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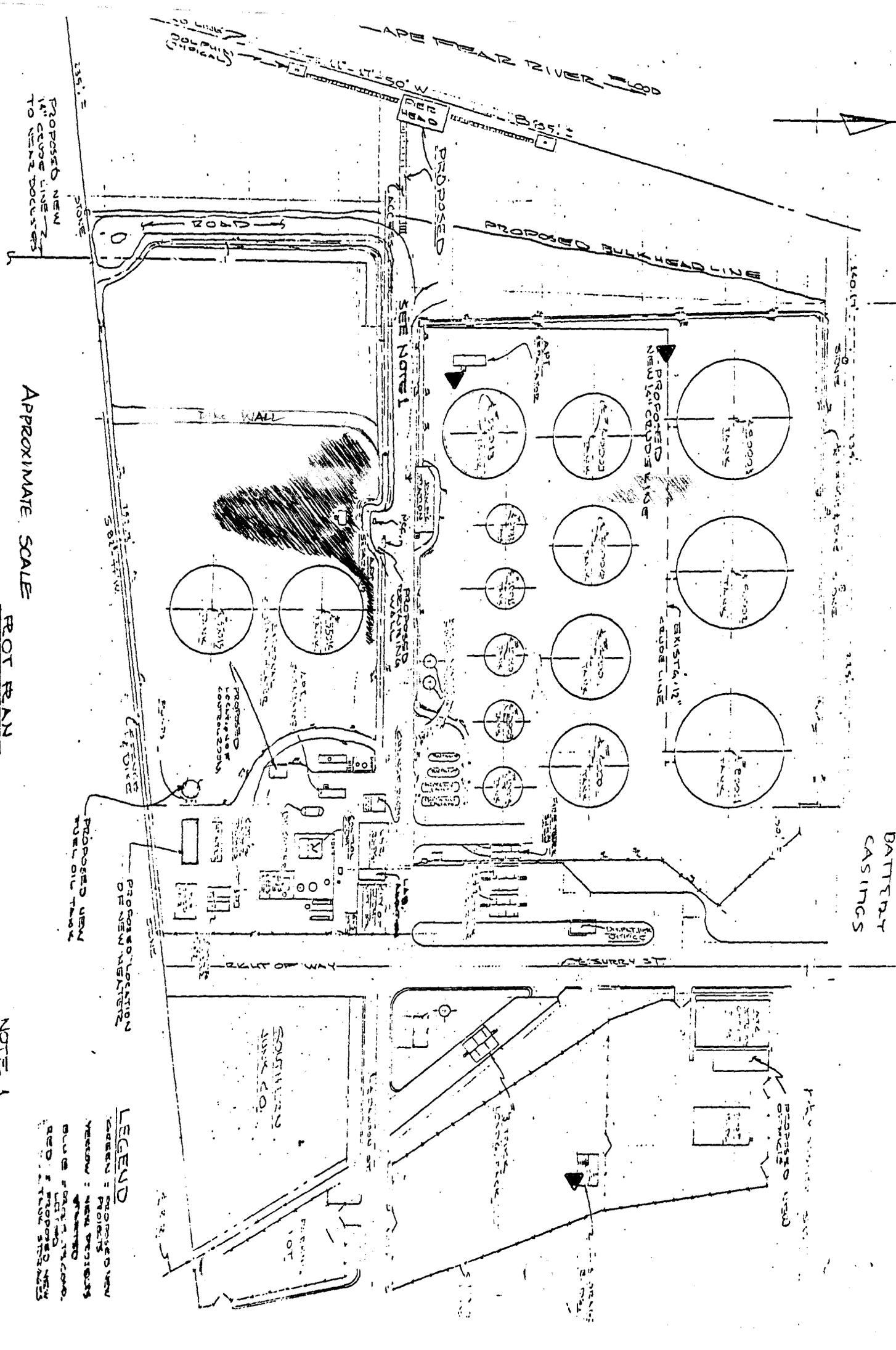








