

**INTERIOR ALASKA
SUBAREA CONTINGENCY PLAN**

**BACKGROUND
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BACKGROUND: PART ONE - SUPPORT INFORMATION

A. SUBAREA DESCRIPTION

This Subarea Contingency Plan (SCP) supplements the Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases (the Unified Plan). The SCP in conjunction with the Unified Plan describes the strategy for a coordinated federal, state and local response to a discharge or substantial threat of discharge of oil or a release of a hazardous substance from a vessel, vehicle, railcar or facility operating within the boundaries of the Interior Alaska subarea. For its planning process, the federal government has designated the entire state of Alaska as a planning "area." The State of Alaska has divided the state into ten planning regions of which one is the Interior Alaska Region. As part of the Unified Plan, this SCP addresses the Interior Alaska subarea.

This plan shall be used as a framework for response mechanisms and as a pre-incident guide to identify weaknesses and to evaluate shortfalls in the response structure before an incident. The plan also offers parameters for vessel and facility response plans under OPA 90. Any review for consistency between government and industry plans should address the recognition of economically and environmentally sensitive areas and the related protection strategies, as well as a look at the response personnel and equipment (quantity and type) available within the area (including federal, state, and local government and industry) in comparison to probable need during a response.

As defined by Alaska regulations, the Interior Alaska Region is the area of the State not included in the other nine subareas. Specifically, this is the area which is bordered by the North Slope Borough boundary to the North, the Northwest Arctic Borough boundary to the Northwest, the Matanuska-Susitna Borough and Regional Educational Attendance Area (REAA) 11 to the South and Southwest, including the area north of the 63°30' North latitude line extending from the Canadian border to the northeastern boundary of the Matanuska-Susitna Borough. The Interior Alaska subarea includes the Fairbanks North Star Borough, the Denali Borough, REAAs 12, 13, and 15, and part of REAA 16. Figure 1 provides a map of the subarea.

- 1. Physical Features:** Larger than the State of Montana (the fourth largest state in the U.S.), the subarea is bordered on the south by the Alaska Range and on the north by the Brooks Range. Between these mountains, the Yukon River and its drainages arc across the State from the Canadian border to the Bering Sea. Additional mountain ranges within the subarea include the Ray, White and Crazy mountains, and the southern slopes of the Endicott and Philip Smith mountains (eastern Brooks Range). The topography of the Interior Alaska subarea is dominated by the Yukon and Kuskokwim Rivers, and the region is characterized by extensive upland areas in addition to broad alluvial lowlands such as Yukon and Minto Flats. Permafrost is discontinuous throughout the region.

The subarea is in the continental climatic zone and temperatures are generally extreme during both summer and winter, while precipitation and wind are normally light. Temperatures can reach 95° F in summer. And occasionally plunge to -60° F and colder in winter.

- 2. Socio-Economic:** Many human activities in the Interior Alaska subarea revolve around the subsistence, recreational, and commercial uses of fish and wildlife. Commercial fishing, trapping, reindeer herding, guide hunting and fishing trips, and fur tanning and sewing are important segments of the local economy. Service-related businesses and government provide

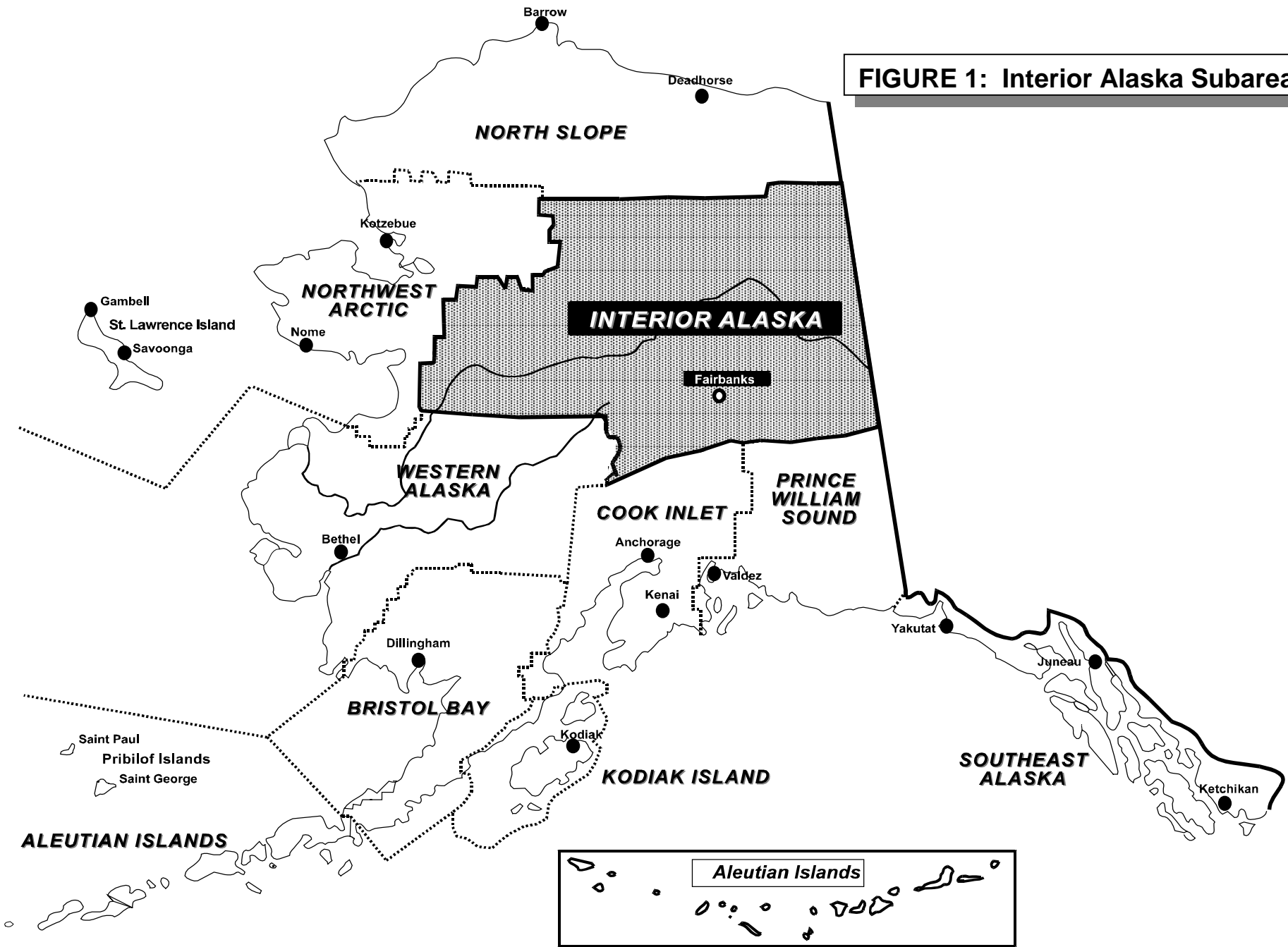
the primary sources of wage employment in the region.

