

**ATTACHMENT B  
72 HOUR FOLLOW-UP NOTIFICATION REPORT FORM  
CONTRA COSTA HEALTH SERVICES**

**For CCHS Use Only:**

**Received By:** \_\_\_\_\_  
**Date Received:** \_\_\_\_\_  
**Incident Number:** \_\_\_\_\_  
**Copied To:** \_\_\_\_\_  
**Event Classification Level:** \_\_\_\_\_

**INSTRUCTIONS:** A hardcopy and an electronic copy of this report is to be submitted for all Level 2 and 3 incidents or when requested by CCHS. See Attachment B-1 for suggestions regarding the type of information to be included in the report. Attach additional sheets as necessary. Forward the completed form to:

**ATTENTION:** Matt Kaufmann  
Hazardous Materials Program Director  
Contra Costa Hazardous Materials Programs  
4585 Pacheco Boulevard, Suite 100  
Martinez, CA 94553

**INCIDENT DATE:** June 20, 2022  
**INCIDENT TIME:** 1843 hrs.  
**FACILITY:** Phillips 66 Rodeo Refinery

**PERSON TO CONTACT FOR ADDITIONAL INFORMATION**

Jim Ferris, Emergency Response Team Lead Phone number - 510 245-4517

**I. SUMMARY OF EVENT:**

At 1843 hrs. on June 20, 2022, refinery operations personnel at the Phillips 66 San Francisco Refinery Marine Terminal discovered diesel-range material leaking from Line 121 to San Pablo Bay. Marine Terminal personnel initiated a 1<sup>st</sup> Alarm emergency response and began to isolate the line. Primary containment was established by placing a small containment pool underneath the leak location at 1854 hours, which captured all of the drips from the line. Agency notifications began at 1905 hours with a call to the National Response Center and other State and local notifications followed. Required oil spill notifications were complete by 1917 hours.

Secondary containment was established at 1915 hours by placing sorbent boom in the water downstream of the leak location and further reinforced by placing swamp boom in a U-formation. The MSRC Spill Chaser and Raider I response vessels arrived at 2040 hours and conducted a survey from the Carquinez Bridge to the Phillips 66 Marine Terminal. No sheen was observed and not impacted wildlife was noted. Atmospheric monitoring was performed near the leak source and along the Marine Terminal Causeway; no volatile organic compounds, hydrogen sulfide, or carbon monoxide were detected. Line 121 continued to be pumped-out throughout the night and was complete by 1330 hours on June 21, 2022. An MSRC Response Vessel was maintained onsite until the line was emptied.

**II. AGENCIES NOTIFIED, INCLUDING TIME OF NOTIFICATION:**

Marine Spill Response Corporation (MSRC) notified at 1900 hrs – Fujii.  
National Response Center (NRC) notified at 1905 hrs. – Varrati – Case # 1339320  
CWS Level 1 at 1908 hrs.  
Cal OES notified at 1910 hrs -Dustin - Case # 22-3489  
California Oiled Wildlife Care Network notified at 1917 hrs - Birtell.  
BAAQMD notified at 1940 hrs. – Mike  
Regional Water Quality Control Board Notified at 2020 hrs. – John Madigan

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**INCIDENT DATE: June 20, 2022**

**FACILITY: Phillips 66 Rodeo Refinery**

**III. AGENCIES RESPONDING, INCLUDING CONTACT NAMES AND PHONE NUMBERS:**

United States Coast Guard – Ben Wathen (510) 928-9939

California Department of Fish and Wildlife (CDFW, OSPR) – Robert Chedsey (707) 416-6038

Marine Spill Response Corporation (MSRC) – Wayne (707) 365-6038

**IV. EMERGENCY RESPONSE ACTIONS:**

**1843 - Marine Terminal Operator observes small sheet and Line 121 found leaking 3 drops/sec. A 1<sup>st</sup> Alarm incident is initiated.**

**1845 – All Marine Terminal Operators are accounted for.**

**1854 – Primary containment established by placing a small containment pool underneath the leak location.**

**1900 – G-15 pump begins to remove diesel range material from Line 121**

**1900 – Notification made to MSRC to initiate 2 response vessels to assist with incident.**

**1905 – Notifications initiated - Federal, State and Local agencies notified**

**1915 – Secondary containment established with sorbent boom and swamp boom in the water.**

**1615 – Decon established**

**2007 – Drone flight started from MTC Causeway to survey the leak location and surrounding water**

**2040 – MSRC response vessels arrive and conduct survey from Carquinez Bridge to Marine Terminal. No sheen or impacted wildlife observed.**

**Resources deployed- Type I Fire Engine, Hazmat Response Vehicle, 1 Vacuum Truck, Drone, MSRC Spill Chaser, Raider I Response Vessels.**

**V. IDENTITY OF MATERIAL RELEASED AND ESTIMATED OR KNOWN QUANTITIES:**

Line 121 contained Renewable Diesel (see attached, Safety Data Sheet). It is estimated that ~ 2.3 gallons of this material was released.

**VI. METEOROLOGICAL CONDITIONS AT TIME OF EVENT including wind speed, direction, and temperature:**

Time	Wind speed	Direction
1900 hrs	7 knots	NNE

Water currents were ~2.9 knots moving east (flood tide) at 1900 hrs. Slack at 2200 hrs.

Temperature was 93° F at 1900 hrs

**VII. DESCRIPTION OF INJURIES:**

There were no injuries.

**VIII. COMMUNITY IMPACT including number of off-site complaints, air sampling data during event, etc.:**

There was no community impact. There were no odor complaints. Air monitoring conducted found no elevated levels.

**IX. INCIDENT INVESTIGATION RESULTS**

Is the investigation of the incident complete at this time? NO \_\_\_\_\_

If the answer is no, submit a 30 day final or interim report.

If the answer is yes, complete the following:

**72-HOUR REPORT, PAGE 3**

**INCIDENT DATE: May 25, 2022**

**FACILITY: Phillips 66 Rodeo Refinery**

**X. SUMMARIZE INVESTIGATION RESULTS BELOW OR ATTACH COPY OF REPORT:**

**XI. SUMMARIZE PREVENTATIVE MEASURES TO BE TAKEN TO PREVENT RECURRENCE INCLUDING MILESTONE AND COMPLETION DATES FOR IMPLEMENTATION:**