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BATTERY CASINGS

APPROXIMATE SCALE

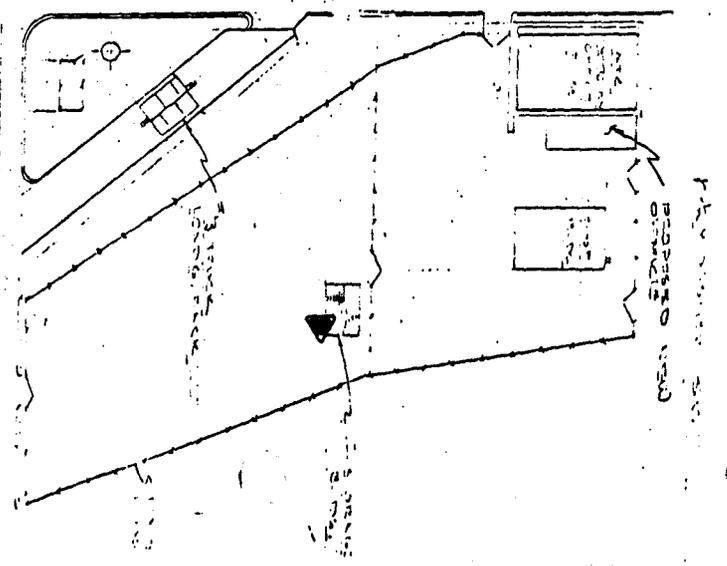
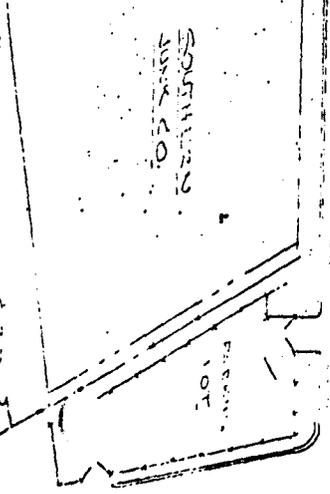
FOOT PLAN

DWN JRM.

**LEGEND**  
 GREEN = PROPOSED NEW PROJECTS  
 YELLOW = NEW PERMITS GRANTED  
 BLUE = EXISTING PROJECTS  
 RED = PROPOSED NEW PROJECTS  
 BLACK = EXISTING PROJECTS