Fairbanks, the State's second largest city, is central to the region and serves as the principal employment center of the area. Fairbanks provides the northern terminus of the Alaska Railroad where logistical support to the North Slope is moved overland via the Dalton Highway (opened in 1997 to public travel). The Parks, Richardson, and Steese Highways also traverse through the area. Aside from these principal highways and the railroad, most travel within the region is by plane (scheduled and charter) or private boat. The city of Nenana also serves as a major transportation point for shipping along the Tanana and Yukon Rivers.

3. **Oil Activities:** Delivery of non-crude oil is made to the remote villages in this area primarily by small barges (normally 300,000 gallon capacity). Deliveries are ice-dependent and do not occur as ice forms. The Trans Alaska Pipeline System also transits through the area enroute to the terminus at Valdez. The Williams oil refinery is located in North Pole, and the majority of petroleum products are shipped via the railroad.
4. **General:** There are a total of 57 communities in the region (including the two boroughs), 31 Native and 26 non-Native.

Spills in the Arctic environment require careful preplanning to overcome the effects imposed by the environment. Resources at risk during the summer months are much greater in species and number than those in the winter months. Summer daylight increases the available work hours to allow almost continuous operations. The extended daylight does not, however, increase the number of hours a particular individual can safely perform his task. The severe stresses imposed by operating in winter conditions in periods of darkness will seriously reduce individual efficiency over a given period. The severe weather does not always produce a negative effect, but can produce a positive effect at times. Ice and snow can act effectively as barriers to impede the spread of oil and can be used effectively to hold and contain oil. Techniques for organizing spill response in arctic environments have been developed and numerous reference documents detail these procedures.

FIGURE 1: Interior Alaska Subarea



B. AREA OF RESPONSIBILITY

This Subarea Contingency Plan covers the region outlined above in subpart A. The Environmental Protection Agency is the predesignated FOSC for oil spills and chemical releases in the Inland Zone which encompasses all lands, rivers, streams, and drainages within the Interior Alaska subarea. These zones are clearly defined in the Unified Plan.

The State of Alaska places jurisdiction of spill response for the Interior Alaska subarea under the Northern Alaska Response Team (NART) of the Alaska Department of Environmental Conservation. The SOSC for the NART is the predesignated SOSC for the entire Interior Alaska subarea.

Memoranda of Understanding/Agreement (MOU/MOA) exist between the USCG and EPA, the USCG and the Alaska Department of Environmental Conservation (ADEC), and EPA and ADEC, which further delineate agency and OSC responsibilities. **Annex K of the Unified Plan** includes copies of these MOUs/MOAs.

C. MULTIAGENCY COORDINATION COMMITTEE

A regional Multiagency Coordination Committee (MAC) will normally be activated for significant incidents which involve resources under the jurisdiction of several agencies. Unlike the MAC defined in the ICS of the National Interagency Incident Management System, regional MACs for spill response do not play a direct role in setting incident priorities or allocating resources. The MAC can advise the Unified Command (through the Liaison Officer) and provide comments and recommendations on incident priorities, objectives and action plans.

Figure 2 provides the general location of the regional MAC in relation to the Unified Command organizational structure. Additionally, the suggested/potential membership of the MAC is provided in Figure 2. Membership on the MAC is dependent upon the location of the incident and the interests or jurisdiction of the affected communities, landowners, and special interest groups. Agencies/organizations that are functioning as part of the overall ICS response structure should not provide redundant representation on the RMAC.

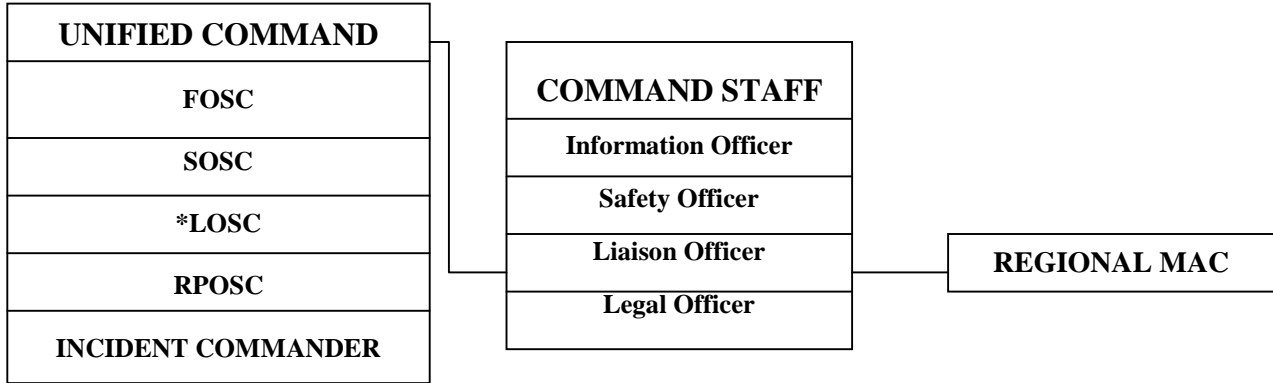
During incidents where there is no FOSC, federal agencies with jurisdictional responsibilities for resources at risk could participate as members of the RMAC, thus retaining their input on containment, oversight, and cleanup. However, the preferred approach is to include these agencies as part of the overall ICS structure.

As indicated above, the MACs are not directly involved in tactical operations, though some of its members may be. The MAC's role is to convey to the Unified Command information relating to the authority, concerns and expertise of its members. It recommends to the Unified Command overall objectives and priorities and reviews the Incident Action Plans.

MAC activities will be coordinated by the Liaison Officer. MAC discussions will be documented and recommendations and dissenting opinions will be communicated to the Unified Command through the Liaison Officer. The MAC will be chaired initially by the Liaison Officer. After convening, the MAC will then elect its own chair.

Senior Leaders of Impacted Communities: An alternative to the RMAC for communities impacted by a major spill may include the establishment of a group consisting of senior leaders of impacted communities. The group should have direct access to the ADEC Commissioner or his/her representative.

