operations	3/9/2006 16:00	<input checked="" type="checkbox"/>
72	Volume Estimation	Complete Volume Estimation	Enviro	3/9/2006 19:00	<input checked="" type="checkbox"/>
73	Build shelters over oil recovery sites	Build shelters over oil recovery sites. Update 0400 10 MAR: Hooch construction for three in progress.	Operations	3/10/2006 19:00	<input checked="" type="checkbox"/>
74	Determine excavator size needed for next stage of caribou crossing gravel removal	Update 0400 10 MAR: Track Hoe 120 en route from Airport Rentals Deadhorse.	Operations	3/10/2006 19:00	<input checked="" type="checkbox"/>
75	Update gravel removal sampling plan	Update ETA 1200 10 MAR	Environmental	3/10/2006 12:00	<input checked="" type="checkbox"/>
76	Make sure that clean supersucker and end dump trucks (10 yd) available	Verify availability of Supersucker and dump trucks	Planning	3/10/2006 07:00	<input checked="" type="checkbox"/>
77	Remove contaminated gravel in vicinity of excavated site.	Conduct excavation of additional contaminated gravel after pipe is repaired.	Operations	3/15/2006 11:00	<input type="checkbox"/>
78	Retrieve Documentation PST file	IT to recover file; S Drive search in progress	IT	3/15/2006 15:00	<input checked="" type="checkbox"/>

Action Items/Outstanding Issues Report

Incident: Response - GC2 Oil Transit Line Release
 Prepared By: Section, Planning
 at 3/16/2006 07:00
Period: Period 12 Work Period (3/14/2006 19:00 - 3/17/2006 19:00)
Version Name: EMOC Version 03/16/06 1500

Outstanding Issues

Item Number	Description	Action to be Taken	Person Responsible	Due By	Completed
79	Install prefabricated walkways across excavated ditch for 34" transit line.	Possibly use Composittech Mats (at Santa Fe Pad) or prefab wooden structures.	Operations	3/11/2006 12:00	<input checked="" type="checkbox"/>
80	Tundra Treatment Plan	Approval of Tundra Treatment Plan Revise Tundra Remediation Plan to consider more strongly the tundra harvesting option to resurface the spill area.	Environmental	3/17/2006 16:00	<input type="checkbox"/>
81	Incident Critique	Ensure all BP personnel and strongly encourage other participants to fill out critique summaries in IAP Software	All	3/16/2006 07:00	<input type="checkbox"/>
82	Notification for Daily Meetings	Project Manager needs to notify project team members of place and telecon number for daily meetings	Project Manager	3/17/2006 07:00	<input type="checkbox"/>

Figure 5 ISC 230 Meeting Schedule - Project Phase			
Incident: Response - GC2 Oil Transit Line Release		Prepared by:	at 3/16/06
Period:		Version Name:	
Meeting Name & Date/Time	Purpose	Attendees	Location
DAILY UPDATE MEETING 3/20/06 0700	Review current status of ongoing project activities. Identify new changes to forward plan.	PM, Environmental, Safety, Logistics, Finance, ADEC, EPA, NSB	Ops Conf Rm
DAILY GC2 TRANSIT LINE BUSINESS RESPONSE TEAM MEETING (weekdays only) 0800	Manage the ongoing clean up operation while ensuring the incident remains well coordinated	Project Manager VC with Kemp Copeland	VC

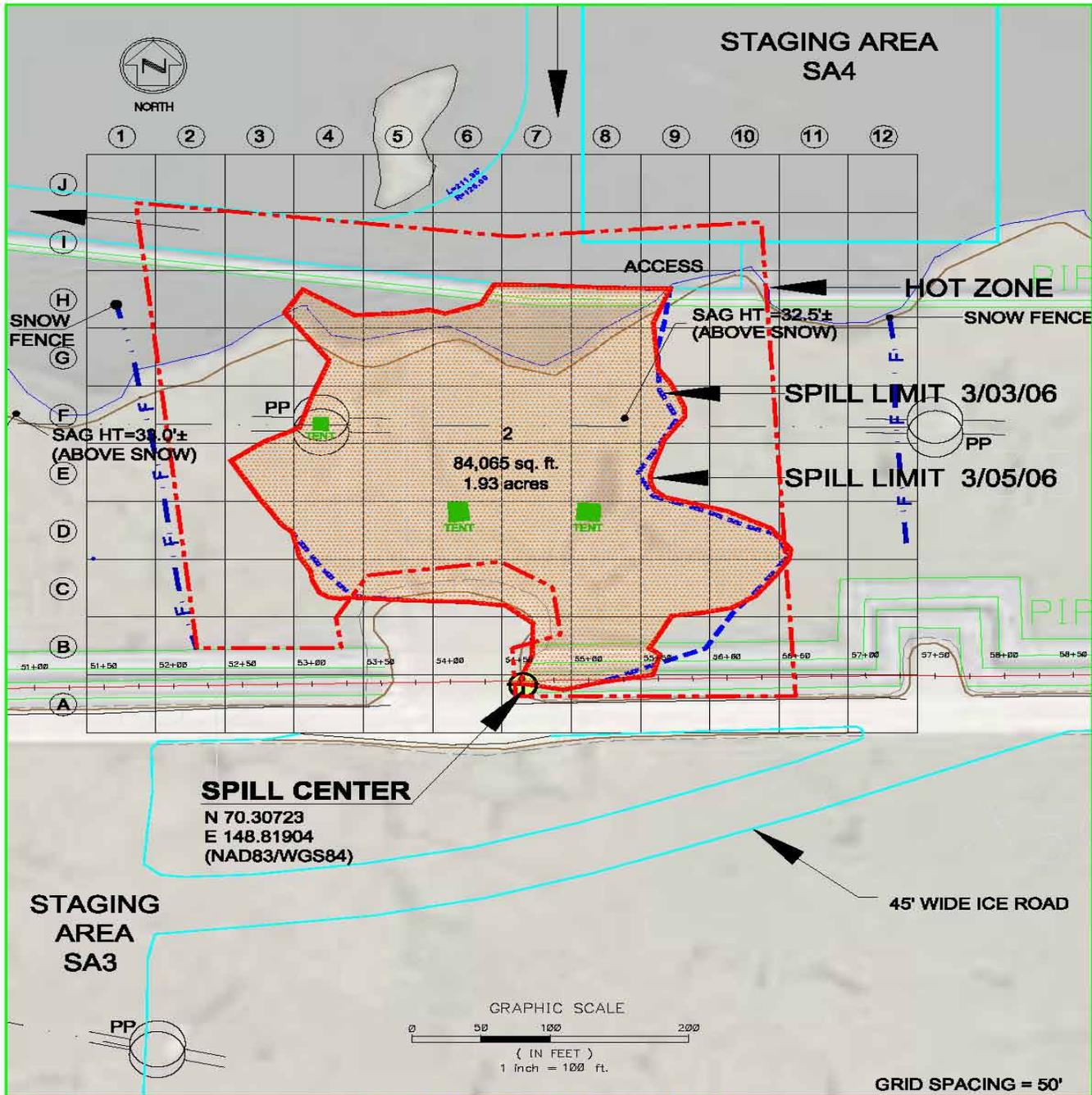
Incident: Response - GC2 Oil Transit Line Release