**NOTE 1**  
 REFER TO STORM DRAIN TO ROAD HEAD LOC. SEE BLACK PLAN DATED.

PROPOSED LOCATION OF NEW WATER TOWER  
 PROPOSED NEW WATER OIL TANK



PROPOSED NEW 14\"/>

APPROXIMATE SCALE

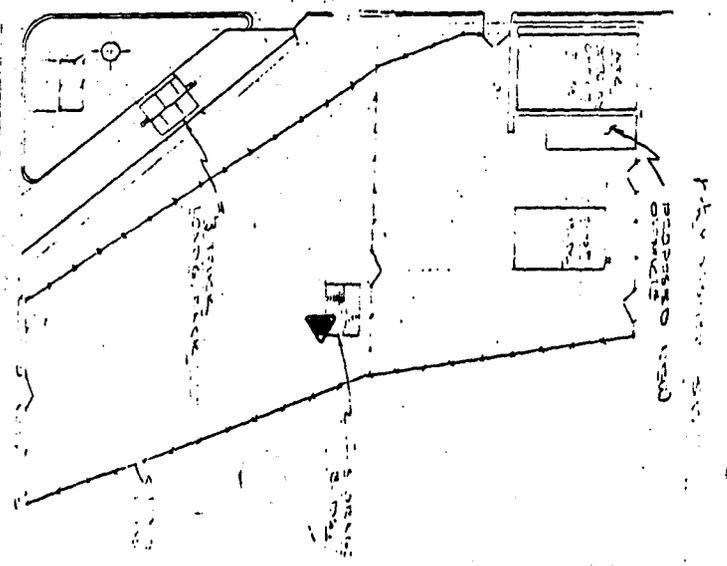
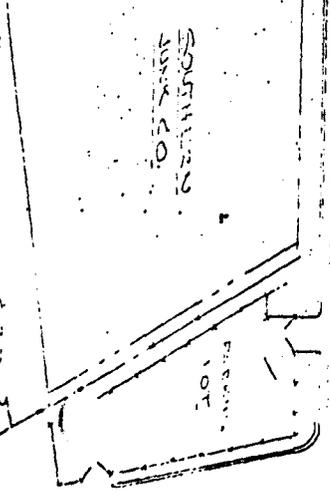