Figure 2
Interior Alaska
Regional Multiagency Coordination Committee



Suggested Membership:

- Representatives or Community Emergency Coordinators from affected communities. These may include:
 - Fairbanks North Star Borough
 - Denali Borough
 - Allakaket
 - Anderson
 - Beaver
 - Bettles
 - Big Delta
 - Birch Creek
 - Cantwell
 - Central
 - Chalkyitsik
 - Circle
 - Circle Hot Springs
 - College
 - Delta Junction
 - Dot Lake
 - Dry Creek
 - Eagle
 - Eagle Village
 - Eielson AFB
 - Ester
 - Evansville
 - Fairbanks
 - Ferry
 - Fort Greely
 - Fort Yukon
 - Fox
 - Galena
 - Harding Lake
 - Healy
 - Healy Lake
 - Hughes
 - Huslia
 - Kaltag
 - Koyukuk
 - Lignite
 - Manley Hot Springs
 - McKinley Park
 - Minto
 - Moose Creek
 - Nenana
 - North Pole
 - Nulato
 - Pleasant Valley
 - Rampart
 - Ruby
 - Salcha
 - Stevens Village
 - Tanacross
 - Tanana
 - Tok
 - Two Rivers
 - Venetie
 - Wiseman
- Federal/state/local or private landowners and leaseholders (e.g., National Parks Service, Alaska Dept of Natural Resources)
- Native corporations, organizations and communities
- Representatives from federally-recognized tribes
- Special interest groups affected by the incident

D. SUBAREA COMMITTEE

The primary role of the Subarea Committee is to act as a preparedness and planning body for the subarea. The primary membership of the Subarea Committee is composed of the pre-designated Federal On-Scene Coordinators (FOSCs from EPA) for the subarea, and the pre-designated State On-Scene Coordinator (SOSC) from the Department of Environmental Conservation. Selected representatives from local communities may also serve as a member of the Interior Alaska Subarea Committee. Each member is empowered by their own agency to make decisions on behalf of the agency and to commit the agency to carrying out roles and responsibilities as described in this plan and the Unified Plan.

The pre-designated EPA FOSCs for the area and the ADEC SOSC will serve as chairpersons of the committee. They will select work group members and provide general direction and guidance for the work groups and the Subarea Committee. The FOSC should solicit the advice of the Alaska Regional Response Team to determine appropriate work group representatives from federal, state and local agencies.

The Subarea Committee is encouraged to solicit advice, guidance or expertise from all appropriate sources and establish work groups as necessary to accomplish the preparedness and planning tasks. Work Group participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilot associations, academia, environmental groups, consultants, response organizations and federal, state and local agency representatives.

Subarea Committee Members

The Interior Alaska Subarea Committee is comprised of representatives from the following federal, state and local agencies:

- U.S. Environmental Protection Agency
- Alaska Department of Environmental Conservation
- Local Community representatives, as necessary

The Interior Alaska Subarea Committee also seeks advice and expertise concerning environmental and economic issues from Federal, State, local, and international agencies and private industries such as:

- Department of the Interior
- Alaska Department of Fish and Game
- Alaska Department of Natural Resources
- Alaska Department of Military and Veterans Affairs
- Fairbanks North Star Borough
- Denali Borough
- Alyeska Pipeline Service Co.
- Local Emergency Planning Committees
- Williams Petroleum
- Canada (Yukon Territory)
- Federally-recognized tribes

Subarea Working Groups

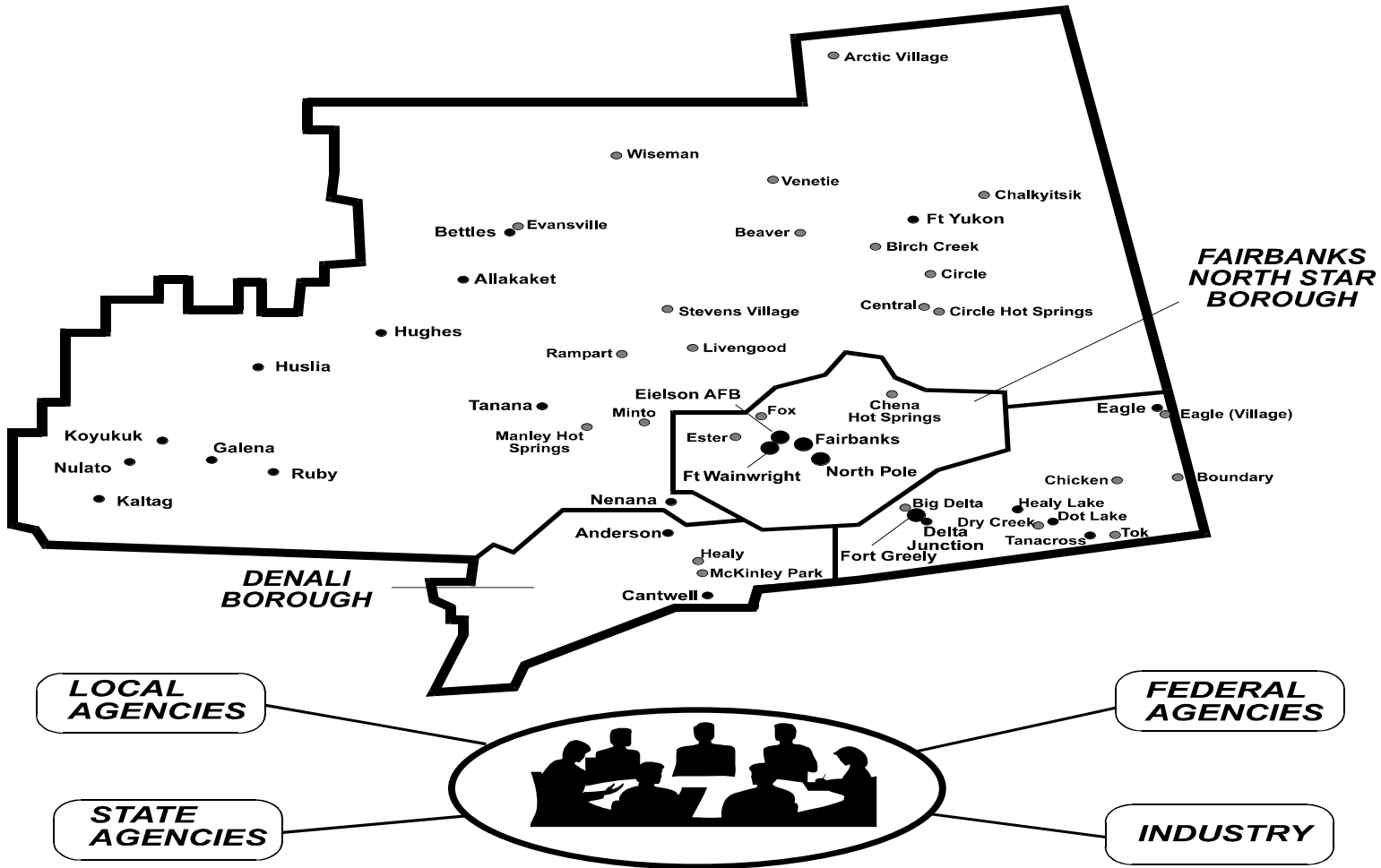
The Interior Alaska Subarea Committee has formed the following Working Groups:

The Sensitive Areas Work Group is chaired by the Department of the Interior, Office of Environmental Policy and Compliance representative. This group will coordinate the preparation of the necessary information for each separate subarea and will ensure that the information is submitted in a common format. Participation by local community staff is vital to acquire local input and validate existing information. The Interior Alaska subarea-specific sensitive areas information has been prepared and incorporated into the Sensitive Areas section of this plan.

