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### About The Update

EPA's *Oil Spill Program Update* is produced quarterly, using information provided by EPA Regional staff, and in accordance with Regions' information needs. The goal of the Update is to provide straight-forward information to keep EPA Regional staff, other federal agencies and departments, industries and businesses, and the regulated community current with the latest developments. The Update is available on the Oil Program homepage at ***www.epa.gov/oilspill.***

## June 2000 New Facility Response Plan Requirements for Animal Fat/Vegetable Oil Facilities in 40 CFR 112

EPA issued a new Facility Response Plan (FRP) rule on June 30, 2000. The new rule changes the requirements for non-transportation-related facilities that handle, store, or transport animal fats and vegetable oils. The new rule applies to about 63 facilities that handle, store, or transport mainly animal fats and vegetable oils and transfer large volumes of oil over water or store one million gallons or more of oil and meet additional criteria. It is being issued pursuant to section 311(j) of the Clean Water Act, as amended by the Oil Pollution Act. The new rule complies with the requirements of the Edible Oil Regulatory Reform Act (EORRA) to differentiate between animal fats and vegetable oils and other classes of oils, based on properties and effects.

The new rule provides a more specific methodology for calculating planning volumes for a worst-case discharge of animal fats and vegetable oils. The methodology is similar to that currently used in the rule for petroleum oils, but the factors in two new tables are more appropriate for estimating on-water and onshore recovery resource needs for animal fats and vegetable oils.

EPA's detailed evaluation of the properties and effects of animal fats and vegetable oils shows that petroleum oils and animal fats and vegetable oils share common physical and chemical properties and produce similar harmful environmental effects when they are spilled in the environment. The new rule includes separate regulatory sections for animal fats and vegetable oils, but keeps requirements for the same three response planning scenarios (small, medium, and worst-case discharge) as in the original FRP rule. It adds new definitions for animal fats and vegetable oils and further differentiates between classes of oils by establishing new groups of oils termed Group A, B, and C, based on the specific gravity of animal fats and vegetable oils. Because persistence depends on many environmental factors, the new rule removes terms that are related to persistence as they apply to

animal fats and vegetable oils.

The United States Coast Guard (USCG) rule for marine transportation-related facilities was also issued on June 30, 2000. EPA and USCG have worked together to ensure uniformity in their FRP regulations whenever possible and appropriate. EPA-regulated facilities usually have far greater worst-case discharges (often one or two orders of magnitude larger than those at USCG-regulated facilities), a larger number of oil transfers, and greater diversity of structures and processes, which can lead to oil discharges in many ways over a range of volumes.

For more information, see *www.epa.gov/oilspill/64fr.htm*.

## Animal Fats and Vegetable Oils

The Oil Pollution Act (OPA) of 1990 applies to all oils, including petroleum oils, animal fats, vegetable oils, and other non-petroleum oils. Animal fats and vegetable oils have their own unique properties and legislation, as well as share some legislation and properties with petroleum-based oils.

The Edible Oil Regulatory Reform Act (EORRA) of 1995 specifically targets animal fats and vegetable oils. EORRA requires the heads of the agency (excluding the Food and Drug Administration and the Food Safety and Inspection Service) to differentiate between and establish separate classes of oils, while issuing and enforcing any regulation or establishing any interpretation or guideline relating to the transportation, storage, discharge, release, emission, or disposal of a fat, oil, or grease under any federal law. The separate classes of oils are differentiated by physical, chemical, biological, other properties, and environmental effects.

Petroleum oils, animal fats, and vegetable oils share common properties and often have similar effects on the environment. Animal fats and vegetable oils may coat organisms, cause suffocation from oxygen depletion, produce hypothermia, be toxic to organisms, destroy food supplies, produce odors, foul shorelines, wreak havoc on water treatment plants, and be persistent in the environment.