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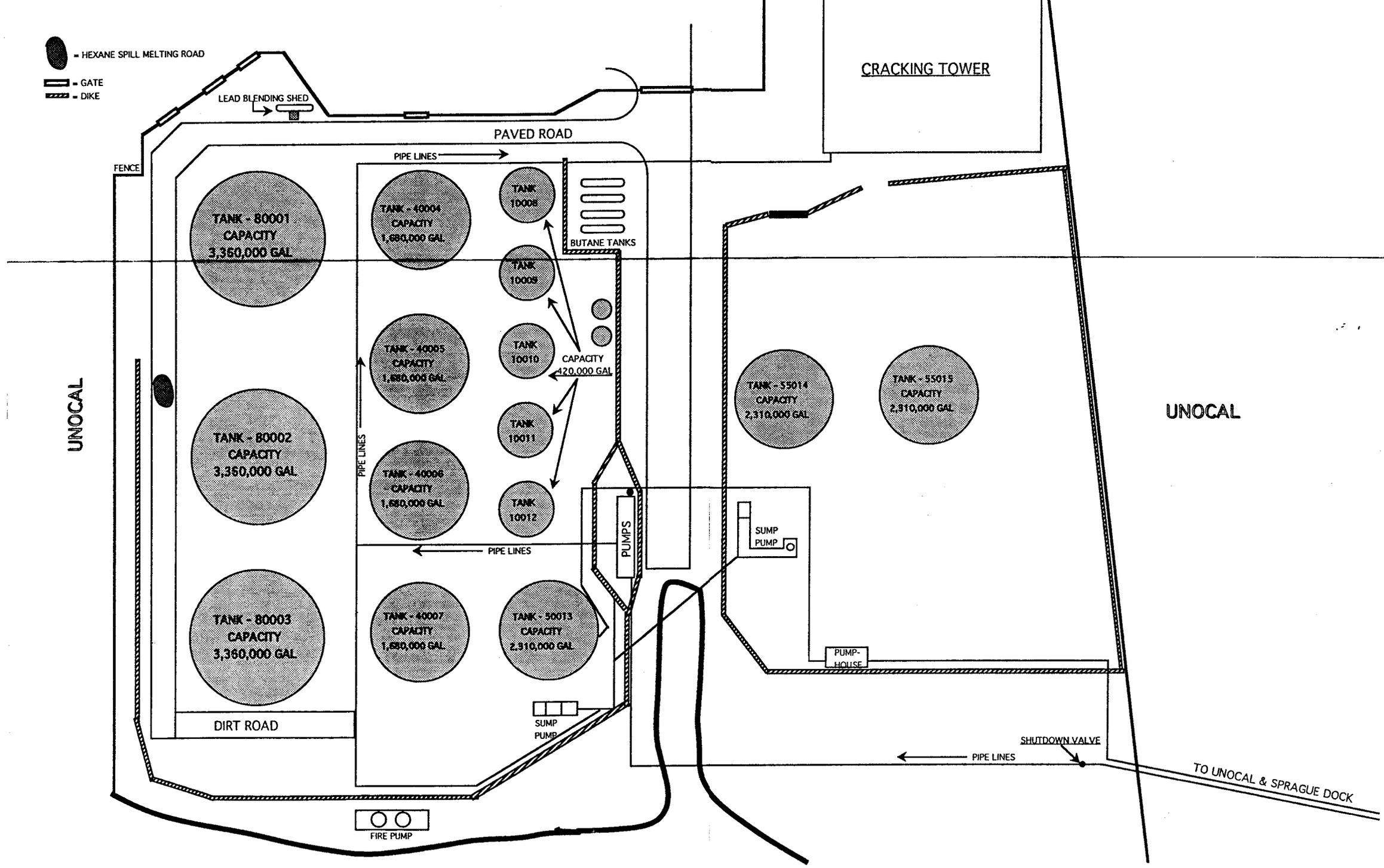
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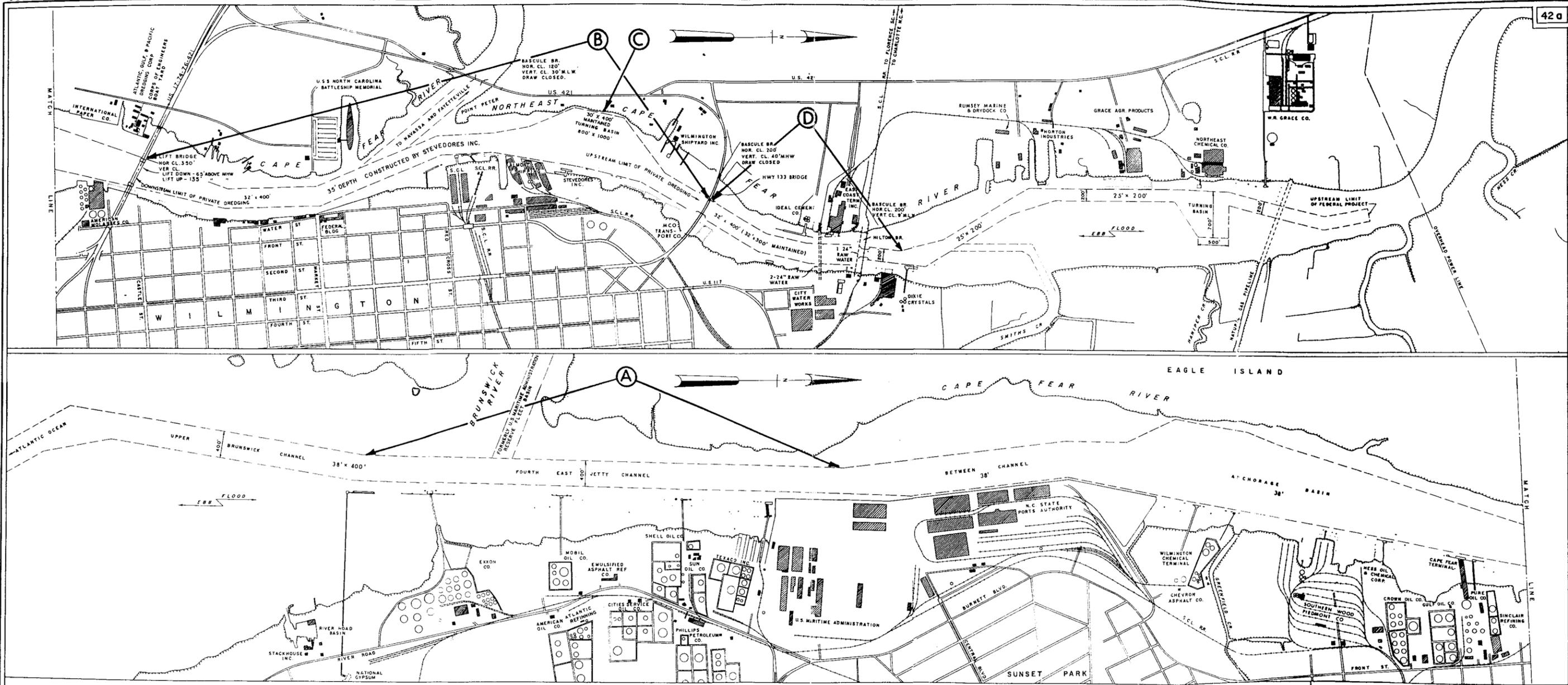
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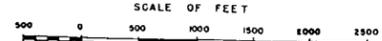