The Logistics Work Group is co-chaired by representatives from the EPA and ADEC. This work group is responsible for preparing the Resources Section of this plan.

The Operations Work Group is co-chaired by representatives from the EPA and ADEC. This work group is responsible for scenario development and the refinement/expansion of the Emergency Notification Lists and the Response Checklists located in the Response Section of this plan..

PLANNING ORGANIZATION INTERIOR ALASKA SUBAREA CONTINGENCY PLAN



BACKGROUND: PART TWO - RESPONSE POLICY AND STRATEGIES

The strategy for responding to a specific spill or hazmat incident depends upon numerous factors. The strategy can change as the situation changes. As a general rule, the strategies listed below should be used as a guide in developing an effective response. Consider all factors that may affect the particular situation and revise/modify/expand these priorities as the situation dictates. The strategies are further delineated in the procedures and checklists contained in the Response Section, Parts Two and Three. Additional information can be found in **the Unified Plan**.

A. FEDERAL RESPONSE ACTION PRIORITIES/STRATEGIES

The following priorities are general guidelines for response to a pollution incident within the EPA Inland Zone. They are based on the premise that the safety of life is of paramount importance in any pollution incident, with the protection of property and the environment, although important, being secondary. Nothing in this part is meant to indicate that higher priority items must be completed before performing a lower priority task. They may be carried out simultaneously or in the most logical sequence for each individual incident.

Priority One - Safety of Life - for all incidents which may occur, the safety of personnel, including response personnel, must be given absolute priority. No personnel are to be sent into an affected area without first determining the hazards involved and that adequate precautions have been taken to protect personnel.

Priority Two - Safety of Vessel/Facility and Cargo - the facility and/or vessel and its cargo shall become the second priority.

Priority Three - Protection of the Environment by elimination of the pollution source - containment and recovery of oil must be effected expeditiously to preclude sustained impacts to the inland waters of the U.S. Due to remote locations and restricted accessibility, it is extremely difficult to protect these locations through diversion or exclusion methods. Therefore, securing the source and rapid containment and recovery is especially critical and should normally be the first line of defense to protect the environment. Likewise, spills which occur on land or in upland water courses will be dammed, boomed, diked, etc., as feasible to prevent the spread of the pollutant downstream. NOTE: In-situ burning (see Annex F for checklist) of a vessel and its pollutant may be an alternative considered by the OSC which places environmental protection priorities above saving the vessel and its cargo.

Priority Four - Protection of the Environment by diversion/exclusion, dispersion, or in-situ burning. In the event that the location of a spill or the weather conditions do not permit rapid recovery, protection of the inland waters of the U.S. becomes paramount, especially areas of greatest sensitivity. It is not possible to protect some areas entirely or even in part. It may be necessary to sacrifice some areas in order to achieve the best overall protection of the environment. The OSC may consider *in situ* burning as a response option. Refer to **the Unified Plan** for an *in situ* burning checklist. The use of dispersants must be considered early in the response phase while the oil is in the open water. Subpart J of the NCP and **the Unified Plan (Annex F)** address in detail the responsibilities of the OSC in the use of chemicals.

Priority Five - Protection of the Environment by beach cleanup and the use of Sacrificial Areas. It may not be possible to protect the inland waters adjoining shoreline from oil. In fact, it may be allowed purposely to come ashore in some areas as an alternative to damaging others. Selection of the proper shoreline cleanup technique depends on many different factors including the following:

- Type of substrate
- Amount of oil on the shoreline
- Depth of oil in the sediment
- Type of oil (tar balls, pooled oil, viscous coating, etc.)
- Trafficability of equipment on the shoreline
- Environmental or cultural sensitivity of the oil shoreline
- Prevailing riverine and meteorological conditions

The best way to minimize debate over the most appropriate response is to involve all interested government and private agencies. The shoreline assessment groups shall attempt to agree on the amount and character of the oil that is on the shorelines, anticipate interactions between the stranded oil and the environment, and the geological and ecological environment of the involved shorelines. Once a consensus is met, a process is necessary to determine the proper treatment required.

Shoreline cleanup options may include the use of physical and/or chemical processes. Chemical shoreline cleanup products may increase the efficiency of water-washing during the cleanup of contaminated shorelines. However, the product must be listed on the EPA National Contingency Plan Product Schedule and authorization must be obtained from the ARRT and the government on-scene coordinator at the spill. Physical shoreline cleaning methods include techniques such as: natural recovery, manual sorbent application, manual removal of oiled materials, low pressure flushing (ambient temperature), vacuum trucks, warm water washing, high pressure flushing, manual scraping, mechanical removal using heavy equipment. Bioremediation is also considered as a shoreline cleaning method. Bioremediation is the application of nutrients to the shoreline to accelerate the natural biodegradation of oil. The OSC shall request the RRT to provide site-specific guidelines for source protection measures required during shoreline cleanup operations.

Traffic Patterns: The majority of petroleum products are transported through the Interior Alaska subarea either by the Trans Alaska Pipeline, railcar or Fuel truck. Primary routes consist of the Trans Alaska Pipeline System, the Parks, Dalton and Richardson Highways, and the railcar corridor between Anchorage and Fairbanks. Chemicals are also transported by truck and railcar. Large amounts of Fuel or chemicals can be flown to cities and villages.

Occurrence Probability: Most pollution incidents in the Interior Alaska subarea can be expected to be minor in nature involving spills of Diesel oil, lube oil, or crude oil. The probability of a hazardous substance discharge is low. The occurrence of a medium or major oil spill will most likely occur from a truck laden with Fuel or an incident along the Trans Alaska Pipeline. An incident involving the Trans Alaska Pipeline has the most potential to be catastrophic.

Determining response strategies in the Interior Alaska subarea is difficult due to the presence of seasonal daylight and weather conditions, remote geography, and environmentally sensitive flora and fauna. Limited accessibility to the remote areas of the Interior Alaska subarea may place an unwarranted time-delay on response equipment.

B. STATE OF ALASKA RESPONSE PRIORITIES

1. **Safety:** Ensure the safety of persons involved, responding, or exposed to the immediate effects of the incident.
2. **Public Health:** Ensure protection of public health and welfare from the direct or indirect effects of contamination of drinking water, air, and food.
3. **Environment:** Ensure protection of the environment, natural and cultural resources, and biota from the direct or indirect effects of contamination.
4. **Cleanup:** Ensure adequate containment, control, cleanup and disposal by the responsible party or supplement or take over when cleanup is inadequate.
5. **Restoration:** Ensure assessment of contamination and damage and restoration of property, natural resources and the environment.
6. **Cost Recovery:** Ensure recovery of costs and penalties to the Response Fund for response, containment, removal, remedial actions, or damage.