Prepared By: Section, Planning at 3/14/2006 19:39

Period: Period 12 Work Period (3/14/2006 19:00 - 3/17/2

Version Name: Spill Location Grid Map 3-13-06

Spill Location Grid Map



NO.	DATE	REVISION	BY	CHK
4	3/12/06	AS-BUILT SNOW FENCES & TENTS	JMF	LQH
3	3/10/06	AS-BUILT STAGING AREA SA3, ADDED SNOW FENCES & TENTS	JMF	LQH
2	3/7/06	REVISED 80' ICE PAD TO 48' ICE ROAD	JMF	RFA
1	3/7/06	ADDED 80' ICE PAD	JMF	RFA
0	3/9/06	ISSUED FOR INFORMATION	JMF	RFA

F. Robert
bell
ASSOC
ENGINEERS AND LAND SURVEYORS
800 WEST FOREVIEW LANE
ANCHORAGE, ALASKA 99503

DRAWN: JMF
CHECKED: RFA
DATE: 3/6/06
DRAWING: SPILL LOCATION GRID
JOB NO:
SCALE: 1"=100'

bp

GC2 TRANSIT LINE
MARCH 5, 2006
OIL SPILL LOCATION GRID

SHEET: 1 of 1

GC-2 Transit Line Spill **Tundra Treatment Plan Rev.1 (3/18/06)**

Plan Objectives

The overall goal is to minimize further long term damage to the tundra during oil spill cleanup operations and to help restore the tundra damaged from the oil spill.

The guiding principles for selecting tundra cleanup, treatment and monitoring tactics are the following:

- Collect as much gross oil contamination as possible while to the maximum extent practicable minimizing destruction of the root zone of the tundra grasses, unless it is determined that the oil has thoroughly saturated the root zone and it will not be viable in the future.
- Plan and select tactics to minimize tundra erosion, thermokarsting and creating a 'lake effect' at the spill site.
- Capture and understand lessons learned from other tundra cleanup operations, especially winter operations, to improve success
- Protect lake at Q Pad from oil migration from site, especially during breakup or through the employ of any flooding techniques
- Minimize mobilization of oil and contamination of previously low, or un-contaminated areas of tundra
- Progress the understanding and knowledge around the use of ACS tactics relating to oil spill response on tundra.

The following plan was developed in coordination with the Alaska Department of Environmental Conservation (ADEC) and is based on methods outlined in ADEC's Tundra Treatment Guidelines with peer review from EPA and NSB.

Oil Removal and Tundra Cleanup

Stage I: Gross Oil Removal

Three primary techniques will be used for gross oil removal as follows:

- Direct suction will be used to collect free oil (T7). This technique will be used throughout all stages of cleanup.
- Oil contaminated snow will be removed using mechanical means (T10).
- Gross oil remaining on the tundra surface after free oil has been removed will be collected by placing clean snow as a sorbent layer on the area. The subsequent contaminated snow will be removed by mechanical means (T4, T10).

Stage II: Oiled Tundra Cleanup

Stage IIA: Trimming Contaminated Snow and Vegetation Canopy (T24)

Trimming is the preferred method to remove the contaminated snow and vegetation canopy, and will be used wherever possible throughout the entire contaminated area, with the possible exception of a test cell to evaluate the effectiveness of the flushing tactic, as described in Item 3 below.