-  - HEXANE SPILL MELTING ROAD
-  - GATE
-  - DIKE





WILMINGTON HARBOR  
 NORTHEAST CAPE FEAR RIVER  
 CURRENTLY PROPOSED  
 HARBOR IMPROVEMENTS



CORPS OF ENGINEERS  
 MAP REVISED SEPT. 1983  
 WILMINGTON, N.C.  
 FIGURE 1



UNCW holds exhibition game 1C

## Duke, State, Clemson win

Duke, N.C. State and Clemson get ACC wins Saturday 1C

## Plaza East drawing more businesses

The revamped Plaza East shopping center is attracting more business owners 1E



Nearly forgotten cemeteries 1D

## Chance of rain

Today: Variably cloudy with a chance of rain. High near 80 and low in the 50s.



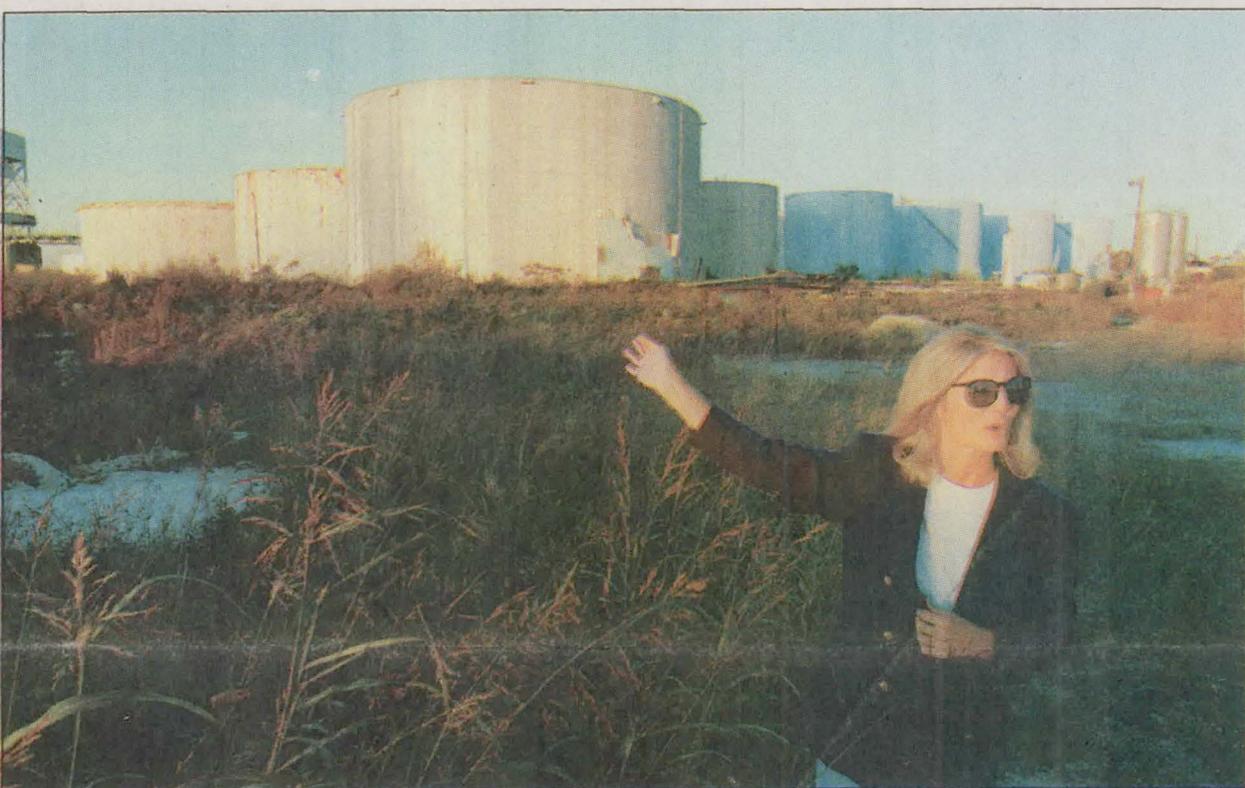
Complete forecast on 16A

# nday Star-News

Number 9 ★

November 6, 1994 Wilmington, N.C.

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Staff photo / JAMIE MONCRIEF

Linda Carroll is trying to open a tank farm at the site of a former oil refinery on Surry Street.

## Broker wants site to blend in

By JOSIAH CANTWELL

Business Editor

Linda Carroll's vision for a petroleum-storage facility on Surry Street includes a periphery of trees and natural plantings, a small park between Surry and Front streets, tall plants to hide a city water-pumping station on the property and creation of a buffer zone of wildlife along the riverfront area of the property.

"I would like to make this place an example of how industry and environmental concerns can work together," she told Randall Bray, president of the Wilmington Harbor Enhancement Trust, and Dickson Baldrige of Cape Fear River Watch as they walked across the property at sunset Wednesday evening.

As for the idled refinery on the property, "I could tear it down, or maybe I'll paint it white and put a bunch of lights all over it so it will look like Disneyland. Or maybe I'll just let birds roost on it," she said.

She said she hoped to make the property blend in with the historic neighborhood just north of the site, where she plans to buy a house if her plans to open a tank farm come to fruition. She may use brick walls instead of fences around the property, and install traditional lighting fixtures along the wall.

Supporting her effort is the noted naturalist Jim Fowler, who served with Marlin Perkins as co-host of the long-running television show *Mutual of Omaha's Wild Kingdom*. He said he's known Ms. Carroll for 15

years, and she has assisted him in fund raising.

"I knew her because she was really interested in helping save wildlife. She volunteered with several organizations and with a zoo" in California, he said.

"She's been heavily involved in the oil business for several years, but she has brought a perspective beyond just economic returns," Mr. Fowler said. "She's a very responsible person. . . . A community would be very lucky to have her come in."

Mr. Bray cautiously endorsed her plans:

"One, instead of having companies letting contaminants flow through, we would have a company responsible on-site," he said. "Two, she says she's going to live here, which gives us a local person instead of some absentee landlord."

Mr. Bray said he hoped some measure of public access to the riverfront could be worked out.

Ms. Carroll and her technical adviser, Cud Baird III of Winchester, Va., both said the tank farm would be at least as safe as the other tank farms along the river.

Ms. Carroll said she would conduct drug-testing of all employees to ensure the safe operation of the plant.

Mr. Baird said, "If it's done in a first-class manner and you kept the operators properly trained, there's not much risk at all. You've got five or six terminals down in that area already."

"The problem comes when operators are not trained properly and equipment is not maintained. Otherwise, it's as safe as a gas station."

## OIL BROKER FROM CALIFORNIA

# Tank farm proposed for old refinery

## Site has been plagued by environmental woes

■ Is another oil shortage possible? 3E

By JOSIAH CANTWELL

Business Editor

A woman with 15 years' experience in the oil business hopes to open a tank farm on the site of the old ATC refinery on Surry Street.

Linda Carroll, a California native who has brokered deals between foreign oil ministries and American oil companies, has set her sights on a location that has a long history of environmental problems and ownership disputes.

She hopes to pay back taxes on the property owed to the city and county, work out the details of a \$2 million cleanup with the Environmental Protection Agency, settle a \$1 million claim for cleanup work done by the Coast Guard, spend \$2 million refurbishing the 15 or so tanks on the property, and operate a petroleum-product storage facility in a parklike setting on the river just below the Cape Fear Memorial Bridge.