BACKGROUND: PART THREE - SUBAREA SPILL HISTORY

The following spill history was obtained from Alaska Department of Environmental Conservation records. This partial listing draws only from those spills of 1,000 gallons or more. This abbreviated spill history dates to the start of a spills database maintained by ADEC and is provided to give an overall view of the vast array of transportation-related accidents that can occur. The Interior Alaska subarea supports a wide variety of fixed and mobile hazardous material sources including everything from the smallest pleasure craft to Fuel barges to the Trans Alaska Pipeline. Over 11,000 spill incidents of all sizes over the entire Northern Alaska region are listed in the database. It is estimated that at least 50 percent of all reported spills occurred in the Interior Alaska subarea.

All cities and villages in the Interior Alaska subarea are not immune to oil discharges or hazardous material releases. The number of Fuel transfers that take place in these areas is staggering, thus the opportunity for a spill is greatly increased.

The most notable spill in the Interior Alaska subarea was the Dunbar train spill that occurred in the Minto Flats area on May 28, 1990. An Alaska Railroad train derailed, causing several Fuel cars to rupture and spill approximately 100,000 gallons of Diesel, avgas and Jet A Fuel. The Fuel entered nearby ponds, and a lengthy cleanup followed.

A. NAVIGABLE WATERS SPILL HISTORY

The Interior Alaska subarea experiences a limited amount of vessel traffic, primarily resupply barges and Fuel barges. Response to major spills in this subarea is further compounded by the relatively short ice-free periods on the open rivers.

The probability of a major oil spill exists due to the volume of oil product transported in the region. Listed below is a brief synopsis of significant spills in the region. A complete list is available through ADEC.

<u>Date</u>	<u>Location</u>	<u>Quantity</u>	<u>Substance</u>
07/18/83	Tanana River (8-10 miles upriver)	2,000 gallons	Diesel
12/12/89	Nulato on Yukon River (200 mi west of Fairbanks)	34,000 gallons	Fuel Oil
06/22/95	Tanana River, 20 miles from Manley, 50 miles south of village of Tanana	1,000 gallons	Diesel

B. INLAND SPILL HISTORY

The Interior Alaska planning region has a limited railroad and highway system, with many communities accessible only by air or river. With limited access by air, water and road, a major spill in the region would present severe logistical problems for spill responders.

A fair number of releases occur in this region due to the highway and rail traffic, and Fuel resupply operations in the remote villages. Listed below is a brief synopsis of significant releases of hazardous substances in the region. This information was collected from the ADEC spill database. A complete list is available through ADEC.

<u>DATE</u>	<u>LOCATION</u>	<u>QUANTITY</u>	<u>SUBSTANCE</u>
06/26/74	Mile 88 Glenn Highway	7,200 gallons	Fuel Oil
06/26/74	Mile 230, Richardson Highway	9,000 gallons	Diesel
01/10/78	At loading dock, North Pole Refinery	1,000 gallons	Diesel
02/02/78	Tank 504, North Pole Refinery	12,000 gallons	JP 4
10/29/78	Pipe rack area - skid #4, North Pole Refinery	1,150 gallons	Glycol
12/04/78	Fairbanks International Airport	1,500 gallons	JP 4
12/08/79	Pump Station 8	3,380 gallons	AV Fuel
12/14/79	North Pole Refinery	2,000 gallons	Fuel Oil #1
02/12/80	Tank 501, North Pole Refinery	5,600 gallons	JP 4
03/19/80	Fairbanks International Airport	1,400 gallons	AV Fuel
05/12/80	Pump Station 10	10,000 gallons	Crude Oil
09/23/80	North Pole Refinery	60,000 gallons	JP 4
12/25/80	Next to Bldg. 4365, Eielson AFB	1,400 gallons	AV Fuel
12/28/80	Galena Gasoline Storage	9,200 gallons	Gasoline
01/01/81	Check Valve 23	84,000 gallons	Crude Oil
01/05/81	Bldg. 1902, motor pool Bldg., Fort Greely	2,000 gallons	Fuel Oil
01/10/81	Tank 501, North Pole Refinery	1,100 gallons	JP 4
04/01/81	29 Mile Elliott Highway	4,000 gallons	Diesel
05/04/81	Chandalar Area	2,000 gallons	Crude Oil
05/07/81	5 Mi. TAPS Lost Creek	10,000 gallons	Diesel
05/19/81	Rampart Eureka Trail area	7,000 gallons	Diesel
05/27/81	Khotol Mtn. area, 100 mi. south of Galena	3,000 gallons	AV Fuel
06/09/81	Fairbanks International Airport	8,000 gallons	Diesel
06/09/81	Murphy Dome/ACWS	8,000 gallons	Diesel
06/13/81	5 miles south of Dietrich Camp on Haul Road.	1,000 gallons	Diesel
07/08/81	Kateel River, Sec 22 Meridian 132N, R20W, NF1/4	5,000 gallons	AV Fuel
09/02/81	2 miles north Black Rapids	7,500 gallons	Diesel
09/10/81	Mile Post 239, Richardson Highway	7,000 gallons	Asphalt
10/16/81	Fairbanks Petroleum Terminal Tank Farm	84,000 gallons	Diesel
10/27/81	Trooper Facility 7 mile camp	4,500 gallons	Fuel Oil
11/01/81	Areas around tank 508 & 509, North Pole Refinery	2,000 gallons	JP 4
11/12/81	Mile 218 two miles north of Cantwell	1,800 gallons	Other

