

Occurrence # 05-016

CONFIDENTIAL**OCCURRENCE REPORT**

Date	Time	Occurrence #	Type	EMO Spill #
2005 Jan 05	0:00	05-016	Spill	05-001

Related Permits

Reported by	70(1)	Phone	70(1)
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Organization

Complaint details	Cold weather caused the failure of gasket(s) in Pump #2 Trails North. Leak Stopped, some fuel recovered.
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Additional info

Substance spilled	Gasoline
Quantity reported	2000 L
Cause	Seal Failure
Quantity confirmed	
Quantity notes	
Current spill status	
Action by spiller	
Final spill status	

Location	Trails North
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Location owner

Community	Whitehorse
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Responsible comp.	Dave Geogahn	Phone	6332327
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Responsible person	Dave Geogahn
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Address	92166 Ak Hwy
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City	Whitehorse
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Province Post code	YT
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Lead Agency #1	EC&I	Phone	
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Lead Agency #2		Fax	
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Contact name	B. Levia
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Authority

Date Time

Received by	Ron Adams	Closed by	
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Date Time	2005 Jan 18 09:30:00	Date Time	
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Action Taken

Occurrence # 05-016

CONFIDENTIAL

Date Time 2005 Jan 18 10:17:00

EPO HERON

Met with owner, Dave GEOGHEGAN. Last weeks cold weather caused the failure of gasket(s) in Pump #2. Inventory records identified a loss and a consultant (GROUNDTRAX) was hired. The gasket(s) was repaired and approx. 200L of gasoline was recovered from a reservoir under the pump. It is estimated that another 1800L escaped the reservoir and entered the natural soils beneath the pump. GROUNDTRAX will be continuing with the assessment of the site. No free product on the surface, no odors detectable.

Date Time 2005 Jan 21 16:30:00

EPO HERON

Met Adam GREETHAM, GROUNDTRAX, while ⁷⁰⁽¹⁾ at Marwell Gas Mr. GREETHAM advised that he would like to conduct the assessment of Trails North in the spring of 2005. I directed him to send a letter to the Branch.

Date Time 2005 Jan 24 09:50:00

EPO HERON

Met with Ruth HALL, Amanda JANSSENS, and Jennifer PETERSON, EPB Branch to discuss the request from GROUNDTRAX. Agreed to waiting until spring if we were provided information on ground and surface water for that area.

Date Time 2005 Jan 24 10:06:00

EPO HERON

Phoned GROUNDTRAX advised Adam GREETHAM that we would require surface and groundwater information before we could consider foregoing the site assessment.



Environmental Assessments:
Phase 1, 2 C.E.S.A.

Site Remediation: Phase 3, 4

Approved by all major Banks

Special Waste Removal
Recycling

Fuel System:
Installation/Removal/Testing

Tank Cleaning/Closure in-situ

Fuel Transfer/Filtration

Sampling:
Soil/Water/Air/Waste/Materials

CHANCE Foundations:
Repair/Installation/Assessment

Secondary Containment:
HDPE Liner Installations

Land Reclamation:
Bioengineering, streams,
slopes, mines

Spill response - Fuel Spill
Clean-up in-situ / Ex-situ

Contingency Planning

Waste Disposal/ Treatment/
Recycling Systems

General Surveying

Training

Hi Ruth:

05/02/16 - discussed w/ RH, ⁰⁰⁰⁶ okay to wait
- confirm volume released,
owners records

I have reviewed this document with
respect to the information I requested
from Adam.

Do you believe this to be sufficient
information to allow a spring 2005
assessment, or should work be done
now? I won't be back until Feb. 1st,
so go ahead + contact Groundtrax if
you wish. P.S. The Occ. is
on my desk.

To: Ruth Hall

Dept. of Env. - Permits & Approval
Fax. ((867) 393-6205

From: Adam Greetham

GROUNDTRAX
ENVIRONMENTAL SERVICES INC.
P.O. Box 10180 Y1A 7A1
Whitehorse, Yukon, Canada
Tel. (867) 667-2515
Fax. (867) 660-4247
gtrax@marshlake.polarcom.com

Re: Trails North - Jan. 2005 : Spill Response Information

Ruth, attached is information regarding Trails north supreme gasoline
spill. I personally do not know the volume spilled.

S.

Adam Greetham CET, CESA, APTMA
Project Manager

GROUNDTRAX
ENVIRONMENTAL SERVICES INC.



February 4, 2005

Box 10180 Y1A 7A1
Whitehorse, YT - Canada
Tel. (867) 667-2515
Fax. (867) 660-4247

To: Yukon Government
Department of Environment
Permits & Approvals

Re. Trails North Car & Truck Stop – Gasoline Spill January 2005

This letter is to inform Yukon Government, Department of Environment regarding a reported fuel spill at Trails North Car & Truck Stop situated at Mile 922 Alaska Hwy, Whitehorse, Yukon. Groundtrax Environmental Services Inc. was contacted to identify and repair the source of the spill. The following information reports site observations, fuel system installation data and limited geo-technical information compiled during the spring of 2004 and phone interview with Midnight sun drilling regarding previous groundwater assessment findings.