OPA requires the owner or operator of a facility that could reasonably be expected to cause substantial harm to the environment; or owners or operators of certain facilities to prepare a response plan. EPA determines which facilities (based on location) could reasonably be expected to cause substantial harm to the environment by discharging into or on the navigable water, adjoining shorelines, or the exclusive economic zone and requires them to submit a Facility Response Plan (FRP). The FRP rule applies to facilities that transfer 42,000 gallons of oil or more over water to a vessel or have a storage capacity of one million gallons or more and meet at least one of the four criteria: inadequate secondary containment, proximity to environmentally sensitive areas, proximity to public drinking water intakes, or oil spill of 10,000 gallons or more in the last 5 years.

An FRP outlines information needed to respond effectively to a spill of oil discharged to the environment. FRPs include response to worst-case discharges, estimates of planned resources, emergency response plans, training drills/exercises, and other elements described in 40 CFR §120.20(h). OPA did not include different requirements for animal fats and vegetable oils. Appropriation language directed EPA to modify the 1994 FRP rule to differentiate classes of oils, including animal fats and vegetable oil. EPA's proposed new FRP rule was published in the Federal Register on April 8, 1999 (64 FR 17101). After EPA's comment and response period, the final rule was published in June 30, 2000 (65 FR 40491). Requirements in the new rule are similar to those for petroleum oils, but involve a specific new methodology more appropriate to the handling, storage, and transport of animal fats and vegetable oils when planning response actions.

## EPA Region 3 - Selection Guide for Oil Spill Applied Technologies

The Selection Guide for Oil Spill Applied Technologies is now available and is useful for both coastal and inland areas. The Selection Guide is a compilation of information and guidance on

the use of oil spill response technologies and actions that may be helpful to federal or state on-scene coordinators or local incident commanders. The Selection Guide is a two volume document prepared by the EPA Regional Response Team (RRT) Spill Response Countermeasures Workgroup, in cooperation with the Region 4 RRT, and the National Oceanic and Atmospheric Association Hazardous Materials Response and Assessment Division. Volume I contains the Decision-Making Selection Guide, and Volume II deals with Guidance Procedures for Region-specific spill countermeasure technologies. The latest Selection Guide includes updated changes from the previous versions and is available in PDF format, which will allow access through the Internet. In the near future, the Selection Guide can be accessed at the following web addresses: *www.epa.gov/reg3hwmd* and *www.uscg.mil/lantarea/rrt*, although these versions will not be interactive. A hard copy is located in the Region 3 Response Center.

For more information, contact Linda Ziegler, EPA Region 3, at (215) 814-3277, or the EPA Oil Program at (800) 424-9346.

## EPA Region 3 - Recent News on Oil Spill Response and Cleanups

The Weirton Steel facility in West Virginia continued to encounter oil spills as of August 14, 2000. A Unilateral Order (UO), issued by EPA during the week of August 7, 2000, pursuant to Section 311 of OPA, was acknowledged by Weirton Steel with a notice of intent to comply. The UO requires the facility to place booms at discharge areas and then evaluate its processes and submit a proposed prevention plan for future releases.

The Maryland Department of the Environment and the City of Salisbury recently praised the cleanup efforts and the improvement of the shoreline near the Dale Enterprise site in Salisbury, Maryland. Along the shoreline of the Wicomico River and near the site, EPA installed a new bulkhead that will contain and capture leaching oil from the ground due to years of onsite spills. The U.S. Army Corps of Engineers plans to build an oil/water treatment system for the site.

Governor Ridge of Pennsylvania has recently approved $3 million from the Growing Greener fund to assist the Pennsylvania Department of Environmental Protection (PADEP) in addressing leaking oil wells in northwestern Pennsylvania. EPA and the state have been plugging old oil wells for many years. EPA On-Scene Coordinator Vincent Zenone and PADEP's Meadville Regional Office staff are working together to identify the initial list of well sites that will be addressed.

August 2000 is the fifth month of EPA clean-up efforts for the Swanson Creek Oil Spill in Eagle Harbor, Prince Georges County, Maryland. The pipeline spill involved oil contamination in a marsh in Swanson Creek. EPA contractors are currently removing the damaged section of pipeline for repair.

