From: Kelly Zito
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Subject: INFO for: KQED I/V @ 11
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Jared – Here's some info for the KQED interview at 11 a.m. with Mina Kim (pronounced MEE-na). Her number is: 415-553-2898. This is a taped interview for a story aired under "The California Report" that will air statewide at 4:30 and 6:30 p.m. You should be able to hear the report at KXJZ-90.9 FM out of Sacto. Mina's questions will focus on EPA's role in the investigation following the incident.

EPA's ROLE IN PREVENTION AND RESPONSE AT CHEVRON REFINERY

What is EPA's role in ACCIDENT PREVENTION at the Chevron Refinery?

1. **The facility is required by federal and state law to design and maintain a safe facility and to take necessary steps to prevent releases and to minimize the consequences of accidental releases**. Federal and state law also require the facility to have a Risk Management Plan (RMP).

2. **Because accidents at refineries can have large consequences, EPA policy calls for inspection of refineries at least once every three years. Region IX usually inspects refineries even more frequently.**

3. **EPA's Emergency Prevention and Preparedness Program last inspected Chevron's Richmond Refinery in December, 2010. Based on observations at that time, no RMP violations were identified.**

4. EPA also reviews annual inspection reports from the Contra Costa County agency that oversees the California Accidental Release Prevention Program (Cal ARP). These inspections enabled EPA to determine that Chevron has developed plans and procedures as required by law.

5. **EPA has launched an investigation into whether Chevron followed its accident prevention procedures prior to the incident on August 6, and EPA is also investigating whether Chevron followed its emergency response plan during and following the incident (typical investigation.**

6. **If our investigation concludes that Chevron had not followed its accident prevention procedures prior to the incident on Aug. 6, EPA could issue an order requiring compliance with EPA chemical accident prevention rules. The facility also could be subject to substantial fines, depending on the gravity of any violations found.**

7. **In Region 9, one of our most significant fines under EPA's chemical accident prevention rules was the Columbus Foods sausage factory in South San Francisco, which was fined for ammonia leaks in 2009. The company earlier this year agreed to spend $6 million upgrading its refrigeration facilities and paid $700,000 in fines.**

What's EPA's role IN INCIDENT RESPONSE at the facility?

1. The **lead response agencies for this release are state and local first responders**. EPA sent two on-scene coordinators to offer technical assistance and additional resources, if needed. EPA staff arrived at approximately 8:00 pm Pacific Time on August 6 and were briefed by the Chevron emergency response personnel. The OSCs also coordinated with Bay Area Air Quality Management District, United States Coast Guard, the Richmond Fire Department and the Contra Costa Health Department.

2. **EPA confirmed that the local agencies had the resources necessary to respond to the incident, and that air sampling and monitoring had been done. EPA will review the results from the analysis of this sampling and determine next steps.**

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MAJOR CHEVRON INCIDENTS/EPA INVOLVEMENT

JAN. 15, 2007: Fire began when a pump seal failed on the crude separating unit. Two Chevron workers received minor injuries.

OCTOBER, 2003: The U.S. Justice Department, the Environmental Protection Agency (EPA) and the U.S. Attorney, San Francisco,

today announced a comprehensive Clean Air Act settlement with Chevron U.S.A. The consent decree required Chevron to spend an estimated $275 million to install and implement innovative control technologies to reduce emissions at its refineries. The settlement is expected to reduce harmful air emissions by almost 10,000 tons per year from five U.S. petroleum refineries that represent more than five percent of the total refining capacity in the United States.

AUG. 9, 2003: An unexpected compressor shutdown caused flaring activity, causing smoke. Twenty-six people sought medical attention at area hospitals.

JAN. 31, 2002: A sulfur dioxide release from the plant resulted in a shelter-in-place alert. About 20 people were treated at area hospitals for complaints attributed to the release, including dizziness, burning eyes and throats.

OCTOBER, 2000: The U.S. Environmental Protection Agency fined Chevron Oil $20,000 for failing to immediately notify state officials of a 500 pound leak of sulfur dioxide at the company's refinery in Richmond last year. roughly 500 pounds of sulfur dioxide was released from the refinery after a pressure relief valve was lifted in the gas recovery unit's discharge cooler.

MARCH 25, 1999: A valve stem blew out, causing a major fire that released hydrocarbons and hydrogen sulfide. More than 2,500 people swarmed area emergency rooms through the weekend, complaining of breathing problems and other ailments.

OCTOBER, 1998: The U.S. Environmental Protection Agency (U.S. EPA) and the U.S. Department of Justice today announced that Chevron's Richmond, Calif. oil refinery has agreed to install additional water pollution controls and to pay $540,000 to settle allegations that the facility violated the Clean Water Act when it intermittently bypassed a wastewater treatment system in the years 1991 to 1995, and failed to make proper notifications regarding toxic releases to the environment.

JUNE, 1996: The U.S. Environmental Protection Agency announced that five oil refineries and one pipeline transfer station in California

agreed to install pollution control equipment that will reduce emissions of smog-forming pollutants at their facilities. Chevron U.S.A. Inc. (Richmond) and four other facilities agreed to install controls on petroleum liquid storage tanks to reduce emissions of volatile organic compounds (VOCs). U.S. EPA alleged in court filings that the companies operated equipment known as "slotted guidepoles" on petroleum liquid storage tanks at their facilities in a manner that violated U.S. EPA's New Source Performance Standards (NSPS) and resulted in excess VOC emissions to the atmosphere. Because there are usually numerous storage tanks in operation at any one facility, the total VOC emissions from these guidepoles can have a significant impact on regional air quality.

OCT. 30, 1991: Chevron catalytic cracking unit leaks and catches fire, sending clouds of smelly, thick smoke over Richmond.

DEC. 5, 1991: Chevron refinery valve malfunction spreads a chemical catalyst over Point Richmond.

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