1. Trimming will go down to the ground surface and part of the organic peat layer may also be removed in the trimming process, but care will be taken to avoid removal of the organic layer and mineral soil as much as possible.
2. In order to maximize the removal of contaminant, shaving of small hummocks of high ground may be unavoidable. If the removal process reveals a solid path of brown moss behind the trimmer, then the operation will be examined to determine if hydrocarbon removal has been adequately accomplished and/or if other removal tactics would be preferable to avoid damage to the vegetation and soil. Other removal tactics, and criteria for when they may be used, are described in Section IIC (Selection/Application of Other Treatment Options) below.
3. A test of the flushing tactic may be conducted to evaluate the effectiveness of this technique, most likely in an area determined to have moderate to low contamination. Methodology may include:
 - Establish a test cell; cell dimensions will be determined in the field.
 - A map of possible test locations will be provided by Alaska Biological Resources (ABR) to Environmental Unit.
 - Timing of any test flush will be coordinated with ABR to occur just prior to the site assessment.
 - Special measures will be taken to ensure that flushing does not mobilize oil into previously clean areas. These measures may include use of topography to ensure water flow is away from cleaned areas, careful balance of additional water (flushing) and subsequent removal (pumping or vacuuming), and/or putting down boom to divert flush water from cleaned areas.

Rationale/Considerations Applied in Selection of Trimming Treatment

To achieve the objectives of this Plan, it is imperative to remove as much of the contaminant as possible before breakup. While the tundra vegetation is dormant and tundra travel is permitted, the most should be made of these conditions for cleanup. Once spring growth begins and the soil thaws, activity on the tundra will cause damage that may persist for several years. The tundra vegetation is most susceptible to traffic as it commences spring growth and least susceptible when dormant.

Some cleanup options, such as burning and tundra excavation, should only be used after gross removal has been accomplished, and in any case are only feasible after breakup and spring thaw. Other options, such as flooding or flushing, require significantly more time than trimming to complete to the same level of effectiveness, unnecessarily consuming

the valuable time that remains before breakup. In addition, flooding or flushing can remove soil particles from around the root systems of the plants, compromising the viability of the vegetation. Trimming can be done now while the tundra is still frozen and snow-covered, and it can be done in a relatively short period of time, leaving time for assessment and subsequent cleanup options to be implemented as needed.

Physically removing contaminated snow down to the vegetation canopy should have little impact on the vegetation. Removing the plant canopy (leaves and stems above ground) above the organic peat layer at the surface of the soil will not cause major damage to the tundra vegetation, but removal of peat and soil would result in some loss of tundra vegetation. In order to maximize the removal of contaminant, shaving of small hummocks of high ground and inadvertent removal of the organic peat layer and the upper soil layer in some areas may occur. Nevertheless, revegetation is more easily accomplished than dealing with long-term hydrocarbon contamination.

Stage IIB: Site Assessment

After trimming of the contaminated snow is completed, a site assessment will be conducted to assess residual surface oil and infiltration depths into the tundra throughout the site, as follows:

- Site assessment will be based on 25' grid pattern, and will include visual observation and/or agreed upon field screening measurements such as photoionization detector (PID), Petroflag, etc.
- The site assessment results will be used to subdivide the contaminated site into areas of like contamination, and a map will be produced of low, medium and high contaminated areas.

Stage IIC: Selection/Application of Other Treatment Options

The following treatment tactics have been identified as potential options for removal of contamination remaining after trimming:

- Tundra Trimming (Organic Layer and Mineral Soil) (T24)
 - Trimming would be used to remove the remaining organic layer above the soil if saturated with oil. Past experience shows that the organic layer (mostly dead moss) is very absorbent and holds moisture and hydrocarbons readily. Removal of contaminated organic matter on the surface of the soil would prevent contamination migration to the mineral soil, which should be avoided if possible since cleanup and *in situ* decomposition is very difficult once contamination reaches this portion of the tundra soil profile.
 - If contaminated, the top 1-3 inches of soil would also be removed. Care would be taken to avoid excavation of undamaged root zones, although

loss of some roots and loss of the seed bank are inevitable results of trimming.

- Most likely this option will be used in at least part of the spill area where oil has penetrated into the tundra mat, and other tactics less damaging to the tundra vegetation are determined to be ineffective due to the level of contamination and the plant community's tolerance to oiling.

- Transplant Tundra Sod (T22)

Transplanting tundra sod may be conducted in a test cell or cells to evaluate the effectiveness of this technique as compared to seeding or other methods. The test cell or cells will be located either in a highly-contaminated area that required excavation or in an area where trimming activities removed vegetative root mass or both. Sod for this test may be collected from river banks where sloughing has occurred due to water erosion during spring run-off, from existing overburden stockpiles, or from future pad construction, provided that applicable permits can be obtained.

This method is advocated by the Local On-Scene Coordinator, and Charles Hopson, with LCMF, Inc, who administers the Village Response Team program with Alaska Clean Seas. This method has traditionally been used effectively by native groups to sod ice cellars. As reported in the ADEC Tundra Treatment Manual, Tactic T22, "no test data exist which document whether the use of these techniques results in long-term benefits to tundra restoration compared with other tactics, combinations of tactics, or 'no-action.'" Consequently it is more desirable to attempt this treatment on a test-scale and measure the success before attempting wide-scale application.