The Tranguch Gasoline site in Hazelton, Luzerne County, Pennsylvania, concerns a gasoline plume that began in 1993 and continues to expand. EPA conducted residential air sampling and found elevated levels of benzene, toluene, ethylbenzene, and xylenes (BTEX) in at least two homes. More sampling is expected in future months. Public meetings were scheduled in July and August 2000 to answer questions from residents and to discuss issues with affected residents. The pilot soil vapor extraction recovery system continues to operate. Further monitoring well and soil gas sampling is planned to update the characterization of the plume.

## Westley Tire Fire, Stanislaus County, California

The Westley Tire Dump site is one of the largest waste tire dumps in the United States. By 1987, it was estimated that a total of 40 million tires had been disposed of at the site since it began operations as a used tire dump in the 1950s. As a result of a lightning strike on September 22, 1999, this site also became one of the largest tire fires

in the United States. According to EPA's On-Scene Coordinator (OSC), Daniel M. Shane, this fire demonstrated the reason why tire fires are so difficult to fight. Tire fires are multi-category events containing the elements of a major fire, hazardous materials release, and oil spill all rolled into one. The burning tire dump at Westley sent a large amount of hazardous air pollutants, in the form of thick black smoke, into the air, affecting local residents. The fire also caused the release of a large amount of pyrolytic oil from the tires at the dump site. Each passenger tire can release up to 2 gallons of this substance, which has the consistency and appearance of used automobile crankcase oil. Initially, local and state agencies were quickly overwhelmed by the magnitude and persistence of the fire. The OSC, Daniel M. Shane, responded immediately under the authority of the Oil Pollution Act (OPA) of 1990. EPA's contractors, as well as the U.S. Coast Guard Pacific Strike Team, responded. A special fire fighting group, Williams Fire and Hazard Control from Mauriceville, Texas, was subcontracted by EPA to suppress the fire. The fire was extinguished in a record 27 days, even though the group had to work under extremely hot and unstable fire conditions, maneuvering heavy equipment on steep slopes, as well as deep and spongy tire piles. As a result of this effort, over 4 million gallons of contaminated fire fighting water was impounded on site and eventually used in the cooling water system for the co-generation power plant next to the site and operated by the Modesto Energy Limited Partnership. In addition to this, over 250,000 gallons of oil were generated through pyrolysis of the tires. The oil was contained and recovered from the site. The pyrolytic oil had a high BTU value and was acceptable for use as an alternative fuel source for a cement manufacturing plant.

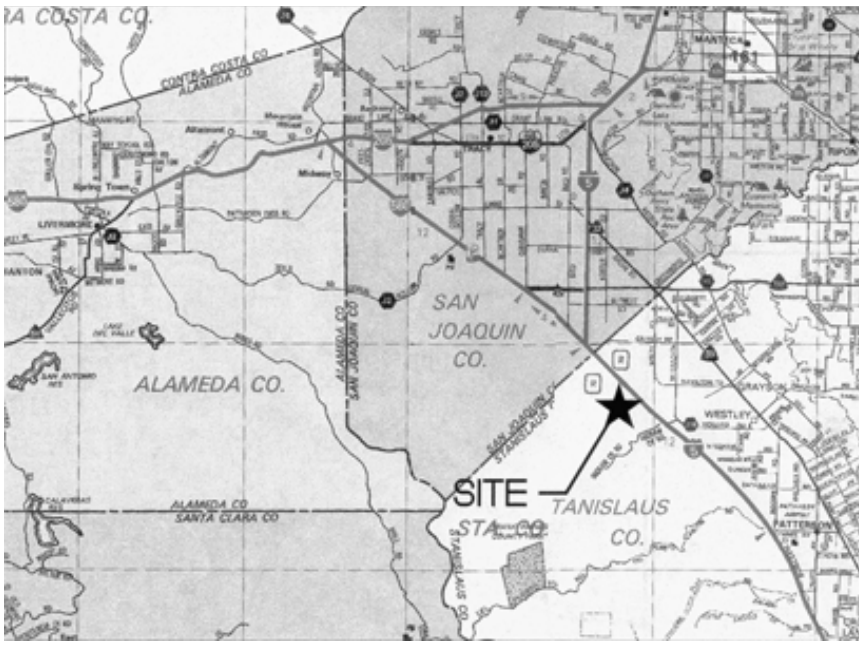
Currently, there are a number of long-term response actions taking place at the site. These can be divided into three categories; remedial construction activities, waste recycling/disposal, and site monitoring.

