

Vallejo Odors and Phillips 66 Oil Sheen Unified Command

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September 20 – Vallejo Odors

- Strong odors in Vallejo
 - Vallejo Fire started to receive odor complaints around 7:15 PM
 - Shelter-in-Place issued
 - 8:00 PM oil sheen reported by ferry captain
 - 8:02 PM Vallejo Fire received approximately 500 phone calls complaining about strong odors
 - 10:00 PM 800 complaints were received
 - Estimates of 100 seeking medical attention
 - 6:00 AM September 21 shelter-in-place lifted
 - Coast Guard checked the five oil refineries all stated they were operating normally
 - Coast Guard collected samples of all vessels in area

September 21 – Oil Sheens

- Coast Guard reported seeing a 40 foot wide by one mile long oil sheen – north part of San Pablo Bay
- Phillips 66 reported that a oil sheen around their unloading docking – oil tanker unloading crude oil
 - When Phillips 66 learned about odors, stopped the unloading crude from oil tanker
 - Started unloading crude again around mid night
 - Stopped again when an oil sheen was seen

Unified Command Established

- Unified Command was setup to find the source of the oil sheen at the Phillips 66 unloading dock
- Unified Command included USCG, OPR, Contra Costa HazMat, Phillips 66
- USCG and OPR checked other reportings of oil sheens
- Contra Costa HazMat checked other businesses that have unloading docks
- No sheen at Phillips 66 when the unloading process was not occurring.

Unified Command

- The different ICS sections were established with the Operations section being the most active
- JIC established
 - Four press releases were issued
 - Two press conferences
- Unified Command continued until September 24
- Investigation continued



Investigation of Oil Sheen

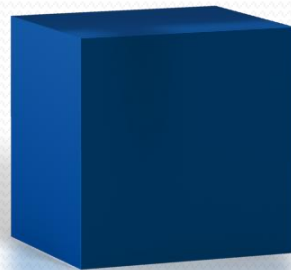
- Phillips 66 isolated and hydro tested pipes used in the unloading of crude
- One valve was not holding and the pressure was decreasing
- Installed blind and pressure held
- USCG sent divers down to see if there were any visible leaks from the ship – none found

Investigation of Oil Sheen

- Samples of the oil sheen had been taken and found to be from the crude shipment
- Particular type of Saudi Arabia crude that has a strong odor
- Samples taken on the night of the odors analysis eliminated possible other sources
- Unloading operations restarted and an oil sheen was observed

Conclusion

- The oil sheen came from the unloading of crude at the Phillips 66 terminal
- Most likely the leak came from the oil tanker
- There is a possibility that the leak came from a section of Phillips 66 unloading piping that was not hydrotested
- This leak was most likely the source of the Vallejo odors



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