Methodology may include:

- Establish a test cell or cells; cell dimensions will be determined in the field.
- A map of possible test cell locations will be provided by Alaska Biological Resources (ABR) to Environmental Unit. Soil moisture conditions will be considered in selecting the location and tundra sod will be selected to match soil moisture conditions.
- Safety considerations (i.e. relative hazard of collecting tundra turf along rivers in the spring when they are swollen with run-off vs. later in the summer) will be a factor in timing and selection of tundra sod source(s).
- Comparisons of percent cover and plant diversity over time for cells with tundra sod, cells using other revegetation methods, and cells without revegetation treatment (controls).
- Documentation describing collection and application of tundra sod and other methods.

- Flushing (T2)
 - Tundra would be divided into manageable cells and flushed with warm water (<106°) to allow free oil to float which can then be removed with skimmers or suction.
 - This option may be used in areas where the oil has not penetrated into the tundra mat. Criteria applied in selecting this tactic in a given area will include the level of contamination (i.e. less likely to be effective in highly contaminated areas), technical feasibility (i.e. local topography with trenches or swales for flush water recovery), potential for contamination of adjacent clean areas, and other practical considerations (e.g. water handling and processing, and storage/tankage). These considerations render application of flooding on a large-scale impractical. Ambient temperatures in current winter conditions would likely render this alternative impractical.

- Vegetative Burning (T6)
 - This tactic will only be used with prior approval of the designated State spill response coordinator. Request for approval would include a description of the area(s) desired to burn, and an explanation of why it is the preferred option for these areas.
 - Use of this tactic would involve the following decision logic:
 - 1) Is mechanical containment and recovery feasible and adequate? If yes, do not burn. If no;
 - 2) Do fire/safety hazards preclude the use of burning, after consultation with Safety personnel as to the risks presented by piping, utilities, etc.? If yes, do not burn. If no:
 - 3) Is vegetative burning feasible? If no, do not burn. If yes;
 - 4) Will humans be exposed to smoke/particulates of more than 150 $\mu\text{g}/\text{m}^3$? If yes, can they be protected by secondary controls? If no, do not burn. If yes, then obtain State approval and proceed with burn.
 - This tactic would most likely be limited to spot burning with a weed-burner, in areas where removal of petroleum residue is needed following gross removal with other tactics. This procedure is meant to only burn surface contaminated vegetation and not damage the root system. Burn would be monitored, and constant watch maintained on the fire and smoke plume, and other safety hazards and issues.

- Tundra Excavation (13)
 - This tactic will only be used in extreme circumstances as defined in ADEC's Tundra Treatment Guidelines, when no other treatment would be effective and in very limited areas, and only with prior approval of the designated State spill response coordinator. Request for approval would include a description of the area(s) desired to excavate, and an explanation of why no other treatment tactics will work.
 - Removal of soil below the root structure with subsequent backfilling with clean fill material. There is more than enough overburden stockpiled from creation of gravel cells at the gravel mine site available for fill.
 - Should be considered only when contamination levels are toxic to all plant growth. An on-site tundra vegetation expert will make such determination.
 - Could be considered in heavily contaminated tundra near the Q Pad lake to reduce migration of contamination to the lake.

Which of these treatment tactics would be best in any given area can not be determined until initial cleanup (Stage I and Stage IIA) has been completed and a site assessment has been done. Tentative cleanup options for contaminated areas will be identified, based on the following criteria:

1. Level of contamination remaining after Stage I and IIA cleanup;
2. Technical feasibility;
3. Expected effectiveness, given site-specific considerations;
4. Minimization of adverse impacts from cleanup tactics;
5. Potential for contamination of neighboring clean areas and other areas of special concern (e.g. Q Pad lake).

Cleanup tactics may be altered in the field if nature or extent of contamination in a given area is determined to be different than what the selected option is predicated on, or if the selected option is determined to be infeasible, ineffective, or less desirable (based on the criteria described above) than another option, to allow the field cleanup team the flexibility it needs to incorporate new information or respond to changing conditions. Nevertheless, use of burning, flushing, or tundra excavation would not be used without prior State approval.

Stage III: Site Remediation

Site remediation will include the following steps:

- Repeat site assessment from Stage IIB to re-characterize current site conditions and select remediation options.

- This will be done in preparation for spring breakup and summer season.
- Treatments/tactics will include actions to prevent offsite migration of residual hydrocarbons.
- Monitoring protocol will be established and will include:
 - Sampling
 - tundra evaluation by technical expert
- Seeding and fertilization with appropriate species and nutrient mix to be considered in summer 2006 and summer 2007.
- Development of closure criteria for site including performance standards for vegetation community to be developed after clean up is completed and site has stabilized, but no later than Autumn 2007.
- BP will submit a site sampling and analysis plan (SAP) for Alaska Dept. of Environmental Conservation approval. A third party consultant will prepare the SAP and conduct the associated field tasks, including the collection of soils (gravel and tundra) and water (surface and possibly subsurface meltwater) samples to be submitted for laboratory analysis.