11/14/81	Off Old Richardson Hwy 2 mile	2,000 gallons	Diesel
12/03/81	Inside Building 2351, Eielson AFB	4,800 gallons	AV Fuel
12/03/81	MP 273 Dalton/Haul Road, 0.2 mile N of creek	8,900 gallons	Diesel
12/04/81	Tank # 509, North Pole Refinery	10,000 gallons	JP 4
12/12/81	Mile 206, Richardson Hwy	1,500 gallons	Gasoline
12/18/81	Cold Region testing center, Fort Greely	1,400 gallons	Diesel
12/24/81	Runway Aircraft Fueling Point, Ft Wainwright	4,000 gallons	AV Fuel
12/24/81	Runway Aircraft Fueling point	31,000 gallons	AV Fuel
12/29/81	Tanana	5,000 gallons	Fuel Oil
01/08/82	Loading Ramp area, Interior Energy yard	1,000 gallons	Fuel Oil
01/11/82	Near POL facility-Fort Greely	44,000 gallons	Diesel
01/14/82	East Fork DOT camp, 7 miles south Brood Pass on Parks	1,000 gallons	Diesel
01/25/82	Bldg. T-2016, Fort Greely	14,000 gallons	Diesel
01/29/82	Hansen Road, Fairbanks	2,500 gallons	DRA
06/12/82	Parker's Patch, Alaska Railroad	50,000 gallons	Jet-A
07/22/82	NP Power Plant - H&H Lane	10,000 gallons	Kerosene
11/11/82	Rail loading station, North Pole Refinery	1,000 gallons	JP 4
01/11/83	Arctic Village	4,500 gallons	Fuel Oil
01/17/83	Clear Creek Area, 30 miles south Fairbanks	5,000 gallons	Other
01/19/83	PS 10	3,000 gallons	Diesel
01/29/83	7 Mile Camp.	4,500 gallons	Diesel
03/03/83	Dalton Highway 24 miles N. of Yukon	1,500 gallons	Diesel
04/08/83	Mile 383 AK RR	1,800 gallons	Diesel
06/06/83	Chevron USA/B. Collins	6,787 gallons	Diesel
08/14/83	11.5 Mile Dalton Hwy	7,000 gallons	Diesel
08/29/83	Mile Post 125, Dalton Hwy	8,350 gallons	Diesel
09/03/83	Corner Rich and 5th Ave., North Pole	2,000 gallons	Gasoline
10/07/83	Mile 301 Haul Rd.	2,300 gallons	Antifreeze
04/07/84	Rail loading station, North Pole Refinery	4,782 gallons	Fuel Oil #4
01/22/85	MP 207.4 Dalton Hwy	1,008 gallons	Crude Oil
02/20/85	Nulato	15,000 gallons	Gasoline
03/23/85	North Pole Refinery	17,004 gallons	JP 4
05/05/85	North Pole Refinery	1,000 gallons	Kerosene
05/16/85	Ft Wainwright Commissary	2,000 gallons	Gasoline
06/07/85	Bld 3562 PX gas station, Fort Wainwright	1,300 gallons	unleaded gas
09/12/85	Refinery Asphalt loading rack	8,000 gallons	Asphalt
09/16/85	PS 6	1,000 gallons	Thermal #44
09/17/85	24 Mile Elliot Highway	1,000 gallons	Glycol
09/17/85	24 Mile Elliott Highway	1,000 gallons	Glycol
09/20/85	1 mi S. of Ft Greely main gate	10,000 gallons	Diesel
09/30/85	Arctic Lighterace Bulk Storage	5,546 gallons	Jet-A
10/14/85	Richardson Highway MP 169.9	3,000 gallons	Turbine Fuel
12/04/85	Airport Facility, Fairbanks	7,386 gallons	Jet-A
12/08/85	Tank 317, Fort Wainwright	3,300 gallons	Gasoline
01/02/86	North Pole Refinery	8,400 gallons	Gasoline
01/12/86	46 Elliot Highway	5,613 gallons	Reformat

02/02/86	Mile 156 1/2 Dalton Highway	5,000 gallons	Diesel
04/29/86	North Pole Refinery	2,500 gallons	HA 60
05/08/86	Fuel facility near washeteria, City of Allakaket	1,755 gallons	Fuel Oil #1
05/13/86	Storage area	2,618 gallons	U (BA)
05/15/86	Tank Farm at Huslia	1,500 gallons	Fuel Oil #2
05/23/86	Fairbanks International Airport	1,000 gallons	AC 5
06/19/86	Tanana Valley Fairgrounds	2,500 gallons	CRS 2
09/13/86	Pipeline Milepost 203	1,500 gallons	DRA
09/15/86	Manley Hot Springs	3,400 gallons	Fuel Oil #1
09/24/86	4 miles from Eagle	3,800 gallons	Gasoline
10/10/86	Murphy Dome AFS	9,400 gallons	Diesel
11/28/86	20 miles north of Yukon River	5,700 gallons	Methanol
01/01/87	North Pole Refinery	20,000 gallons	HAGO
03/03/87	241.5 Dalton Highway	3,000 gallons	Gasoline
03/27/87	Milepost 203	1,700 gallons	DRA
07/06/87	45 Mile Dalton Highway	2,828 gallons	Fuel Oil #2
07/15/87	5.5 Mile Elliot	5,000 gallons	JP 4
07/21/87	ReFueling Pit #4, Eielson AFB	1,200 gallons	JP 4
08/17/87	212.7 Richardson Highway	2,250 gallons	Turbine Fuel
09/28/87	Fox Fuels	1,100 gallons	Diesel
10/06/87	Eielson AFB	3,000 gallons	JP 4
01/12/88	Chandalor Shelf Camp	1,500 gallons	Fuel Oil #1
05/06/88	ADOTPF 7-Mile Camp	2,000 gallons	Diesel
06/20/88	Eielson AFB	4,000 gallons	JP 4
10/04/88	Galena High School area	15,000 gallons	Diesel
10/14/88	Mile 188.3 Dalton Hwy/Coldfoot	2,000 gallons	Fuel Oil #1
01/20/89	Galena Air Force Power Plant	2,709 gallons	Diesel
01/24/89	8th Ave. & Cushman Street, Fairbanks	1,500 gallons	Gasoline
01/29/89	Just past W bank-Chena River, Fairbanks	1,150 gallons	JP 4
02/23/89	South End of Eielson AFB	8,500 gallons	JP 4
03/04/89	2 mi N. PS 3, 314 mi Dalton	8,700 gallons	Methanol
03/14/89	Old Rich Hwy near K & K Recycling, North Pole	2,000 gallons	Fuel Oil #1
06/26/89	20,000 ft over Eielson North Dump Area	7,150 gallons	JP 4
08/26/89	Laurance Rd at Robin Rd in North Pole	1,500 gallons	AV Fuel
12/04/89	ARCO Storage Yard, off Van Horn Road, Fbks	11,125 gallons	Methanol
12/13/89	ARR yard, under overpass on Peger Road, Fbks	1,716 gallons	CI
01/19/90	Milepost 11.7 Dalton Highway	1,500 gallons	Methanol
04/13/90	Milepost 44.5 Elliott Highway	5,000 gallons	Diesel
05/10/90	34 mile Dalton Highway, 35 mi. north Livengood on Haul Road	2,000 gallons	Diesel
05/28/90	Mile 433 AK RR, 20-30 miles N. of Nenana	100,000 gallons	Diesel
06/07/90	Arpt Fire Training Pit Area, Fairbanks Int'l Arpt	5,020 gallons	Diesel
07/05/90	North Pole Refinery	2,400 gallons	AV Fuel
07/17/90	By community washeteria, Rampart	2,000 gallons	Diesel
07/26/90	Texas Range old generator Bldg. Ft. Greely	1,000 gallons	Diesel
07/31/90	Generator Bldg. Texas Range, Fort Greely	1,000 gallons	Diesel