And she says if she succeeds, she will move her family to Wilmington. A wife and mother, Ms. Carroll, 50, says she's looking at properties in the Historic District within a mile of the refinery and tank farm.

Many people who know her say she just might pull it off, but city officials are taking a cautious stance.

'It could be a viable business, very solvent . . .'

Bob Hildebrand,  
National Pollution Fund Center

"I think she was looking for some level of support from me, but I couldn't give her that," said Mayor Don Betz, who cited concerns about the cleanup of contamination that includes oil and heavy metals in the soil as well as sludge in the tank bottoms.

"She would have to provide information about the proposed use to ensure that it is in compliance with the zoning ordinance," said City Manager Mary Gornto. Like Mr. Betz and a number of other local officials, Ms. Gornto met with Ms. Carroll several weeks ago. The site at 801 Surry St. is zoned for heavy industrial use, which would permit it to be used as an oil storage facility.

Ms. Carroll would not need a special use permit to operate a storage terminal on the site as long as she did not operate the refinery, said Tom Pollard, city attorney. Oil refineries in the city were banned by the City Council in 1992 in the wake of the uproar over a plan by

Please see OIL on page 13A

# Oil

Continued from page 1A

City Gas & Transmission Corp. to reopen the facility as a refinery.

The refinery opened in the early 1970s with the capacity to refine 15,000 barrels of oil a day. In 1986, then-owner Republic Refinery was fined \$18,000 for releasing foul-smelling sulfurous mercaptan gas fumes. The smell horrified residents of downtown and the refinery was closed, never to open again.

Roger Page of Winston-Salem's Pace Oil Co. sold a promissory note to CG&T later that year for the refinery, but CG&T never paid a \$6.5 million balance on the note. Ownership of CG&T passed to Haben Industries Inc. of Van Nuys, Calif., and then to Embrace Systems Corp. of Angola, N.Y., before various stock sales and corporate moves made ownership of the refinery difficult to track.

Ms. Carroll says she has bought a deed of trust and the \$6.5 million promissory note from Mr. Page, giving her title to the land and facilities, including tanks that can store 650,000 barrels of product (a petroleum barrel equals 42 gallons). She would not disclose the price she paid, but says she would pay some \$160,000 owed to the city and county for back taxes.

The deal hinges in large part on the federal government's ability to get previous operators of the site to pay cleanup costs, but those costs are not as high as they appeared a couple of years ago. The EPA says it can be done for under \$2 million.

Seth Bruckner is assistant regional counsel for EPA Region Four, which encompasses the Southeast. He said a hearing on the refinery site cleanup was postponed from Oct. 26 because of numerous internal comments on a draft version of an environmental assessment on the site. The report will detail the environmental problems on the site, which include trace amounts of heavy metals in the soil as well as oil contamination. The hearing should be held within weeks, after the draft document is revised, he said, with a 30-day public comment period to follow.

"Where I'm standing, I think we do expect the risk to be a lot less than what we originally thought," he said, adding that much of the contamination was limited to one portion of the property.

He said one early owner of the property was working closely with the EPA in seeking a solution to paying for the cleanup.

Under Superfund laws, any current owner is liable for the costs of cleanup.

"That's why she's having to go through hoops trying to get us online," he said of Ms. Carroll's efforts.

For her part, Ms. Carroll is optimistic.

"When I called the EPA, people said, 'Linda, you either have great courage or you're insane,'" she said. "But the EPA has been simply wonderful."

She is also talking with the National Pollution Fund Center, said Bob Hildebrand of the Case Management Division. He said the federal government wants to recoup nearly \$1 million that the Coast

Guard has spent on cleanup at the site.

"Ms. Carroll's position is, she could be prevented from reopening if debt is hanging over her head," he said. "Previous owners have failed to comply with paying the debt and have more or less skipped town."

He said that the matter was in the hands of the Department of Justice but that he's been talking with Ms. Carroll, "trying to speed up the process."

The fund, which assesses costs and then bills liable parties for cleanups by the Coast Guard and the EPA, has sent bills to everybody it could find on record as previously owning the site.

Mr. Hildebrand said he thinks the tank farm idea could work if the liability difficulties can be worked out.

"It could be a viable business, very solvent, if it has the right management and the right care is taken to comply with environmental laws and regulations."

While a storage facility wouldn't need a special use permit, which was the way the city thwarted CG&T's plans to reopen the refinery, Ms. Carroll would need zoning approval to get the utilities turned back on, said Mr. Pollard, the city attorney.