Stage IV: Site Monitoring and Management During Breakup

- Regular site inspections will be conducted to ascertain presence of hydrocarbons during break-up. Frequency and methodology of inspections will be determined by site conditions, and will change as needed to respond to changing conditions during break-up.
- Treatments/tactics will include actions to prevent migration and to collect residual hydrocarbons for recycle and/or disposal. This would include:
 - 1) Possible deployment of containment boom near shore on lake with sorbent boom deployed inside it;
 - 2) Deployment of sorbent boom in polygonal channels;
 - 3) Potential use of sorbent pads, pumps and/or vac trucks, if necessary, to mop up or vacuum pools of water with sheens or other visible indications of hydrocarbons on polygonal channel surface water; and
 - 4) Other strategies as dictated by site conditions.
- BP will minimize any impact to wildlife per an approved wildlife interaction plan; impact prevention techniques will include permitted passive and (if necessary) active hazing. Extra vigilance will be employed during the period of time just prior to and during spring break-up, when most migratory birds typically arrive and congregate; the wildlife plan will be updated accordingly as conditions dictate (e.g., spring break-up).

- Assess effectiveness of site monitoring and maintenance activities.
- May have to incorporate tactics for additional tundra treatment as mentioned in Stages II or III.

Martha Falk NSB/LOSC 3-18-06

J. Z. Spittle 3/18/06

Len Marcus (for EPA FOSC Matt Carr) 3-18-06

Walter L. L. 3-18-06

Disposal Plan GC2 Oil Transit Line Release Amended March 16, 2006

Description

On March 2, 2006 a hydrocarbon release was discovered from the oil transit line from GC2. This plan describes the procedure for handling contaminated gravel, snow, snowmelt, and fluids collected during the initial clean up of this release.

Cleanup & Interim Storage of Fluids

Pooled or free hydrocarbons will be initially collected in vacuum trucks and transported to the Flow Station 2 (FS2) facility for storage in isolated tank #1934 and subsequent hydrocarbon recycling. If fluids recovered on site are too viscous (due to low temperature) to be offloaded satisfactorily, the truck will pick up a known volume of hot water at the hot water plant prior to delivery at FS2. A notation will be made in the "comments" block of the manifest indicating the volume of water on-loaded at the hot water plant. The recovered volume of fluids loaded on the truck at the spill recovery site will be noted in the "volume" block of the manifest. The on-board/loaded capacity of the vac truck will be limited to 200 Bbls to accommodate the addition of hot water (if necessary). Other cleanup methods, which are beyond the scope of this Plan, will be addressed in the Incident Action Plan (IAP).

Disposal and Recycle of Contaminated Snow and Ice

Primary Site - CC2A: Contaminated snow and ice will be removed from the spill site via Maxihaul or other suitable dump trucks to CC2A Pad Concrete Line Waste Cell where it will be stored. Materials will be melted in a snowmelter located on pad. The resulting fluids will be collected in vacuum trucks and transported (with manifests) to the isolated Tank #1934 at FS2 for recycling.

Solids accumulating in the snow melter will be transported in an appropriate vehicle (such as a super sucker or other suitable oily solids transport vehicle) to DS-4 for injection at the G&I Plant, or stored in a suitable oily waste cell for future injection at the G&I Plant.

Oily debris recovered on site (not suitable for injection at G&I), oily rags and contaminated personal protective equipment will be collected in approved bags and accumulated in designated oily waste bins. Oily waste bins are processed and disposed by the North Slope Borough.

Gravel Recovery And Disposal/Reuse

Any contaminated snow cover will be scraped clear of the gravel and placed with other contaminated snow for pickup during recovery operations and hauled to CC-2A for interim storage at the CC-2A lined pit. Uncontaminated gravel from the top of the culvert down the side to the culvert seam will be removed and transported in a suitable dump truck for future reuse Gravel

contamination will be determined by agreed upon field screening methods such as photoionization detector (PID) on-site sampling.

Contaminated gravel will be collected and transported in a dump truck and/or super sucker to the Grind and Inject (G & I) facility designated storage area. If possible, liquids will be removed and sent to the designated tank at FS2.

Disposal and Recycle of Decontamination WashBay/Flush&Crush Facility Rinse Water and Solids

Rinse water collected from thawing, washing and/or decontaminating equipment, hoses, etc. in the VECO, Peak, or Flush & Crush facility will be collected and segregated from other fluids in the washbay sumps and transported to the isolated tank at FS2 in an appropriate vacuum truck.

Solids accumulating in the wash bay sumps as a result of the activities mentioned above will be collected and transported (in an appropriate super sucker truck or equivalent) to DS-4 for injection at the G&I Plant, or stored in the designated G&I facility storage area.

Agency Approval to Dispose

With the exception of oily waste collected on-site and sent to the North Slope Borough via dumpster pick-up, no waste stream described in this plan will be disposed of prior to obtaining agency (ADEC) approval.

Waste Storage Locations

Volume accumulations and storage capacities may require that additional storage locations will be used than those specified in this plan; only permitted storage locations will be utilized.

Oil/Water Content Analyses of Recovered Liquids

Grab samples will no longer be taken for water content determination on vacuum truck loads. All collected-oil volumes will now be determined at the FS2 tank as described below.

