

SPN

HAZARDOUS WASTE COMPLAINT REPORT

1. INSPECTION REPORT:      COMPLAINT     \_\_\_ ROUTINE     \_\_\_ FOLLOW-UP  
  \_\_\_ PERMITTING

FACILITY/OWNER'S NAME: McKenzie Tank Lines

DEP/PERMIT ID#:             DATE ISSUED:             EXPIRATION DATE:

ADDRESS: St. Marks, FL

LOCATION: Terminal

COUNTY: Wakulla   PHONE: (850)576-1221   DATE: 10/6/98   TIME: 4:00

2. COMPLAINANT INFORMATION:

NAME: Anonymous                             TELEPHONE NUMBER: (     )

ADDRESS:

**TYPE OF FACILITY/COMPLAINT:**

FACILITY	COMPLAINT	OTHER
___ SLF	___ Open Dump	___ <input checked="" type="checkbox"/> Fuel Terminal
___ RRF	___ Used Oil	
___ Transfer Station	___ Biohazardous	
___ Vol Reduction	___ Waste Tires	
___ C&D Debris Disposal Site	___ Permit Violation	
___ Composting/Mulching	___ C&D Debris Disposal Site	

3. ON-SITE CONTACT: Jack Patterson

4. NARRATIVE: On September 29, 1998, I received an e-mail from Chris Russell of the BER concerning the dumping of fuel on the ground. The description of the site given by the complainant is as follows: Enter the main gate, make a left, go to the north end of the building along the east fence (south of the fuel pumps), left of the power pole. There should be a large amount of dead grass between the pole and the fence. Evidently diesel/gasoline leaks from the tanker trailers that park there. Supposedly gasoline is used to clean out the trailers (contained red diesel) and then the gasoline is stolen by employees. Excess diesel was dumped on the ground.

On the afternoon of October 6, 1998, I met Jack Patterson on site. Mr. Patterson showed me a site where a spill had occurred September 17, 1998. Mr. Patterson was not sure how the spill had occurred since it was near the rear of the property outside the fence. It would have been awkward to have emptied a tanker in such a location. The soil had been removed from the spill site and is currently stored in drums in a shed on site. Clean soil was used to fill the excavation and the site has been sown with grass seed which has now sprouted.

Next, Mr. Patterson and I visited the site described in my e-mail. The wheels of two tanker trailers were off the pavement and on the grass. Dead grass was seen at the site but it appeared to be caused by the wheels of the trailers since the dead areas corresponded with the tire tracks. Additionally, since the release ports are on the side of the tankers rather than the rear, there should have been evidence of fuel on the pavement but there was none.

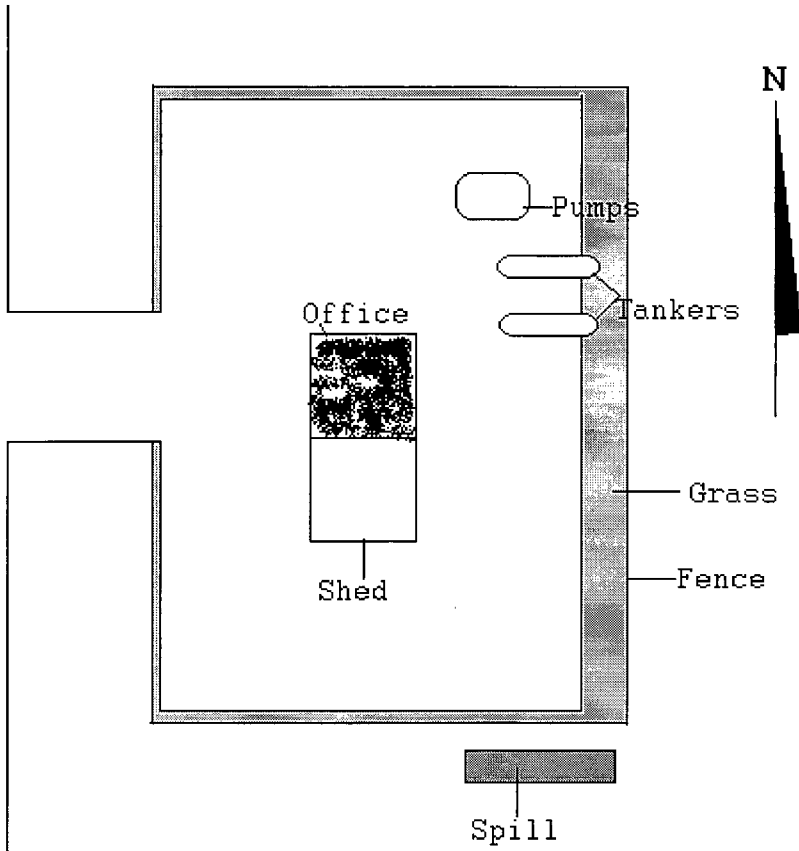
Mr. Patterson informed me that they do not rinse red diesel from the tankers since there is very little residue left after emptying. Any cleaning that is required is performed in their wash shed next to the office. Mr. Patterson did inform me that he had recently fired some employees and suspected they may have phoned in the complaint.

On October 12, 1998, I was contacted by Joe Weir of McKenzie Tank Lines. Mr. Weir told me that Handex of Florida will arrive either the end of this week (10/15-16) or early next week (10/19) to perform on-site analysis and to sample the soil for laboratory analysis. Then the contaminated soil will be shipped to Soil Safe of Savannah, Georgia, for incineration. Mr. Weir said that approximately 20 to 25 gallons of material had been spilled and that their initial tests indicated it was probably a mixture of diesel fuel and gasoline.

Mr. Weir will inform me when Handex arrives to sample the site at which time I will perform a re-inspection. I have no reason to doubt Mr. Weir or Mr. Patterson and it appears that the site is being satisfactorily cleaned. There did not appear to be any hazardous waste violations at the site mentioned in the complaint.

5. INSPECTOR: Don Kendrick, Environmental Specialist
6. REFERRED TO: Bill Kellenberger, Engineer, FDEP, Pensacola

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