Rick Shiver, who works in the Wilmington office of the state Department of Environment, Health and Natural Resources, said the state permits Ms. Carroll needs depend on what she wants to put in the tanks.

Ms. Carroll said she might store jet fuel to sell to area military bases, various fuel oils or paraxylene, a petroleum-based

chemical used in manufacturing, which she could store for or sell to Cape Industries and Du Pont.

Mr. Shiver said Ms. Carroll would need a discharge permit for the two oil-water separators at the plant. They remove petroleum from stormwater or spills on the property before discharging the treated water into the river. It generally takes 90 days to obtain the discharge permit.

If she stores gasoline or paraxylene on the site, she would need to do some calculations to see if she needs an air-quality permit, Mr. Shiver said. If her emissions were estimated to exceed 10 tons a year of paraxylene or 100 tons a year of gasoline or any other substance that evaporates quickly, she would need an air-quality permit, which could take a year to obtain, he said.

"Jet fuels, which are kerosene-based, and fuel oils are not volatile. Basically, they do not evaporate quickly," Mr. Shiver said.

If Ms. Carroll settles with the EPA and the Pollution Fund and obtains the right permits from the city and state, she has another big obstacle to overcome.

There is no dock on the refinery property. Rail lines run into the property and there is a truck rack, but plans to pull products off ships or barges depend on dockage rights. Mr. Page had an easement to use the docks of a neighboring business, JLM Terminals, and Ms. Carroll contends she has that right of easement also. So far, her neighbor disagrees, she said.

"I've got a lot of battles to fight," she said.

Friends say she is hard-working, truthful and knowledgeable about

the oil industry.

"She seems to have a lot of good contacts, particularly overseas," said Ken Johnson, senior vice president and a director of Coastal Refining and Marketing in Houston. "I've seen absolutely nothing that says she's devious. She's honest. She lives up to what she says she'll do."

Dr. Ayo Balogun, manager of Calson Services UK Ltd. in London, said Ms. Carroll had consulted with some companies that had done business with him. He brokers international shipments of Nigerian oil. "She's a hard-working woman who works around the clock. When she wants something, she goes for it."

Bill Johnson (no relation to Ken Johnson) of Arizona was for 15 years manager of the Terminal Leasing Division of Amerado Hess Corp., and he has visited the Hess terminal in Wilmington. Ms. Carroll has discussed her plans with him.

"She's talked to me about setting up procedures, routine maintenance, environmental controls," he said. "She knows what she has to do when she puts that thing into motion, and she has consulting people to do the technical stuff."

While Ms. Carroll may have the contacts and marketing expertise to open the business, she has brought in Cud Baird III of Winchester, Va., as her technical adviser. He has been a consultant with HPI Consultants Inc. since 1981, and has held numerous positions with oil concerns since joining Continental Oil Co. in Okla-

homa in 1967 as a process engineer. His experience ranges from design to technical and economic studies to corporate planning in managing companies involved in refining, marketing and trading petroleum products.

"Ms. Carroll's indicated she wants me heavily involved further along," Mr. Baird said Wednesday. "At this point, I'm giving technical advice and preparing the economics."

Ms. Carroll said she's been looking at the Surry Street site since 1990, when a Sun Oil executive told her about a "nice facility down there." She said she was drawn to this area by its coastal and historic roots, which mirror those of her Monarch Beach, Calif., home.

"It would be awful if that thing was stuck in some state I couldn't stand," she said.

While Ms. Carroll won't reveal exactly how much she expects to spend to reopen the refinery, she says she is willing to put everything she has and everything she can leverage into it. She says she has offers of further backing, but she's reluctant "to play that card."

"I want to keep this on a personal basis, so people can see who they're working with."

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## WILMINGTON WATERFRONT

# Coast Guard cleans up City Gas refinery area

By **KIRSTEN B. MITCHELL**

*Staff Writer*

Coast Guard officials took control this week of City Gas and Transmission's idled oil refinery for the second time in four months. Officials plan to clean up completely the Surry Street refinery on Wilmington's waterfront, said Lt. Cmdr. Pete Richardson of the Coast Guard's Marine Safety Office.

The Coast Guard hired Southeast Response and Remediation Inc. to monitor absorbent booms, pump out wells and get rid of a full trash bin and about 30 drum barrels of trash, Lt. Cmdr. Richardson said. The booms prevent leaking oil from finding its way into the Cape Fear River.

The company pumped 1,000 gallons of oily water Wednesday from some of the refinery's 27 wells, he said. About half of the wells contain a recoverable amount of oil.

"Some have a couple of feet, but most have a few inches," Lt. Cmdr. Richardson said. The wells have not been pumped since June.

Coast Guard officials still do not

know the source of oil leaking into a canal that feeds into the Cape Fear River. But officials have determined it is not coming from the refinery's neighbor, Unical.