FS2 Water Content Determination – Hydrocarbon-contaminated fluids collected from the release will be accumulated in the designated tank at FS2. This tank will be isolated from receipt of other facility or field fluids and will be designated for receipt of fluids from this release only. In addition, this tank has been prepared for receipt of these fluids by a process of filling and emptying it with crude oil several times and then evacuating it of all fluids to the low, low shut down point of 3.72 ft. to ensure the maximum amount of water in the tank has been removed. In addition, the pump and valves for evacuating this tank will be locked and tagged out to prevent inadvertent processing of the contents through the facility prior to obtaining an accurate volume determination

Settling of fluids in the FS2 collection tank will reveal the hydrocarbon and water interface. This process may be facilitated as needed with emulsion breaker and heat circulation. Once adequately separated, a total volume will be calculated and the water phase from this tank will be drained to the facility process. Material drained from the tank will be monitored throughout removal of the water phase. Once the water phase has been removed, a volume calculation will be made on the remaining oil phase with the volume of any emulsion breaker, which may have been added to the tank, subtracted from the resultant volume calculation to determine a net oil volume. The remaining oil-phase material will then be drained to the facility process.

Agency personnel will be notified prior to the removal or evacuation of the fluids in this tank into the facility for processing.

Record of Revisions:

March 4, 2006 revisions: Added discussion of contaminated snow and ice handling.
Added discussion of solids from snow melter disposal.
Added discussion of disposal of oily debris disposal.
Added discussion of disposal of rinsate and solids from washbay sumps.
Added amplifying information on the preparations, safeguards, and removal of fluids for tank #1934 at FS2.

March 5, 2006 revisions: Deleted references to vac truck sampling requirements for BS&W.
Added discussion of primary snow melting operations to be located on snow bermed area on lake north of spill site.
Added comments to include adding hot water to viscous recovered liquids to vac trucks to facilitate off-loading.

March 6, 2006 revisions: Deleted reference to snow melting on lake ice area.
Added discussion for gravel recovery and disposal.

March 8, 2006 Deleted reference to visual assessment for on-site screening.
Deleted reference to TPH samples from Supersucker.
Added comment about field screening.
Added comment about gravel storage area at G&I

March 16, 2006 Added "Agency Approval to Dispose" and "Waste Storage Locations" sections.

J. Z. Spittle 3/16/06
Walt Kild ADEC 3/17/06 SOSC
Matthew Falk 3-17-06 NSB/L08C

**Wildlife Interaction and Deterrence Plan
GC-2 Oil Transit Line
BP Exploration (Alaska) Inc.
Greater Prudhoe Bay, Western Operating Area
15 March 2006**

Introduction

On March 2, 2006 a hydrocarbon release was discovered from the oil transit line from GC2. Initial volume estimates (subject to change) indicate that approximately 200,000 gallons of crude was released to the snow covered tundra. The purpose of this plan is to identify the options BP may employ to minimize any potential impacts from the release to area wildlife. The options identified below may be considered for approval and implementation by the Unified Command, and/or the applicable regulatory agencies.

Affected Environment

The material was released onto approximately 1.93 acres of frozen, snow covered tundra and the edge of a tundra lake (referred to as Q Pad lake). In the summer season, the area consists of wet tundra adjacent to a tundra lake. Arctic fox, musk ox, caribou, ravens, and snow buntings may utilize the area throughout the year. Polar bears and/or grizzly bears may also be observed in the field as they emerge from their dens. As breakup approaches, geese, loons, swans, waterfowl, shorebirds, seabirds, and raptors will begin to return to the North Slope.

Wildlife Interaction/Hazing plan

This plan incorporates tactics outlined in the Alaska Clean Seas Technical Manual, Volume 1: Wildlife Section. The exact tactics or materials used in this response will be determined based on the animals encountered, the season, and site conditions.

General guidance on wildlife interactions for field personnel can be found in the North Slope Environmental Field Handbook, Section 6. All personnel are expected to adhere to the information presented in this handbook. Personnel are informed of wildlife avoidance practices and wildlife interaction response through on-site briefings.

Two practices are implemented to discourage wildlife from approaching the site:

- Waste Management (applicable during the spill response phase): To minimize the potential for wildlife interactions at both the spill site and the associated staging areas, proper oilfield waste management practices will be implemented. Bear-proof dumpsters are utilized for all food waste. Oily waste dumpsters and landfill dumpsters are on site for other industrial waste. Doors to warm up shacks where food or garbage is stored will remain closed.
- Passive Hazing: In the event that wildlife are in the vicinity of the work site and are at risk of exposure to spilled material, passive hazing measures will be implemented. The following passive hazing devices may be used without a permit:
 - Mylar flagging
 - Scare eye balloons
 - Effigies
 - Snow fence/wildlife fence around spill area
 - Yelling, waving arms

As a preventive measure, BPXA will install snow and/or wildlife fences as a physical barrier to deter wildlife from entering the spill site. The fence will remain in place as long as weather conditions (i.e., snow banks) allow. Additional passive hazing methods will be deployed as needed. As animals become acclimated to deterrent devices that remain in place for extended periods of time, devices will be rotated at the discretion of the ACS site supervisor.

Only trained personnel are authorized to deploy or practice passive hazing methods. Alaska Clean Seas has 16 Spill Response Team members who have received USDA bird capture and stabilization training from Cory Rossi.

As site conditions continue to change and wildlife presence in the spill area increase, there is potential that active hazing techniques may, as authorized in ACS permit FG05-III-0012 (Bird Hazing), FG05-III-0013 (Mammal Hazing), be initiated. The Alaska Clean Seas Technical Manual - Wildlife Tactics have been approved for use in spill response and will be employed as necessary. The exact tactics used will vary depending on the situation.