1. First call to Groundtrax from Trails North Manager/Owner regarding recorded supreme quality gasoline fuel loss on Friday Jan. 14, 2005. Adam Greetham took the call. Dave of Trails North indicated fuel records identified a loss of 400 litres. Due to the low temperatures -42 C range, Mr. Greetham mentioned a potential shrinkage in fuel, Dave stated he has been contemplating such possibility, and mentioned the fuel supply company stated that as very un-likely. Mr. Greetham then suggested to inspect all secondary containment sumps under each fuel dispenser and at the aboveground double wall storage tank (AST) outlet spill containment sump. Also mentioned, was to inspect the secondary containment inspection port of the AST as well as the regular gas volume. Dave wanted more information regarding the design of the fuel storage and supply system. Mr. Greetham stated the fuel storage and supply system design as follows. The Supreme and regular gasoline storage tanks are separated by a single wall and both tanks are contained within a secondary outershell steel tank. In the event that the interior tank has leaked, the secondary tank inspection port would identify such leak. In the event that the divider wall between the two tanks have corroded, the supreme gas has reduced in volume and the regular gas volume would have increased. Fuel exits the storage tank through valves located within the (blue) spill containment box at which point is transported through double wall flexible fuel supply line which in the event of a leak would discharge product into this spill collection and containment sumps under each dispenser as well as this blue box. In the event that a fuel leak has generated, inspection of these locations would identify such. Another potential loss would be evaporation but very unlikely as well as a potential malfunctioning fuel dispense meter, or a malfunctioning air eliminator or pressure relief valve. All these components should be inspected.

2. Second call to Groundtrax from Dave at Trails North was Sunday Jan. 16, 2005. Dave stated Sump #1 (first fuel dispenser in line from AST) had almost three feet of fuel in it. Dave stated the fuel supply line has been shut off and inspection and repair was requested. Adam Greetham went to the site pumped approximately 195 litres of supreme gasoline from a full spill containment sump into a 205 litre barrel for re-use. The source of the leak was identified at the fuel supply line union .T., the union was removed and a gasket within the union identified as required to be replaced. The pump was situated back over the sump and locked as normal procedure. The next day, Monday Jan. 17, 2005 new gaskets were

GROUNDTRAX
ENVIRONMENTAL SERVICES INC.

installed, the fuel supply system put back together and inspected for leaks. No leaks were observed. Groundtrax recommended the sump be monitored twice a day to the owner for fuel leakage. The source of the leak was repaired. Adam Greetham identified the dispenser was not bolted to the concrete island as initially installed and the dispenser was not balanced causing unnecessary vibration when in use. The likely cause of the deterioration of the subject gasket was the increased vibration during the extreme cold period immediately prior to the identified loss of fuel. The system was bolted down as necessary.

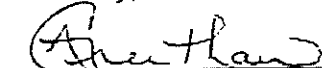
3. The spill containment sump at the source of the leak, had very likely overfilled and spilled into the environment impacted the surrounding soils. Adam Greetham of Groundtrax was project Manager of Environmental Site Investigation and Assessment Services during the spring of 2004 at the subject property. Excavations and drilling programs on site identified pitrun soils consisting of sandy gravel with moderate cobble stone and some boulders to an investigation depth of approximately 25 feet below grade. Excavations beneath the subject sump and spill area during the spring of 2004 identified the same soil classification. The spill containment sump and associated double wall fuel supply lines were encased with approximately 18" of clean sand. The fuel supply lines are sloped from the AST into Sump #1. The remaining sumps are approximately level with sump #1. The surface surrounding Sump #1 was not impacted with fuel. The sump terminates below the base of the island concrete. The adjacent surfaces are also concrete, Frost has likely penetrated beyond the depth of sump base (-3.5 ft). Spilled fuel has likely saturated the surrounding sand adjacent the sump and migrated in a vertical direction.

4. Mr. Greetham met with property owners Tuesday Jan. 18, 2005 to review spill response services. An impact assessment was stated for required action, and agreed that warm season would be required for adequate assessment.

5. Mr. Greetham was contacted by the Yukon Dept. of Environment to provide spill response information and to identify the location of on-site groundwater and surface water. Mr. Greetham observed spring melt water during 2004 to travel between the on-site (Tamarack) welding shop and the gas bar, approx. 20 m away from the dispensers. The surface water travels down along the north end of the driveway to the Alaska Highway. Impact from the impacted soils to or from surface water does not pose an immediate risk. Mr. Greetham contacted Midnight Sun Drilling Ltd. in regard to pass drilling services in which the previous owner had contracted the drilling company to explore for groundwater. Midnight Sun Drilling Manager, Dave, stated that they had drilled 70 ft hit bedrock and contacted no groundwater. These statements provide the likely conclusion that no immediate risks from this spill exists to surface or groundwater, and request that assessment services be postponed until warm season, June 1st 2005.