***Remedial Construction Activities***

A site storm water diversion system and catchment basins have been built and are ready for the expected precipitation from the coming winter season.

***Waste Recycling/Disposal Activities***

Essentially all of the remaining unburned tires onsite have been shredded and sheared. Approximately 3,000 tons of passenger and agricultural tire shreds remain stored onsite. After successful negotiation efforts, this material is being removed to the Altamont Landfill where it is used as replacement for gravel in the landfill's gas collection system.



Those tires that were affected by the fire will be removed from the site for disposal at the onsite Forward Landfill.

***Site Monitoring Activities***

Surface soil and debris and subsurface samples are being taken to determine the depth of the tires, the extent and magnitude of surface and subsurface contamination from the residues of the fire (primarily heavy metals in the ash and petroleum hydrocarbons). Groundwater sampling from constructed wells indicated the shallow perched aquifer has been affected by pyrolytic oil contamination.

The California State Environmental Protection Agency (California State EPA) is now the lead agency at the site for long-term response activities. Response and monitoring activities conducted by EPA under OPA 1990 were terminated on August 7, 2000. EPA will provide technical support under CERCLA to the California State EPA, if so requested.

For more information, contact Daniel M. Shane, EPA Region 9 at (415) 744-2286.

## Southern Louisiana Oil Pollution Act (OPA) Activity

This past September 25, 2000, EPA, the Louisiana Oil Spill Coordinator's Office of the Governor (LOSCO), the Louisiana Department of Natural Resources - Office of Conservation (LDNR-OC), the U.S. Coast Guard (USCG), the U.S. Army Corps of Engineers (USACE), and the U.S. Bureau of Reclamation (BuRec) came together in Baton Rouge, Louisiana for a joint press conference for the OPA activity in southern Louisiana. The purpose of the conference was to discuss the partnership's effort to begin environmental cleanup of numerous abandoned oil wells, production pits, and tank batteries.

There are several specific sites that are under consideration for clean-up actions in southern Louisiana. The two sites where actions began in mid-August are the Edgewood Land and Lumber Tank Battery #3 site in the Aladdin Oil Field in Calcasieu Parish and the Gulf Fee Lease Tank Battery #1 site, located in the Edgerly Oil and Gas Field in Calcasieu Parish. The Edgewood Land & Lumber Tank Battery #3 site consists of four above ground storage tanks (ASTs) and seven pits. During a June 26, 2000, site inspection, the ASTs were observed to be slowly leaking oil into the secondary containment berm. The seven pits showed evidence of oil residue and surface sheens. An emergency response was performed by EPA on June 27, 2000, to slow further leaking and to stop the oil from reaching nearby waters. The Gulf Fee Lease Tank Battery site consists of six ASTs that are surrounded by an earthen berm secondary containment structure. After an EPA inspection that observed the ASTs were actively leaking oil into the secondary containment berm, an absorbent boom was placed across the hole in the berm as a temporary action.

Uncontrolled runoff from the site or oil spillage emanating from the site poses the potential for oil exposure to surface waters. A major effect of the presence of oil in surface water is the retarding gas exchange between the water body and the atmosphere. This often results in fish kills because of depressed oxygen.

Abandoned oil wells and tank battery sites also have the potential to be harmful to human populations and animals. If these tanks are judged to be fair to poor and deteriorating, there is a considerable possibility for future discharge of oil. Many of the constituents of oil are directly toxic to animal and plant life.

Southern Louisiana is prone to a wide range of unfavorable weather conditions, including severe thunderstorms that can release several inches of rain in an hour, lightning, wind gusts in excess of 50 miles per hour, hurricanes, and tropical storms. Any of these weather conditions can damage or destroy exposed tanks, which can damage or destroy exposed tanks and can lead to the rapid discharge of oily wastes from the site to the local environment.

