

**ATTACHMENT C
30 DAY FOLLOW-UP NOTIFICATION REPORT FORM
CONTRA COSTA HEALTH SERVICES**

INSTRUCTIONS: 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:

For CCHS Use Only:

Received By: _____
Date Received: _____
Incident Number: _____
Copied To: _____
Event Classification Level: _____

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

INCIDENT DATE: 05/25/2022
INCIDENT TIME: 15:50 Hours
FACILITY: Phillips 66 Rodeo Refinery

PERSON TO CONTACT FOR ADDITIONAL INFORMATION

Jim Ferris Phone number: (510) 245-4517

I. SUMMARY OF EVENT:

At 1550 hrs. on May 25, 2022, refinery operations personnel at the Phillips 66 San Francisco Refinery Marine Terminal discovered diesel-range material leaking from Line 161 to San Pablo Bay. Marine Terminal personnel immediately isolated Line 161 and began vacuuming out the line of residual material to eliminate the release. These actions reduced the flow rate starting at 1614 hrs. and leak containment was established at 1640 hrs. Approximately 7 gallons of the material was released.

Based on observations from boom boat personnel deployed at the leak site and personnel on the dock, no oil sheen was observed and no impacts to wildlife were 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 161 has been pumped-out, water washed and isolated. A repair plan has been developed and includes the replacement of the failed piping section. The failed section of piping will be retained for further failure analysis. Visual and ultrasonic inspections of Line 161 will continue in accordance with methods and frequencies detailed in the SFR Inspection Department procedures and API standard 570.

II. INCIDENT INVESTIGATION RESULTS

Is the investigation of the incident complete at this time? Yes No

If the answer is yes, complete the following:

III. SUMMARIZE INVESTIGATION RESULTS BELOW OR ATTACH COPY OF REPORT:

Based on visual and X-ray inspection of the transfer line and surrounding area, it was determined the leak was caused by external corrosion to the wear pad and underlying pipe. There was a slight crack in the coating (not visible to inspector) that allowed external corrosion on the wear pad and subsequently on the pipe. This corrosion could not be observed externally and previous internal tests and inspections, such as the most recent hydrotest, did not show signs of corrosion.

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

Recommendation 1:

Replace the affected segment of Line 161. Ensure new ITP and Hold Point requirements are used for re-inspection of the piping over water at the Marine Terminal.

The repair to the Line 161 segment was completed on July 13th, 2022.