Johnson, Barnes

From: Johnson, Barnes
Sent: Tuesday, October 29, 2013 10:33 AM
To: Devlin, Betsy; Smidinger, Betsy
Cc: Straus, Matt; Scott, Jeff
Subject: Re: PCBs/Ships -- Potential Illegal Export of a US ship --

Betsy D - can you please advise Mathy directly? I would guess that this notification should happen before any press releases - if possible. Thanks.

From: Stanislaus, Mathy
Sent: Tuesday, October 29, 2013 10:23:50 AM
To: Devlin, Betsy; Johnson, Barnes; Smidinger, Betsy
Subject: Fw: PCBs/Ships -- Potential Illegal Export of a US ship --

Are we OK providing this info to US Embassy?

From: Nishida, Jane
Sent: Tuesday, October 29, 2013 9:17:50 AM
To: Stanislaus, Mathy; Reynolds, Thomas; Vaught, Laura; Garbow, Avi; Giles-AA, Cynthia; Feldt, Lisa; KeyesFleming, Gwen
Cc: Breen, Barry
Subject: RE: PCBs/Ships -- Potential Illegal Export of a US ship --

Mathy,

Thanks for the heads up. Let me know when I can share this information with the U.S. Embassy in Mexico.

Jane

From: Stanislaus, Mathy
Sent: Tuesday, October 29, 2013 9:08 AM
To: Reynolds, Thomas; Vaught, Laura; Garbow, Avi; Giles-AA, Cynthia; Nishida, Jane; Feldt, Lisa; KeyesFleming, Gwen
Cc: Breen, Barry
Subject: Fw: PCBs/Ships -- Potential Illegal Export of a US ship --

FYI only for now.

From: Johnson, Barnes
Sent: Tuesday, October 29, 2013 8:17:01 AM
To: Stanislaus, Mathy; Breen, Barry; Scott, Jeff; Amaro, Laurie
Cc: Straus, Matt
Subject: Fw: PCBs/Ships -- Potential Illegal Export of a US ship --

FYI-wanted you to be aware. We will keep you posted.

From: Devlin, Betsy
Sent: Tuesday, October 29, 2013 8:03:30 AM
To: ORCR IO; Straus, Matt; Kelley, Rosemarie; Schefski, Kenneth; Olin, Joyce; Kling, David; Grant, Brian
Cc: Elliott, Ross; Noggle, William; Picardi, Rick; Coughlan, Laura
Subject: PCBs/Ships -- Potential Illegal Export of a US ship --

Dear everyone –

This is a heads up on a potential issue which is developing rather quickly. The short summary is that we may (and I stress may) have a situation of an illegal export of a ship containing regulated levels of PCBs. The ship is apparently headed to Mexico for scrapping. If the ship does have PCBs greater than 50 ppm then we may have a violation of TSCA. We are still attempting to piece together the facts of the situation, working with Region 9. We are likely to have press inquiries and a press release from BAN.

Joyce and Dave – have sent this to you because this my be a situation where GSA or the Coast Guard may bear some responsibility.

What we know is as follows:

In June 2013, GSA auctioned the Storis (Retired 1942 US Coast Guard ship). As of today the ship is apparently headed to Mexico for scrapping. A US Coast Guard hazmat report from November 2000 shows PCBs greater than 50ppm (which is illegal to export for disposal) in two samples of pipe insulation. It's unclear whether the PCB samples were remediated or if further sampling was conducted.

The losing bidder in the GSA auction was Jon Ottman, who was attempting to purchase the Storis and convert it into a museum ship. Mr. Ottman has also reached out to Senator Mark Begich (Alaska) for help. According to this article http://www.alaskapublic.org/2013/10/28/storis-supporters-see-ray-of-hope-in -saving-cutter/ Senator Begich is trying to contact us (EPA) to find out what went wrong. Also BAN is planning on issuing a press release on this issue.

We are still piecing together the full story with Region 9, who was made aware of the situation early last week. The communication staff from Region 9 has already received press inquiries and we have asked them to coordinate with us and the ORCR press office before responding. We are also reaching out to USCG to find out what they meant by the following comments in their November 2000 hazmat report: "Please be advised that the CGC Storis is free of PCBs. All material that is above 50ppm and not defined as totally enclosed are considered PCB containing for regulatory purposes." Encapsulated PCBs are still illegal to export for disposal above 50 ppm. We also need USCG to tell us if any further sampling and remediating was done.

Finally, we are reaching out to MARAD to determine why this vessel did not go through the reflagging process.

So, we will keep everyone informed as things progress.

Please feel free to contact me or Bill Noggle in MRWMD if you have any questions.

Betsy Devlin, Director
Materials Recovery and Waste Management Division
(703) 308-7906