The EPA, LOSCO, LNDNR-OC, USACE, and BuREC partnership is considering two disposal methods as the clean-up action for these and other sites. They are fuel blending and secondary BTU recovery. These clean-up actions would include dismantling and decontaminating the tanks, excavating contaminated soils within the berms and disposing them offsite, and restoring the sites to grade to retard erosion. In accordance with LDNR regulations, the associated wells will be plugged and abandoned.

To finance the clean-up activities, federal funding is available through the OPA to abandoned oil sites when surface water is impacted or threatened. This fund-

ing, combined with the partnership of the agencies, will allow for the continuation of the plan to remove the oil/water/sludge from the tanks and pits.

Sulphur, Louisiana is slated as the site for a command center, opened by the EPA OPA Program. This center will allow the public to ask questions of EPA staff and contractors, and to voice any concerns about the clean-up activities.

For additional information on the OPA activities in the Calcasieu/ Southern Louisiana area, or to be added to the EPA mailing list, please call 1-800-533-3508.

## Underground Pipeline Safety

Proponents of increased underground pipeline regulation are focusing on another pipeline disaster in hopes that it will bring public pressure and attention to their cause. This time, the explosion was a natural gas line in New Mexico that killed 11 people on August 19, 2000. Supporters of increased pipeline safety hope that this will push Congress to vote in favor of federal reforms in underground pipeline safety. Endorsers of increased regulations, such as Representative Jay Inslee (D-Bainbridge) and Senator Patty Murray (D-Washington), cite insufficient safety standards, inadequately trained pipeline operators, and an uninformed public as reasons for the pressing need for increased federal regulation. Inslee proposes creating a searchable database of comprehensive pipeline information, including age and condition of the pipes, five-year internal inspections, federal certification for pipeline operators and drivers transporting hazardous materials, and higher fines for violations to at least match those under the Clean Water Act. Inslee states, "Our pipeline-safety legislation is like Swiss cheese, it's so full of holes." The goal of proponents of this measure is to make the industry safer and more accountable for spills and accidents.

Attention to the need for increased federal regulation has been building in recent years from other pipeline disasters. The Bellingham Park explosion on June 10, 1999, killed three and a high-pressure pipeline split open on March 9, 2000, spilling 500,000 gallons of gasoline and 50,000 gallons of the toxic additive methyl tertiary butyl ether (MTBE) in North Texas.

Representative Bob Franks (R-New Jersey) cited that underground pipelines are no longer buried in remote locations, but that instead "thousands of people live or work in immediate proximity to pipelines." For example, Kern County, California, which delivers energy to Los Angeles, has miles of

pipeline carrying crude oil and natural gas under rural and urban areas. Industry officials and regulators state that, compared to other means of transporting hazardous liquids and gas such as rail and trucking, pipelines are safer and have fewer accidents. Additionally, energy companies recognize the increased danger with closer proximity to pipelines and, in some cases, work with city and county planners on developments near pipelines. However, advocates, such as Inslee, Murray, and others, feel the need for federal regulation to create uniform safety regulations across the country.

The Senate Commerce Committee passed a pipeline safety bill in June 2000, but neither House nor Senate leaders have agreed to votes by the full chambers. Inslee hopes that public pressure from the recent New Mexico explosion will force Congress to vote.

## MTBE Phase-out Plan

EPA and the U.S. Congress are currently seeking ways to phase

out the use of methyl tertiary butyl ether (MTBE) as a fuel additive because it has contaminated groundwater and drinking water supplies across the country. Both MTBE and ethanol are used to increase oxygen in reformulated gasoline (RFG) to improve combustion and reduce emissions. MTBE is used in 87 percent of RFG, which is required in areas with high air pollution and accounts for about one-third of the gasoline sold in the United States. Eliminating MTBE is complicated by the current federal requirement that RFG contain 2 percent oxygen by weight, and by conflicting regional interests. Some states fear that simply eliminating MTBE will require them to use ethanol in RFG, which is more costly due in part to its high volatility in hot summer months. California, where MTBE contamination is the object of a $200 million lawsuit filed against 18 companies, wants to phase out MTBE by 2003. California has asked EPA for a waiver from the 2 percent oxygen requirement for RFG. Midwestern farmers, though, are wary of solutions that might reduce the demand for ethanol, since ethanol is made from corn.