In the event that a bird or mammal is oiled due to the spill, Alaska Clean Seas will utilize procedures outlined in the Technical Manual and authorized in permits FG05-III-0014 (Mammal Stabilization, Transport & Disposal), and MB772518-0 (Capture, Salvage and Rehabilitation of Migratory Birds & Raptors) to capture, rehabilitate, or salvage animals.

Record Keeping

Spill responders will notify the ACS on site supervisor when wildlife is observed in the vicinity. If necessary, the on site supervisor will implement appropriate ACS Technical Manual wildlife tactics and initiate the notification and approval process (Appendix 24 and 25) through the BPXA Environmental Department. Appendix 24 and 25 must be completed and submitted to the appropriate agencies (Federal On-Scene Coordinator) within 24 hours of initiating hazing activities.

At the start of spring break-up (for purposes of this document, when surface water is present in the area), BPXA will consult with US Fish and Wildlife Service (Catherine Berg - (907) 271-1630) to assess site conditions, species presence, and options for deterrence actions. At that time, BPXA will also consult with USFWS (Catherine Berg) regarding the potential for impact to endangered species (spectacled eiders).

All permit requirements are incorporated into this plan by reference. This permit requires completion (within 30 days of the cessation of spill cleanup events) and year end reporting.

WILDLIFE INTERACTION + DETERRENCE PLAN
Unified Command Signatures

J. Leach 3/15/06

Martha Falk NSB/WOSC 3-15-06

Jeffery Rubin, EPA 3/15/06

J. Z. Spitzer 3/15/06

GC2 Incident --- Demobilization Plan

Project Name: GC2 Incident

Project Date: March 12, 2006

FOSC Approval: [Signature] *EPA*

Date: 3-13-2006

SOSC Approval: [Signature]

Date: 3-13-2006

LOSC Approval: [Signature]

Date: 3-13-06

RPIC Approval: [Signature]

Date: 3-13-2006

Prepared By: Planning/Logistics

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1. Summary

Demobilization is an orderly and cost effective process for the release and return of all response resources and personnel to their respective home destinations.

Personnel and equipment will be demobilized from the incident in accordance with this Plan.

This Demobilization Plan will be available for implementation upon approval of the Unified Command / IMT.

Resources which are no longer required for the response to the incident will be demobilized as rapidly as is feasible. They will be released in the following general priority.

- Priority I - Resources required to be returned to emergency services.
- Priority II -Resources mobilized from offsite, including equipment rentals, Anchorage staff etc.
- Priority III -North Slope contractor / Local resources
- Priority IV- BPXA and ERT/SRT owned resources

All equipment will undergo appropriate decontamination prior to demobilization.

The On Scene Commander or their delegate, and / or Unit Leaders will identify resources which are available for demobilization. A list of these resources will be forwarded to the Logistics Section Chief.

Logistics, in association with the Operations Section Chief and the Planning Section Chief will verify that the resource is not planned for use on another task.

Final demobilization approval shall be obtained from the Incident Commander, or his / her delegate. The Incident Commander will request the Logistics Section to provide regular updates to Unified Command as needed (recommend in Assessment Meetings).

2. Responsibilities

The **On Scene Commander** (or delegate) and / or **Unit Leaders** will identify potentially surplus resources for demobilization. This will be sent to the Demobilization Unit Leader and the Logistics Section Chief.

The **Demobilization Unit Leader** and the **Logistics Section Chief** will work together to prepare a list of resources recommended for demobilization, utilizing an ICS 221 Demobilization Checkout Form.

Appropriate **Unit Leaders** and **Section Chiefs** will review & complete the ICS 221 form and verify that the recommended resources may be demobilized, once approved by the Incident Commander.

The **Incident Commander** is responsible to:

- approve resources for demobilization (this authority may be delegated by the Incident Commander);
- approve exceptions according to North Slope policies / procedures;
- ensure all Section Chiefs, response team leaders and appropriate IMT personnel complete an incident critique;
- facilitate, coordinate or delegate the incident critique process; and
- direct that all critique forms are received and retained by the Documentation Unit.

Logistics Section Chief is responsible to

- Ensure, through the **Facilities Unit Leader**, that base camp clean-up requirements have been met prior to release.
- Ensure, through the **Supply Unit Leader**, that all nonexpendable property items are returned or accounted for prior to release.
- Ensure, through the **Ground Support Leader**, that adequate ground transportation is available to get resources needing transportation to the airport; arrange decontamination, provide safety inspections and repairs of a safety nature on company owned vehicles, engines and equipment under hire prior to release.
- Ensure, through the **Support Branch Director**, that appropriate flight reservations are made according to procedures outlined in the *Flight Reservations and Billeting* processes prepared by the North Slope Support Group;
- Ensure, through the **Communications Unit Leader** that all communications equipment issued from the incident is returned or accounted for prior to release and to demobilize the Emergency Operations Center.
- Ensure through the **Food Unit Leader** that there will be adequate meals for those being released and for those remaining in camp.

Alaska Clean Seas is responsible to:

- Get approval from the **Operations Section Chief** prior to releasing resources.
- Notify their sub-contractors of released resources.
- Arrange transportation (air, bus, etc.) and any lodging for their resources and sub-contractors.
- Provide oversight / verification of final equipment decontamination.
- Recover non-consumable PPE items issued to their subcontractors.

