



## San Francisco Bay Regional Water Quality Control Board Port of San Francisco, and Pilot Thomas Logistics, LLC

### FACT SHEET AND INVITATION FOR PUBLIC COMMENT September 2023

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#### **Introduction**

The San Francisco Bay Regional Water Quality Control Board (Regional Water Board), Port of San Francisco (Port), and Pilot Thomas Logistics, LLC (Pilot Thomas) are distributing this fact sheet to provide information on the Port's and Pilot Thomas' ongoing environmental activities at the Maxum fueling facility at 2950 Hyde Street, San Francisco (Site). The Regional Water Board is the lead state agency overseeing environmental investigation and remediation activities. You are receiving this fact sheet because you reside, work, or own property within or near the Site boundaries.

#### **Site History and Investigation Overview**

The fueling facility is currently inactive and is in the vicinity of San Francisco's Fisherman's Wharf, in an area zoned for commercial and industrial use. When in operation, the Maxum fueling facility was located on a dock in San Francisco Bay and provided renewable diesel fuel to boats. Fuel was stored in two above-ground storage tanks on land and was connected to the fueling facility via pipeline. The pipeline developed a leak and released renewable diesel to the soil and nearby environment. The pipelines connecting the fuel tanks and the floating dock have been drained and have been taken out of service.

The Port reported observation of fuel sheens in Hyde Street Harbor on April 17, 2020. The Port established that the observed sheens appeared to be the result of a source located under former Wharf J-10 and subsequently deployed floating containment booms to prevent fuel from spreading in San Francisco Bay. The Port and Pilot Thomas have been working with the Regional Water Board to characterize the nature and extent of the renewable diesel fuel release. These investigations are described in the September 2023 Revised Feasibility Study and Remedial Action Plan (FS/RAP).

Since the discovery of the fuel release, actions to reduce the mass of the fuel in the subsurface, including recovery of fuel, measurement and monitoring of the environment, and protection of the environment from releases, have been ongoing.

#### **What is Renewable Diesel?**

Renewable diesel (also known as green diesel) refers to fuels derived from biological sources. Renewable diesel can be made from a host of items, typically waste vegetable oil, residue from animal rendering, and other biologically derived oils. This process converts biological oils that would otherwise be waste into higher-value diesel fuel. Renewable diesel is considered a sustainable alternative to traditional petroleum diesel extracted from the earth; it produces fewer greenhouse gas emissions and is commonly used in California because of its environmental benefits.

#### **Is My Drinking Water Safe?**

The drinking water at and near the Site is safe to drink. Water is provided by the San Francisco Public Utilities Commission and meets State and Federal standards for quality and has not been affected by the fuel release at the Site.

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## Proposed Remedy

As required by the Regional Water Board, the Port and Pilot Thomas prepared the FS/RAP to evaluate cleanup alternatives and propose the alternative that would maximize cleanup of the fuel release and protection of human health and the environment. The proposed remedy includes a combination of technologies that have been proven effective in similar circumstances and includes the excavation of the most-impacted area outlined in red on Figure 1 and the placement of activated carbon at the base of the excavation to further capture residual fuel. A network of groundwater monitoring wells will be installed and monitored after the excavation activities are complete to ensure ongoing reduction in impacts from the release. As a contingency, diesel fuel will be removed from the monitoring wells, as necessary and the floating containment booms will be maintained in San Francisco Bay.



**Figure 1: Proposed Excavation Area**

## Next Steps

The public is encouraged to submit comments on the FS/RAP. The public comment period is from September 27, 2023, to October 29, 2023. The Regional Water Board will review and consider all comments. Prior to final approval of the FS/RAP, the Regional Water Board will respond in writing to public comments received and the document will be revised, if warranted. Once approved, the Port and Pilot Thomas will obtain the necessary permits and finalize the schedule for implementing the remediation. Permitting is expected to be completed by the end of 2023 and the excavation and remedial activities are anticipated to commence during the first quarter of 2024.

## Electronic Document Availability

An electronic copy of the FS/RAP and other documents for the Site are available on the GeoTracker website at: <https://geotracker.waterboards.ca.gov>. Under “Tools”, click on “Advanced Search” and enter Case ID number: T10000018609, then click on “Site Maps/Documents.”

## Comment Submission Process

Comments should be submitted in writing by October 29, 2023, to:

California Regional Water Quality Control Board, San Francisco Bay Region  
Attention: Michelle Thompson  
1515 Clay Street, Suite 1400  
Oakland, CA 94612  
(510) 622-1819  
[michelle.thompson@waterboards.ca.gov](mailto:michelle.thompson@waterboards.ca.gov)