Senator Bob Smith (R-New Hampshire) introduced a bill on July 27, 2000, to ban MTBE and encourage "clean alternative fuels." Smith's bill, which was scheduled for committee action in September would require EPA to ban MTBE within 4 years, provide $200 million for cleanups, and allow states to waive the federal requirement that RFG contain at least 2 percent oxygen. The Clinton Administration proposed replacing the 2 percent oxygen mandate for RFG with a requirement that a certain percentage of the total gasoline market come from renewable sources, an approach rejected by Smith as a de facto mandate for ethanol. Recently, two regional groups representing 32 states (the Northeast States for Coordinated Air Use Management and the Governors' Ethanol Coalition) called on Congress to create a "clean alternative fuels program" to promote the expansion of domestically produced renewable fuels, including ethanol, premium gasoline blends, natural gas, fuel cell technology, and electric cars. A separate amendment to Smith's bill would set aside 0.6 percent of the U.S. fuels market for clean alternative fuels in 2002 and increase the set aside to 1.5 percent by 2011. Smith has indicated that this is a tough issue, and "everybody's not going to get what they want." He also stated that "we have talked extensively with the ethanol-state senators over the past couple months and have good reason to believe there will be movement toward that position."

## Third Annual National Customer Service Conference

The Third Annual National Customer Service Conference will be held in Atlanta, Georgia in late November. The event is being co-sponsored by the Department of Interior and promises to be the biggest Customer Service Conference yet. The EPA Oil Program will be in attendance to showcase its website, which is at the heart of its outreach communication strategy (*www.epa.gov/oilspill*). The Oil Program posts publications, events, news, regulations, and links to other oil-related sites on its website. It uses the website a tool to keep the public, Regions, and all interested parties informed of news and events in the Oil Program.

The conference will be held at the Atlanta Renaissance Downtown Hotel and will run from November 29-30. The agenda will feature keynote speaker Doug Krug, author of Enlightened Leadership - Getting to the Heart of Change, who participated in the previous year's National Customer Service Conference and was asked back in a more prominent role due to demand from participants. Other items on the agenda include breakout discussions on improving customer service by learning what customers want and how to act on customer feedback, training sessions on conflict management and everyday creativity, and panel discussions on electronic information services.

The EPA Oil Program will discuss its use of the Oil Spill Update and Oil Drop journals as part of its educational outreach efforts, and comments and questions received through its Oil Infoline. All these outreach tools are available through the Oil Spill Program

website.

## Changes at Olympic Pipeline Company

Olympic Pipeline Company (Olympic) is implementing changes to its safety and training procedures in light of the company's catastrophic June 10, 1999 pipeline explosion that led to the death of three people. The company has been pressured by lawmakers and community members to implement more safety measures and better train employees.

British Petroleum Company, Ltd. (BP), took control of Olympic on June 1, 2000, and has initiated a number of employee-related reforms, including termination of four workers directly involved with the incident, reassignment of the two employees who were in charge at the time of the incident, and the hiring of more control room managers. It has also begun to cross-train employees in multiple areas and has charged all 90 staff members with the responsibility of shutting down the system and notifying emergency response teams if they become aware of a problem.

In terms of equipment improvements, BP has installed new valves and an overpressure switch to remedy those equipment problems that were responsible for the explosion. The computer system now has a 750 percent higher processing capacity, and the company intends to take advantage of it. BP has initiated implementation of a computerized maintenance system to monitor all equipment throughout the pipeline. The company estimates that implementation and testing of the system will be completed by mid-2001, at which time it hopes to reopen sections of the pipeline that have been closed since the explosion.

While officials from the Office of Pipeline Safety say that they are pleased with the changes BP is making and feel that a mid-2001 opening is feasible however, shaken community members are still reluctant to trust the company. At an August 2000 town hall meeting, residents criticized the company for not alerting federal officials to the numerous problems it had with the valves prior to the incident. Residents feel that, had the company taken more precautions, the incident might have been prevented.