6. Soil assessments and delineation are warranted in area immediately adjacent the sump #1, spill source.

Sincerely,



Adam Greetham
Project Manager

Cc: Trails North - Owner/Management

this suggests
that the
sand is
denser
than the
surrounding
soil.

is the
AST @
higher
elevation?

can we ask
for this in
writing? or
for the
drill log?

based on
what?



OCCURRENCE REPORT

Date
YYYY/MM/DD

2005/01/18

Time

0937

Occurrence #

05-016

xRep - Spill
05-01

Complainant Spill # 05-01

Address

Call back phone

Location

Trails North Car and Track Stop, 92166 Alaska Hwy.

Complaint
Details

Action Taken

Date

2005/01/18

Time

10:17:00 AM

Comments

Met with owner, Dave GEOGHEGAN. Last weeks cold weather caused the failure of gasket(s) in Pump #2. Inventory records identified a loss and a consultant (GROUNDTRAX) was hired. The gasket(s) was repaired and approx. 200L of gasoline was recovered from a reservoir under the pump. It is estimated that another 1800L escaped the reservoir and entered the natural soils beneath the pump. GROUNDTRAX will be continuing with the assessment of the site. No free product on the surface, no odors detectable.

Date

2005/01/21

Time

1630

Comments

Met Adam GREETHAM, GROUNDTRAX, while 70(1) at Marwell Gas Mr. GREETHAM advised that he would like to conduct the assessment of Trails North in the spring of 2005. I directed him to send a letter to the Branch.

Date

2005/01/24

Time

0950

Comments

Met with Ruth HALL, Amanda JANSSENS, and Jennifer PETERSON, EPB Branch to discuss the request from GROUNDTRAX. Agreed to waiting until spring if we were provided information on ground and surface water for that area.

Date

2005/01/24

Time

1006

Comments

Phoned GROUNDTRAX advised Adam GREETHAM that we would require surface and groundwater information before we could consider foregoing the site assessment.

1006
24

Received by B. Levia

Concluded

Bryan.Levia

From: Brad.Finnson
Sent: Thursday, January 20, 2005 3:04 PM
To: Bryan.Levia
Cc: Tony.Polyck; Peter.Zurachenko
Subject: Trails North

Hi Bryan. Peter Zurachenko and I stopped by Trails North yesterday, talked to Dave Geoghegan and took a look around the spill site and the adjacent area. Detailed below are a few observations and impressions.

According to Dave, the previous owner attempted to drill a well at the site and ended up with a 300 foot dry hole. If true, this bodes well for keeping the spilled fuel out of the water table.

The underlying soil structure around the pumps appears to be silty clay which should have a fair degree of absorbency. At the time of the spill the ground around and under the spill site was and is probably frozen. This might help to contain the lost fuel and aid in the ease of cleanup in the event that it is undertaken before spring thaw.

The sand lined trench that extends back to the above ground storage tank is a bit of a shadowy spot for me as of yet. If it is graded back towards the tank, as it appears, then it may hold or have transported a fair amount of the missing 1800 liters of fuel. This scenario might be more likely if the trench is frozen as the sand liner would likely be the path of least resistance for the spilled fuel.

The above ground tank sits just above a ditch that drains into an un-named creek coming out of Kulan Industrial Park and eventually draining into a pothole.

Just a gut feeling but if that fuel daylights any place it would probably be at the top of that ditch closest to the tank. This is, of course assuming that fuel flowed back along the trench toward the storage tank and that soil structure down hill of the tank would allow it.

Thanks for forwarding your report and I'm looking forward to seeing the Groundtrax data.

Cheers.....B

Meeting w/ RH + JP 1615, 05/01/26

Peter Z., H2O Res. advised site owner had not dug well '300' from bldg.

, UST's removed, AST's w/ US Training

, confirmed cont. may daylight @ AST's

, creek ~~hits~~ (ephemeral) hits AK Hwy @ Lebarge Rd, travels on surface of ditch towards

2005/01/20

DATE: 05/01/18

OCC. #:

TIME: 1025

PHOTO #: 1

LOCATION: Trails North Car and Truck Stop

DESCRIPTION: Pump #2, site of Spill #05-01

PHOTOGRAPHER: Levia



TIME: 1113

PHOTO #: 3

LOCATION: Trails North Car & Truck Stop

DESCRIPTION: North Entrance to Trails North, left side would be surface pathway from UST, likely to cross to right side prior to the Alaska Highway, from SW

PHOTOGRAPHER: Levia





DATE: 05/02/16 **OCC. #:**

TIME: 1112 **PHOTO #:** 2

LOCATION: Trails North Car & Truck Stop

DESCRIPTION: Piping assembly, south end of UST,
from W

PHOTOGRAPHER: Levia





DATE: 05/01/18

OCC. #:

TIME: 1025

PHOTO #: 1

LOCATION: Trails North Car and Truck Stop

DESCRIPTION: Pump #2, site of Spill #05-01

PHOTOGRAPHER: Levia





DATE: 05/02/16 **OCC. #:**

TIME: 1112 **PHOTO #:** 2

LOCATION: Trails North Car & Truck Stop

DESCRIPTION: Piping assembly, south end of UST,
from W

PHOTOGRAPHER: Levia



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