

## Hotel (b) (3) (A) Site and Remediation History

**Background:** The site is located in the Halawa – Main Gate Geographic Study Area of PHNC between (b) (3) (A) and the NAVSUP FLC Buildings on (b) (3) (A) Hotel Pier, and Pearl Harbor. The Hotel Pier was built in 1941 and has been used as a refueling hub for large Navy vessels since World War II. Fuel oil is supplied to the Hotel Pier via Valve Station (VS) that is in turn supplied by large subsurface product lines paralleling (b) (3) (A). The entire site is paved with asphalt except for an unpaved area within VS. (b) (3) (A) runs through the site. Adjacent to (b) (3) (A) to the west is a parking area bounded by a sheet pile quay seawall.

- From May to Nov 1989, the Navy conducted an investigation on the Underground Storage Tanks (UST's), located at Valve Station (VS) and found hydro-carbon contaminated soil
- In 1992, The Pearl Harbor Naval Complex was listed on the National Priorities Listing, as a CERCLA (Superfund) site documenting that the entire Pearl Harbor Naval Complex has been and still is under remediation based on contaminants found in the surrounding area (Reference: <https://cumulis.epa.gov/supercpad/cursites/csinfo.cfm?id=0904481>)
- From 1992-1996, a Remedial Investigation (RI) was conducted at Pearl Harbor Naval Complex, as part of the US Navy RI Program. The RI identified a subsurface product plume, adjacent to Hotel Pier, along (b) (3) (A). Petroleum products identified in the plume were weathered diesel fuel (F-76) and residual oil. The RI also concluded that there was risk to aquatic receptors, in Pearl Harbor, that could result from exposure to floating product released to surface waters near the Hotel Pier Site. (Reference: Action Memo, Subj: Non-Time-Critical Removal Action at Hotel Pier, Fleet & Industrial Supply Center (FISC) Pearl Harbor Naval Annex, Oahu, Hawaii)
- In 1993, A Combined Remedial Investigation/Feasibility Study was completed for the Pearl Harbor Naval Complex. The record of decision is estimated to be completed in May 2023. This is under the oversight of the EPA
- In 1994, 8,000 gals of waste oil was reportedly spilled/released at Valve Chamber (VC), in the vicinity of Hotel Pier. (Reference: MSG 100300Z MAR 94)
- In 1997, > 2,500 gals of F-76 was reportedly spilled/released at VC, in the vicinity of Hotel Pier, due to a damaged pressure gauge (Reference: MSG 1600072 JUL 97)
- In 1997, 2 – 5,000 gallon JP5 Underground Storage Tanks, built in 1943, were removed from the VC site
- In 1997, A Site Closure Report was completed to document the removal of the JP5 UST's and VC, with the State of Hawaii, Department of Health
- In 1999, the contractor Earth Tech completed an analysis of the site and estimated between 2,500 and 17,000 gallons of free phase petroleum product exists beneath Neosho Avenue. It was also identified that electrical lines, sewer and utility lines, and storm drains located throughout Hotel Pier site appear to be acting as the most significant preferential pathways for plume migration. (Reference: Oscar 2 Pier and Hotel Pier RAO Optimization Report)
- In 2008-2011 –Valve Station (VS) was constructed, at the same site, and underground pipelines were abandoned in place that lead to and from VS
- In 2009, the State of Hawaii issued a “No Further Action” letter for the site
- 17 Mar 2020, the initial release was reported to the Navy On-Scene Coordinator (NOSC), Derrell Saul, and release reported to DOH Hazard Evaluation and Emergency Response (HEER) Office. Length of release was approximately 3 weeks.

- 02 Jun 2020, a second release was reported to the NOSC and then reported to the DOH HEER office.
- 20 Jul 2020, a 4” pipe, suspected to be the release source, was sealed with concrete. **\*\*There are no Active 4” Fuel Lines at Hotel Pier**
- 02 Sept 2020, DOH collected and analyzed the first samples from the H█ site.
- 03 Sept 2020, Analysis of samples collected by DOH and the Navy independent lab indicate product is not aged.
- 28 Sept – 8 Oct, DOH UST Office conducts the first Navy UST compliance inspection and no significant findings found by the inspection team, to include, no leaking fuel pipelines or tanks.
- 24 Nov 2020, DOH collected samples from the Hotel Pier and H█ site.
- 07 Dec 2020, DOH communicated results of samples collected and stated there is no exact match of the fuel samples collected and the fuel standards JP5, F-76 and F-24 pulled from the active pipelines. Samples had indications of both fresh and weathered fuel. There was evidence of comingling sources, in the samples, which showed environmental weathering.
- 14 Dec 2020, NAVFAC EV commenced a Navy (ERN) Site Investigation to probe the site and collect samples to find the source. No source was found.
- 14-15 Dec 2020, DOH collected samples from Hotel Pier locations (b) (3) (A) and (b) (3) (C)
- 16 Dec 2020, DOH communicated results of samples collected and stated no exact match with the fuel standards JP5, F-76 and F-24 pulled from the active pipelines. The fuel samples from H█, H█ and H█ resembled F-76, as the closest match, and appeared to be undergoing environmental degradation. Fuel samples from “pit #4” resembled the JP5 and traces of F-76 and show some environmental degradation. Fuel samples from “pit #2” show a cleaner profile than the other samples, but no added detail is discussed by DOH
- 5 Jan 2021, NAVSUP FLCPH Fuels, NAVFAC EV, Navy Petroleum Office (NPO), NAVFAC LANT Leak Detection Office and DOH HEER and UST offices conducted a MS Teams meeting to discuss actions being taken at H█.

**Map of Hotel Pier and H5 Site:**

