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Government

Annex G

Lower Rupert's Valley Fuel Leak 2020 - Remediation Measures

In late April/early May 2020, during excavation for the fibre-optic cable landing facility in the vicinity of the doorway in Rupert's Lines (beach-side and land-side), soil contaminated with fuel was encountered. Consequently the Fire and Rescue Service evacuated the area and established a safety zone.

The source of the fuel leak was concluded to be the two (30+ year old) underground fuel lines (one petrol, one diesel), which run from Rupert's BFI beach site to the mid-valley BFI tanks. In view of the age and perceived condition of these two underground pipelines (having also suffered previous leaks), the decision was taken in mid-May to decommission both pipelines by draining them of all fuels and flushing them full of water. By late May the Fire and Rescue Service were reporting zero hazardous readings in the area, and therefore the safety zone was lifted and individuals/businesses were given permission to resume business as usual in Lower Rupert's Valley.

From the perspectives of health and safety for residents, existing businesses, visitors to Rupert's and the proposed Rupert's development, it was important to establish the degree of success of the fuel leak remediation measures. Hence in early July several trial pits were dug along the route of the decommissioned underground fuel lines to establish the level of any residual soil contamination resulting from the recent or previous fuel leaks. If evidence of soil contamination had been found at any point, then further remediation measures would have been required.

The trial pits exposed the decommissioned fuel lines and each excavation was tested by the Fire and Rescue Service. Zero hazardous readings were recorded in all of the trial pits. A test was also conducted in the excavation for the deep manhole within the cable landing station compound. Again the Fire and Rescue Service recorded a zero hazardous reading.

As a result of these investigations, and the fact that no fuel is now routed underground anywhere in Lower Rupert's Valley, the firm conclusion is that there is no present or future risk to health and safety from fuel contaminated soil. The two decommissioned 150mm diameter underground steel pipes (which are located at depths of between 1.5m and 2.5m below existing ground level in the area of the proposed Rupert's development) will be left insitu, unless their location conflicts directly with any foundation/construction works, which is unlikely under current plans.

Part of the remediation measures included the installation of a vented sump incorporating a herringbone drain, installed at the bottom of the cable landing excavation on the beach-side of Rupert's Lines, adjacent to the doorway. This was installed at the low point of the excavations to ensure that any residual fuel would be collected, and to enable any hazardous gases to vent. The installation facilitates the ability to pump out the contents of the sump if required. In view of the

results obtained from the subsequent testing regime (trial pits), with the benefit of hindsight this installation was not required. However, to complete the comprehensive safety check it is recommended that the installation is tested by the Fire and Rescue Service for hazardous readings six months after installation of the vented sump (in December 2020). A decision can then be taken on whether to decommission the installation and remove the vent.

Further trial pits will be dug later this year in connection with the proposed Rupert's development, as part of the soils and ground investigations required to inform the design of foundations for the proposed buildings and paved areas. The Fire and Rescue Service will be asked to test all such excavations as a final check that zero hazards exist from underground fuel leaks in Lower Rupert's Valley.

Summary

As a result of the remediation measures taken, execution of the subsequent testing regime, and the fact that no fuel is now routed underground anywhere in Lower Rupert's Valley, the firm conclusion is that there is no present or future risk to health and safety from soil contaminated by fuel.

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August 2020