08/02/90	24 miles Elliott Highway	5,721 gallons	Diesel
11/18/90	Mile 100.6 Dalton Hwy East side of road	7,000 gallons	Methanol
12/07/90	Bldg. 300, Fort Greely	1,100 gallons	Diesel
12/23/90	Eielson South Dump Area	6,500 gallons	AV Fuel
02/21/91	Between Fairbanks Terminal and Pit C	2,250 gallons	AV Fuel
04/05/91	North Pole Refinery	8,000 gallons	Kerosene
04/15/91	Galena Power House, Galena, AK	7,000 gallons	Antifreeze
05/25/91	Tank Farm, North Pole	11,500 gallons	Diesel
07/08/91	Stevens Village tank farm	1,000 gallons	Fuel Oil
10/01/91	MUS Power Plant 1204 1st Ave., Fairbanks	1,400 gallons	Diesel
10/10/91	92.9 mile Taylor Highway	5,400 gallons	Diesel
03/24/92	Mile 306.5 Dalton Hwy	2,600 gallons	Gasoline
03/24/92	MI 307.9 Dalton HWY	2,700 gallons	Gasoline
04/14/92	Mill Park yard in Deadhorse	2,000 gallons	Antifreeze
09/04/92	Hoosier Creek, Claim #17	4,500 gallons	Diesel
09/04/92	Hoosier Creek; T7N; R12W. FM, Claim #17	4,500 gallons	Diesel
07/29/93	Port Site Sacrificial Pit #2	36,000 gallons	Diesel
11/11/93	Truck loading rack	4,900 gallons	Fuel Oil
01/21/94	Alaska Railroad Corp. Yard - Fairbanks	1,400 gallons	Diesel
03/24/94	221.4 Richardson Highway	3,000 gallons	Fuel Oil
04/01/94	Bettles Light & Power	2,000 gallons	Diesel
04/05/94	Bldg.. 2111, 1,000 slop Tank, UST	1,000 gallons	AV Fuel
04/05/94	Bldg. 2111, concrete casements around 50,000 UST	5,000 gallons	AV Fuel
04/11/94	Village of Venetie tank farm	1,000 gallons	Diesel
06/24/94	Mile 64- Tok Cutoff - Wolverine Gas & Fuel	1,700 gallons	Diesel
08/12/94	Fuel pit on Cargain Road, near Bldg.. 1341	2,500 gallons	AV Fuel
08/28/94	Hughes School	2,833 gallons	Diesel
08/28/94	Allakaket School	12,400 gallons	Diesel
08/30/94	Asphalt rail loading rack; Mapco Refinery	1,200 gallons	Gasoline
10/08/94	Water treatment plant	1,800 gallons	Diesel
02/09/95	Sewage Treatment Plant	3,000 gallons	Other
02/09/95	Clear AFS; State hatchery	462,000 gallons	SD
02/10/95	N. shore of Healy Lake, next to generator Bldg.	1,000 gallons	Diesel
02/13/95	Blair Lakes Range	1,500 gallons	Diesel
03/12/95	Building 1338, Mech. Room	1,175 gallons	Unknown
05/08/95	Tailings Impoundment	25,000 gallons	Other
05/24/95	Inside Bldg. 3480, majority down floor drain	1,000 gallons	WC
05/24/95	Bldg. 3480, Fort Wainwright	1,000 gallons	E L Oil
08/03/95	Interior Yukon, Charley River Park	2,600 gallons	AV Fuel
09/25/95	Pump Station 6	1,250 gallons	HALON
10/20/95	Taylor Highway, Mile 61	9,000 gallons	Diesel
11/02/95	UAF Hess Village	2,000 gallons	Other
01/18/96	DOT/PF Jim River, MILE 137.8 Dalton	2,000 gallons	Diesel
02/22/96	Fairbanks City, 900 Aurora Drive	1,000 gallons	DRA
03/11/96	Eielson AFB, OSCAR ROW	2,000 gallons	AV Fuel
04/24/96	Birch Park Pub. Housing, 505 Stewart St.	1,540 gallons	P GLYCOL

04/29/96	Eielson AFB, Tank 560, E-11 Tank Farm	1,400 gallons	AV Fuel
06/27/96	North Pole Refinery	1,200 gallons	Crude Oil
07/24/96	Near Munson Fork, Chena Hot Springs	1,000 gallons	AV Fuel
09/04/96	Pump Station 9	2,300 gallons	DRA
10/28/96	FMUS Power Plant	1,600 gallons	E GLYCOL
11/18/96	Fort Wainwright Bldg. 3694	2,500 gallons	AV Fuel
04/04/97	Denali National Park, C Camp	1,500 gallons	Diesel
08/21/97	Richardson Hwy, Big State Logistics, MP 231	13750 gallons	Diesel
09/05/97	FNSB, Madcap Lane, Off Ballaine Road	1,200 gallons	Diesel
08/30/98	FNSB, MAPCO Refinery	5,000 gallons	P GLYCOL
10/09/98	Eielson AFB, Bldg 1321	1,964 gallons	Diesel
11/30/98	FNSB, MAPCO Refinery, Tank Farm Sump 922	1,500 gallons	Kerosene
03/10/99	Eielson AFB, F-18 Acft Crash	1,493 gallons	Diesel
03/13/99	Eielson AFB, E-2 Tank Farm, Bldg 6231	1,383 gallons	Diesel
04/06/99	ERA Aviation, Fairbanks Intl Airport	1,500 gallons	Other
04/09/99	PetroStar Refinery	1,000 gallons	Diesel
09/08/99	Eielson AFB	1,800 gallons	P GLYCOL/Water

Key:

CI = CORROSION INHIBITOR

DRA = DRAG REDUCING AGENT

E GLYCOL = ETHYLENE GLYCOL (ANTIFREEZE)

E Glycol/W = Ethylene glycol/water

E L Oil = ENGINE LUBE OIL

HO = HYDRAULIC OIL

Mobile 5W30 = Mobile Oil SHC Arctic 5W30

P GLYCOL = PROPYLENE GLYCOL

P Water = PRODUCED WATER

RCO = Return Crude Oil

SC = SODIUM CYANIDE (SOLID) *

SD = SODIUM DICHROMATE

T Oil = TRANSMISSION OIL

TFR OIL = TRANSFORMER OIL

U (BA) = Unknown-is being analyzed

WC = Wast Crankcase

WO (AT) = WASTE OIL (ALL TYPES)

C. HAZMAT RELEASE HISTORY

<u>Date</u>	<u>Location</u>	<u>Quantity</u>	<u>Substance</u>
05/28/83	Minnie St., Railroad Industrial Area (Fairbanks)	1,100 gallons	Acid
10/04/89	Healy Power Plant	10,000 gallons	Acid
05/16/95	Rampart Village CDP (Hoosier Creek)	30 gallons	Sulfuric Acid
06/05/96	Eielson AFB (outside Thunder Dome)	1 gallon	Hydrazine (Anhydrous)
02/27/97	Ft Wainwright, Bldg 2295	1 gallon	Sulfuric Acid
04/21/97	Ft Wainwright, NE of Bldg 3494	1 gallon	Sulfuric Acid
06/25/97	Clear AFS, Bldg 250	1 gallon	Sulfuric Acid
06/27/97	Ft Wainwright, Bldg 3421	1 gallon	Sulfuric Acid
09/26/97	Galena City (Illinois Creek Mine)	490 gallons	Sodium Cyanide (Solid)
06/05/98	Eielson AFB, Bldg 3228	300 gallons	Chlorine