The company is taking community comments seriously. It has conducted inspections of the entire 400-mile pipeline network and has assured residents that any needed repairs or replacements will be made. In addition, it is rerouting the pipeline from the station where the pipeline initially shut down to another location where it can be more effectively monitored.

However, Bob Rackleff, President of the National Pipeline Reform Coalition, has stated that the only improvement that would make a serious impact would be complete removal and reinstallation of the pipeline.

## Island Cove Marina Spill

On August 9, 1999, a Georgia man's plot to torch his houseboat so that he could collect on the insurance turned into a serious oil spill incident when an adjacent dock ignited and spread the flames to 25 other boats housed at the Island Cove Marina in Harrison, Tennessee. The incident caused $5 million worth of damage. The ensuing cleanup began with the deployment of booms by EPA On-Scene Coordinator, Dean Ullock around the entire marina to bar the spread of oil into the Tennessee River and onto other vessels. Vacuum trucks then went to work removing surface oil, and teams were deployed to recover the sunken boats in order to stop further seepage. Jerry White, Sr., was indicted by a federal grand jury for insurance fraud, and was found to have a history of commit-

### Did You Know?

*A Pre-OPA Incident*

**One of the largest recent oil spills to occur on inland U.S. soil was the result of an exploration well blowout near Eastland, Texas in May of 1985. The well was under such high pressure that it blew out part of its casing and erupted oil for roughly 10 days at a rate of 21,000 barrels per day (bbls), or approximately 880,000 gallons per day, until the casing was repaired and a blowout preventer installed. Even after the blowout was addressed, the pressure continued to force oil out of the well at the same rate for 60 days, yielding roughly 52.8 million gallons of oil that was diverted to storage tanks. Oil covered a neighboring tract of land and also contaminated a nearby dry creek. State and well operator figures place the volume of unrecovered**

ting similar fraudulent acts, such as torching a prior residence to claim $125,000 in insurance.

For more information, contact Dean Ullock, EPA Region 4, at (404) 562-8757.

## New ERT Courses

***Inland Oil Spill Response***
***Slow and Backwater Practical Course***
***Vicksburg, Mississippi***

**Course Description:**

This is a hands-on course that demonstrates oil recovery methods in slow water and marsh environments. Additional emphasis is placed on product recovery techniques in the subsurface in order to prevent discharges to waterways. The course is taught by U.S. EPA, former U.S. EPA, and former state responders. Class participants will be instructed on safe boat handling techniques, boom deployment, and proper recovery techniques. Instruction will be provided on proper containment methods for spills on land. Minimal classroom instruction with strenuous field exercises make up the course curriculum. Class participants may get into water deploying boom, so dress should be appropriate for this type of work. Personnel equipment should include a sharp knife, hat, sunscreen, insect repellant of some type. Be advised that daytime temperature can reach well into the 90s with high humidity.

Course prerequisite is that all students must have attended the ERTs Inland Oil Spills course. For additional information, contact Royal Nadeau at (732) 321-6740 or Greg Powell (513) 569-7537.

***Inland Oil Spill Response***
***Fast Water booming Course***
***Boise, Idaho***
***Black Canyon Reservoir***

**Course Description:**

The course is hands-on practical oil spill training on fast water rivers. The course is taught by U.S. EPA, former U.S. EPA, former State and Bureau of Reclamation responders. Class participants will spend the three days deploying boom and learning appropriate techniques for boom deployment on fast water and oil recovery from fast water. The course has minimal classroom instruction with strenuous field activity. The Black Canyon Dam area is approximately 30 miles northwest of Boise on the Payette River. Temperatures can reach 90+ degrees during the day. Class participants may need to enter the water during field operations, so dress accordingly. It is recommended that gloves and a sharp pocket knife be included in personnel equipment for the course, along with a hat and appropriate sunscreen, as shade is limited in the area.

Course prerequisite is that all course attendees must have attended the basic ERT Inland Oil Spills course. Class size is limited to 30 students.

For additional information, contact Royal Nadeau at (732) 321-6740 or Greg Powell (513) 569-7537.

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