Supervisor, North Slope Emergency Services is responsible for developing the National Preparedness for Response Exercise Program (PREP) package to obtain drill credit where possible.

3. Release Priorities

All resource releases will be initiated by the Demobilization Unit Leader / Planning Section after receiving approval from the Incident Commander / delegate. When possible, equipment and personnel will be released in groups by geographic location to minimize delays and travel cost. Resources will be released per the following priorities:

- I. Resources required to be returned to emergency services.
- II. Resources mobilized from off-site, including equipment rentals, Anchorage Staff etc.
- III. North Slope contractor / local resources.
- IV. BPXA and ERT/SRT owned resources.

4. Release Procedures

Released resources, including IMT personnel, must follow the procedures outlined below.

- 1) Resources needing decontamination shall proceed to the Decontamination Area. Once decontamination has been completed, the supplier / vendor will sign off that the resource was released from the incident. This will be documented on the appropriate ICS 211 form as having been released / demobilized.
- 2) Resources **not** needing decontamination, will be "checked out" on the appropriate ICS 211 form as having been released / demobilized.
- 3) The Resource Unit Leader will be informed that the resource has been demobilized.
- 4) **Electronics, tools, borrowed supplies:** Logistics staff will facilitate return of any borrowed items, electronic equipment, cell phones, and office equipment, to the lending departments.
- 5) Transportation of resources released will be arranged by the respective contractor or agency and coordinated with the Logistics Section. Release requests needing air transportation must be received by the Logistics – Support Group a minimum of 48 hours ahead of planned release time.

After being released all resources will be managed according to North Slope policies.

The following general guidelines are to be followed:

- 1) All personnel released will follow North Slope administrative procedures for travel arrangements.
- 2) Incident critiques will be completed and turned into the Documentation Unit. Personnel will turn in all Responder Logbooks/Unit Logs (ICS-214) to the Documentation Unit.
- 3) **ANY EXCEPTIONS TO THE ABOVE WILL REQUIRE WRITTEN APPROVAL FROM THE INCIDENT COMMANDER.**

5. Long Term Planning Issues

Resource Tracking / Materials Management - Consideration must be given to maintaining and documenting resource tracking information in order to transition from incident response resource management using the IAP software, to normal operations processes and potential use of new systems such as CMMS PassPort.

Re-activation of IMT and Unified Command - Consideration must be given to enable the timely activation of an IMT, supported by Unified Command, as spring thaw approaches, should additional areas of impact be located. Resources need to be available for rapid redeployment, should they be needed again.

6. Simplified Flow Chart

- Identify Potential Resources for Demobilization
- Forward List of Potential Resources for Demobilization to the Logistics Section Chief and the Demobilization Unit Leader

Responsibility: On Scene Commander / delegate & Unit Leaders

- Prepare Initial ICS 221 Form (Demobilization Checkout Form) & evaluate benefits / risks of demobilizing based on existing and potential work assignments

Responsibility: Logistics Section Chief & Demobilization Unit Leader; coordinate with Operations and Planning Sections

- Present ICS 221 Demobilization Checkout Form to Incident Commander for approval

Responsibility: Planning Section Chief

- Approve ICS 221 Demobilization Checkout Form as appropriate, inform Demobilization Unit Leader; ensure that appropriate updates are provided during Assessment Meetings et.al..

Responsibility: Incident Commander, or delegate

- Initiate Demobilization processes, including decontamination as appropriate

Responsibility: Demobilization Unit Leader; coordinate with On Scene Command, Staging Area Manager(s) and site staff.

- Complete appropriate documentation: ICS 221, and ICS 211 Forms

Responsibility: Staging Area Manager and site staff; coordinate with Resource Unit Leader

- Complete and file Incident Critique information with the Documentation Unit

Responsibility: All personnel being demobilized

GC-2 Spill Site Snow Melt Plan

Two (2) snow melters will be set up on the ice pad outside of CC2A pit. Snow melters will be placed inside secondary containment and operated/monitored by two (2) personnel 24 hours a day. Materials will be fed to the snow melters from the adjacent pad CC2A pit with a small loader. If more snow is removed from spill site for delivery to CC2A pit, ice pad and access ramp to pit will be cleaned prior to delivery. Intermittent loads will no longer be hauled to CC2A. Additional snow will be accumulated at the spill site and hauled in bulk to minimize operational impacts. Melted fluids will be manifested for disposal by BP Environmental personnel per waste disposal plan.

GC-2 Spill Site Trimming Protocol Demonstration Plan

Commencing on March 16, 2006 at 10:00 a.m.

1. Use of Bobcat skid steer loader with 40' trimmer attachment for initial test. Trimmer will enter from the outside perimeter edge to avoid cross contamination.
2. Test area will be grid C-5 and/or C-4. Test area was discussed with John Engles (ADEC).
3. Task force leader in conjunction with SOSOC will serve as spotters for trimmer operator and determine the path and trimming depth of cut.
4. Will use skid steer loader staged inside the perimeter for removal of trimmed materials.
5. Recovered materials will be manifested for disposal by BP environmental personnel per waste disposal plan.
6. Upon successful demonstration of the above small scale protocol a large scale trimming demonstration using a 72" trimming head will commence using the same basic protocol.
7. Upon completion of the large scale demonstration a determination will be made on final protocols for long term trimming operations of the effected area. Trimming operations are expected to take 14 days to complete after process approval.