BACKGROUND: PART FOUR - ACRONYMS

AAC	Alaska Administrative Code
ACFT	Aircraft
ACP	Area Contingency Plan
ACS	Alaska Clean Seas (North Slope industry cooperative)
ADCED	Alaska Department of Community and Economic Development
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game, also as ADFG
ADMVA	Alaska Department of Military and Veterans Affairs
ADNR	Alaska Department of Natural Resources
ADOT&PF	Alaska Department of Transportation and Public Facilities, also as ADOTPF
AFB	Air Force Base
AIR	Air Operations
AKANG	Alaska Air National Guard
AKARNG	Alaska Army National Guard
AKNG	Alaska National Guard
ALCOM	Alaska Command
ANSC	Alaska North Slope Crude oil
ANWR	Arctic National Wildlife Refuge
APSC	Alyeska Pipeline Service Company
ARRT	Alaska Regional Response Team
AS	Alaska Statute, also Air Station (USAF)
ASAP	As soon as possible
BBLs	Barrels
BLM	Bureau of Land Management
BOA	Basic Ordering Agreement
BOPD	Barrels of Oil per Day
CAMEO	Computer-Aided Management of Emergency Operations
CCGD 17	Commander, Coast Guard District 17
CFR	Code of Federal Regulations
COM	Communications equipment/capabilities
COMDTINST	Commandant Instruction (USCG)
COTP	Captain of the Port (USCG)
CP	Command Post
C-Plan	Contingency Plan
CTAG	Cultural Technical Advisory Group
CUL	Cultural Resources
DAA	Documentation/Administrative Assistance
DES	Division of Emergency Services (a division under ADMVA)
DOD	Department of Defense
DOI	Department of the Interior Alaska
DOI-FWS	Department of the Interior Alaska – Fish and Wildlife Service
DRAT	District Response Advisory Team
DRG	District Response Group
ECRT	Emergency Communications Response Team (ADMVA)
EMS	Emergency Medical Services

ENV	Environmental Unit Support
EOC	Emergency Operations Center
EPA	Environmental Protection Agency, also as USEPA
ESI	(Alaskan) Environmental Sensitivity Index
FDA	Food and Drug Administration
FIN	Finance
FIR	Fire Protection/fire fighting
F/V	Fishing Vessel
FAA	Federal Aviation Administration
FLIP	Flight Information Publication
FNSB	Fairbanks North Star Borough
FOG	Field Operations Guide
FPN	Federal Pollution Number
FOSC	Federal On-Scene Coordinator
FWPCA	Federal Water Pollution Control Act
GIS	Geographic Information System
GSA	General Services Administration
HAZ	Hazmat
HAZMAT	Hazardous Materials, also as hazmat
HAZWOPER	Hazardous Waste Operations and Emergency Response
HQ	Headquarters
IC	Incident Commander
ICS	Incident Command System
IDLH	Immediately Dangerous to Life and Health
INMARSAT	International Maritime Satellite Organization
JPO	Joint Pipeline Office (gov't agencies involved with managing/regulating TAPS)
LAT	Latitude
LEG	Legal
LEPC	Local Emergency Planning Committee
LEPD	Local Emergency Planning District
LERP	Local Emergency Response Plan
LNG	Liquefied Natural Gas
LO	Liaison Officer
LONG	Longitude
LOSC	Local On-Scene Coordinator
LRRS	Long Range Radar Station
MAC	Multiagency Committee
MAP	Mapping
MAR CH	Marine Channel
MED	Medical Support/Health Care
MESA	Most Environmentally Sensitive Area
M/V	Motor Vessel
MLC	Maintenance and Logistics Command (USCG Pacific Area)
MLT	Municipal Lands Trustee Program
MOA	Memoranda of Agreement, also Municipality of Anchorage
MOU	Memoranda of Understanding
MSD	Marine Safety Detachment (USCG)

MSO	Marine Safety Office (USCG)
MSRC	Marine Spill Response Corp. (national industry cooperative)
NART	Northern Alaska Response Team
NCP	National Oil and Hazardous Substance Pollution Contingency Plan
NIIMS	National Interagency Incident Management System
NIST	National Institute of Standards and Technology
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NOTAMS	Notice to All Mariners; also, Notice to Airmen
NPDES	National Pollution Discharge Elimination System
NPFC	National Pollution Fund Center
NRC	National Response Center
NRT	National Response Team
NRDA	(Federal/State) Natural Resource Damage Assessment
NSB	North Slope Borough
NSF	National Strike Force
NSFCC	National Strike Force Coordinating Center
NWR	NOAA Weather Radio
OHMSETT	Oil and Hazardous Material Simulated Environment Test Tank
OOD	Duty Officer
OPA 90	Oil Pollution Act of 1990
OPCEN	Operations Center
OPS	General Response Operations, also Office of Pipeline Safety (U.S. DOT)
OSC	On-Scene Coordinator
OSHA	Occupational Health and Safety Administration
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Response Organization
O/S	On-Scene
PIAT	Public Information Assist Team
PIO	Public Information Officer
PL	Private Line
PLN	General Planning Operations
POLREP	Pollution Report (USCG)
PPE	Personal Protective Equipment
RAC	Response Action Contractor
RCC	Rescue Coordination Center
RCRA	Resource Conservation and Recovery Act of 1978
RMAC	Regional Multi-Agency Coordination Committee
RP	Responsible Party
RPOSC	Responsible Party On-Scene Coordinator
RPD	Recovery, Protection and Decontamination
RQ	Reportable Quantity
RRT	Regional Response Team
RV	Recreational Vehicle
SAR	Search and Rescue
SCBA	Self-Contained Breathing Apparatus
SCP	Subarea Contingency Plan

SEC	Security
SHPO	State Historic Preservation Officer (ADNR)
SITREP	Situation Report (ADEC)
SONS	Spill of National Significance
SOSC	State On-Scene Coordinator
SS	Technical Expertise/Scientific Support
SSC	Scientific Support Coordinator (NOAA)
STORMS	Standard Oil Spill Response Management System
SUPSALV	U.S. Navy Supervisor of Salvage, also as NAVSUPSALV
TA	Trajectory Analysis
TAPS	Trans Alaska Pipeline System
T/V	Tank Vessel
USAF	United States Air Force
USCG	United States Coast Guard
VOSS	Vessel of Opportunity Skimming System
VPSO	Village Public Safety Officer
VTS	Vessel Traffic System
WRR	Wildlife Protection/Care/Rehabilitation/Recovery
WX	Weather

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