U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Slauson Tanker Fire - Removal Polrep
Final Removal Polrep

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IX

Subject: **POLREP #4**
Slauson Tanker Fire

Los Angeles, CA
Latitude: 33.9889280 Longitude: -118.2766290

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From: Ben Castellana, OSC
Date: 1/22/2020
Reporting Period: 1-02-2020 - 1-22-2020

1. Introduction

1.1 Background

Site Number:	A9C3	**Contract Number:**	
D.O. Number:		**Action Memo Date:**	10/21/2019
Response Authority:	OPA	**Response Type:**	Emergency
Response Lead:	PRP	**Incident Category:**	Removal Action
NPL Status:	Non NPL	**Operable Unit:**	
Mobilization Date:	3/17/2019	**Start Date:**	3/19/2019
Demob Date:	1/21/2020	**Completion Date:**	1/21/2020
CERCLIS ID:		**RCRIS ID:**	
ERNS No.:		**State Notification:**	
FPN#:	E19902	**Reimbursable Account #:**	

1.1.1 Incident Category

Gasoline Tanker Explosion and Gasoline Spill

1.1.2 Site Description

At approximately 0745 hours on March 17, 2019, a 911 call was received by Los Angeles Fire Department (LAFD) reporting a strong smell of gasoline. When LAFD arrived on-scene they observed a MC406 tanker on 210 W. Slauson Ave., releasing gasoline. Prior to entering the property the gasoline vapors from the tanker found an ignition source and the tanker exploded. The explosion released a large quantity of burning gasoline onto surrounding structures and the street. The explosion severely damaged the machine shop directly east of the tanker and caused extensive fire damage to the residential home directly to the west. The resulting fire burned all vehicles at the 210 Slauson Ave. location (See 1.1.2.1). The fire also released a large quantity of burning gasoline to Slauson Ave., where it migrated to the west down the gutter and into the storm drain. The pressure exerted by the burning fuel caused manhole covered in the underground storm drain to blow apart. The burning gasoline traveled downstream in the storm drain to approximately 66th St. and Broadway, where it was bound up in residual debris in the storm drain.

1.1.2.1 Location

The site is located at 210 W. Slauson Ave. and 216 W. Slauson Ave., Los Angeles, Los Angeles County, CA 90003. 210 W. Slauson was the location of the tanker explosion and is a 0.13 acre lot zone residential. This address is subdivided into two parts: vacant lot and a machine shop. . The vacant lot contained an approximately 9,000 gallon MC406 tanker trailer containing an unknown amount of gasoline, two semi trailers, a semi-truck. All vehicles were burned and destroyed in the tanker explosion. The residential property at 216 Slauson Ave. contained a single family home, a covered outdoor kitchen and a earthen back yard. The single family home was severely damaged by the ensuing fire as well as the machine shop.

The site is located in residential area in the Florence area of Los Angeles. The site is bordered on the west by Brentwood Street and on the east by Innkeeper Street.

1.1.2.2 Description of Threat

The fire released an unknown quantity of gasoline to the vacant lot, adjacent machine shop and the residence. Gasoline was also released to the street and the storm drain. The storm drain drains to the Compton Creek which drains to the Los Angeles River, a designated Waters of the US.

Upon EPA's arrival at the tanker contained approximately 1,600 gallons of fire suppression water, class B fire suppression foam and gasoline.

All three locations are heavily contaminated with gasoline. Due to forecasted rain, there is a potential for the migration of off-site contamination.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

There is visible contamination all over all three locations. Air monitoring has documented ambient air gasoline levels ranging from 10-20 ppm up to 100's of ppm volatile organic compounds. Analysis of the soil using an flame ionization documented up to 270,000 ppm in the soil. Areas of the soil are completely saturated with gasoline.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

EPA has responded to a fire from a tanker truck parked in a vacant lot. LAFD, Los Angeles Watershed Protection (LAWP) and Los Angeles County Fire Department Health Hazardous Materials Division (HHMD) requested that EPA take over the oversight of the cleanup 210 and 216 Slauson Ave.

2.1.2 Response Actions to Date

March 17, 2019:

Federal On-Scene Coordinator Robert Wise was dispatched to the site by the EPA Spill Phone Duty Officer at 0945 hours on March 17, 2019. OSC Wise dispatched the START contractor. OSC Wise arrived on-site at 1230 hours. The LAWP had contracted with Clean Harbors to clean the street, sidewalks and storm drain. OSC Wise was originally going to deploy the ERRS contractor, but called then back after the land owner's representative was located and they agreed to conduct the cleanup. The land owner also hired Clean Harbors.

March 18, 2019:

At approximately 0100 hours on March 18, 2019, Clean Harbors began to collect free standing liquid consisting of fire suppression water, foam and gasoline from around the vacant lot. During the liquid collection, OSC stopped work due to safety issues with Clean Harbors including personal protective clothing, respiratory protection and air monitoring issues. After work resumed, all personnel were in Level C with a coated tyvec type suit. The START contractor also made a Level C entry to conduct air monitoring and contractor oversight. After the free standing liquid was removed, a 21,000 gallon steel tank was placed on site to hold the remaining liquid in the tanker. The vacuum truck previous used to collect the free standing liquids was then unloaded into the tank on-site. Clean Harbors then used a stand-alone pump to pump the contents of the tanker into the steel tank. Site operations ended at 0530 hours on March 18, 2019. OSC Wise demobilized from the site to get a few hours of sleep, but was back on-site by 1130 hours on March 18, 2019

All parties remobilized to the site around 1000 hours. Clean Harbors continued to decontaminate the vacant lot and remove debris. In the early evening, a wrecking company removed the tanker body and all other vehicles on-site. Once the vehicles were removed the entire site was covered with a quick dry sorbent material to soak up any gasoline leaching from the asphalt and soil and to keep the odors down. This operation was completed by 1100 hours and all parties demobilized for the evening. The START conducted extensive air surveillance during all site operations using Area Raes and TVA monitors to monitor total volatile organic compounds (VOCs). The site action level is 100 ppm total VOCs as gasoline, which is based on the Total Threshold Limit Value for gasoline, plus a safety factor.

March 19, 2019:

OSC Wise, START and Clean Harbors were on-site by 0700 hours. Clean Harbors spent the morning picking up contaminated debris and the sorbent material laid down the night before. After the sorbent and debris was picked up, Clean Harbors hardened the site against rain by sandbagging the downstream walls of the site and visqueening the most contaminated areas.

The START conducted an assessment of the soil on-site. The yard at 216 Slauson had VOC contamination by TVA that ranged from 150 ppm to 270,000 ppm total VOCs. The assessment documented soil contamination to a depth of five feet bgs.

The START continued to conduct air surveillance. Average concentrations on-site were approximately 25 ppm.

March 20, 2019:

Clean Harbors conducted storm water management operations.

December 2-19, 2019

Site operations at the Site have been postponed by the presence of a red-tagged structure on the adjacent third-party property. After a long permit process, the structure was demolished and debris removed during the week of December 2, 2019. The PRP's contractor began excavation of gasoline-contaminated soils on December 11, 2019, and immediately encountered VOC concentrations in soil exceeding 1000 ppm. This triggered a state requirement to directly load and remove excavated soil without stockpiling on Site. Due to truck and bin scheduling, the Removal will restart on, or about, December 22, 2019.

The Site has been covered in visqueen, and BMPs are in place to minimize surface runoff from the Site. Stakeholder agencies and the PRP's contractor are making spot inspections to ensure there is no surface flow or fugitive VOCs emanating from the Site.

January 21, 2020

The PRP's contractor removed approximately 300 cubic yards of gasoline contaminated soils from the Site. The bottom of the excavation was defined by either EPA RSLs or a maximum depth of 10 feet below ground surface. Confirmation sampling of the excavation indicated one location exceeding the site action level at 10 feet below ground surface. There is also currently a small (estimated <50 cubic yard volume) area that needs to be excavated to a depth of 4 feet; this area is asphalt-covered, and cannot be excavated until the larger excavation is backfilled.

EPA conducted a site walk with the RP's contractor and the Los Angeles Regional Water Quality Control Board to discuss the current state of the excavation, backfill, additional work to be completed, and the long-term remediation of the Site. EPA and the RWQCB are in agreement that the surface water threat at the site has been mitigated, and that remaining contamination poses threats to groundwater. The LARWQCB will continue regulatory oversight of the contamination remaining in the current excavation, the smaller, sub-asphalt excavation, and any other environmental issues at the Site.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

The site is owned by the Devore Family. The Tenant has not been able to be located.

2.1.4 Progress Metrics

Waste Stream	*Medium*	*Quantity*	*Manifest #*	*Treatment*	*Disposal*

2.2 Planning Section

2.2.1 Anticipated Activities

None

2.2.1.1 Planned Response Activities

None

2.2.1.2 Next Steps

EPA's START contractor will prepare a short letter report describing site activities during EPA's oversight. EPA will prepare a letter indicating that the threat to surface water posed by the Site has been mitigated to the satisfaction of the OSC. LARWQCB will continue regulatory oversight of the remaining contamination at the Site.

2.2.2 Issues

None

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

LAFD, Los Angeles Police Department Major Crimes and Hazmat; LAWP, CADFW, South Coast Air Quality Management District; Los Angeles Department of Transportation (LADOT); U.S. Department of Transportation (USDOT); Los Angeles Bureau of Contracts Management; and HHMD

4. Personnel On Site

March 17, 2019: 1 OSC, 2 START
March 18, 2019: 1 OSC 3 START
March 19, 2019: 1 OSC 2 START
March 20,2019; 1 START

5. Definition of Terms

EPA: Environmental Protection Agency
HHMD: Los Angeles County Fire Department Health Hazmat Division
LADOT: Los Angeles Department of Transportation
LAFD: Los Angeles Fire Department
LAPD: Los Angeles Police Department
OSC: On-Scene Coordinator
START: Superfund Technical Assessment and Response Tea,
US: United States
USDOT: US Department of Transportation

6. Additional sources of information

www.response.epa.gov/SlausonTankFire

7. Situational Reference Materials

No information available at this time.