"We're now rolling and I think we're making the progress that we want to make," said Lt. Cmdr. Richardson.

The Coast Guard takeover comes after months of empty promises from CG&T officials to clean up the refinery.

"It was my understanding that the actual owners of CG&T would be on the scene either today or tomorrow," Lt. Cmdr. Richardson said Thursday.

Elmer Good, CG&T president based in California, and Richard Getty, CG&T's attorney in Kentucky, were traveling Thursday and could not be reached, their secretaries said. The secretaries said they did not know whether the men were in Wilmington.

Under the Pollution Control Act

of 1990, the Coast Guard has the authority to take over the leaking refinery. Federal funds will pay for the cleanup.

"Right now we have a ceiling of \$40,000 that we're working with," Lt. Cmdr. Richardson said. "That does not mean we cannot go above that."

"I don't know how much we've spent. I suppose it's in the neighborhood of \$20,000, but I just don't know," he said.

The Coast Guard took control of the oil refinery in July after company officials first promised to hire a contractor for the project. The contractor pulled out when CG&T failed to pay for the cleanup. CG&T assumed responsibility for the refinery on Sept. 20 and promised to submit a written plan for the cleanup. It never did.

CG&T is in Chapter 11 bankruptcy in Kentucky. CG&T officials are looking for a buyer or joint investor for the idled refinery.

## STOCKS 7C

## SURRY STREET REFINERY

# Oil broker takes step on foreclosure

By JOSIAH CANTWELL

Business Editor

Linda Carroll is moving a step closer to either operating an oil-tank farm on the Surry Street site of the old CG&T refinery or selling the property.

But she still faces significant hurdles before the site can be used for anything.

Ms. Carroll is working to foreclose on the property at 801 Surry St., near the Cape Fear Memorial Bridge. She has worked out an agreement with the Environmental Protection Agency allowing her to take possession of the property by Feb. 11 — when the statute of limitations runs out on a loan agreement — without becoming immediately liable for past and future environmental cleanup costs on the property.

Joan Sasine, an Atlanta lawyer and former chief of the EPA's regional hazardous waste law branch who represents Ms. Carroll on environmental affairs, said Ms. Carroll can foreclose on the property under EPA rules that allow lenders to protect their investment.

The catch is that she is required to then try to sell the property, Ms. Sasine said last week.

If Ms. Carroll wants to change from a lender to an operator, Ms. Sasine explained, she will need a prospective purchaser agreement with the government at that time. That "clears the way for somebody who did not cause the problems to operate the facility without fear of liability," Ms. Sasine said.

Richard Leahy, chief of the section office of regional counsel in charge of Superfund enforcement, said the EPA wants to work out a deal with Ms. Carroll.

"We're eager . . . to return this old industrial site, once it's cleaned up, to productive use," said Rick Leahy. But he said uncertainty over Ms. Carroll's plans for the land is one factor delaying negotiations.

Ms. Carroll has long said she would entertain offers for uses of the land other than as a petroleum storage facility. Mr. Leahy said the EPA's cleanup standards might be more stringent for non-industrial uses for the land, such as for condominiums.

Ms. Carroll is also negotiating with the Department of Justice, which wants to recoup cleanup costs incurred by the Coast Guard.

Part of the hangup in the negotiations is working out who is responsible for all the cleanup costs

connected with the site.

Mr. Leahy said the EPA is negotiating with the global energy company Axel Johnson Inc., whose U.S. headquarters is in Stamford, Conn., concerning pollution on the site.

According to an Engineering Evaluation/Cost Analysis prepared for the EPA by Black & Veatch Waste Science Inc. last year, a subsidiary of Axel Johnson leased the site from Pace Oil Co., owned by Winston-Salem businessman Roger Page, from 1970 until 1980 or '81.

William T. Reynolds, vice president and general counsel for Axel Johnson in Stamford, confirmed his company is negotiating over environmental cleanup at the site.

"We are cooperating fully with the EPA and hope to bring this to some resolution in the not-too-distant future," Mr. Reynolds said Monday.

Last summer, the EPA spent about \$200,000 to remove some 35,240 pounds of waste, both solid and liquid, from the site, including tetraethyl lead, sulfuric acid, flammable liquids, reactive solids, strong base compounds and related paint wastes, according to a release from the EPA.

According to Beverly Hudson, the EPA's remedial project manager for the site, there are two areas on the south side of the property that still have some contamination in the soil: one where waste jackhammered out of the refinery furnace was buried and another that was a former sludge pile near the Cape Fear River.

When City Gas & Transmission of Lexington, Ky., bought the small refinery in 1986, it signed a promissory note to Mr. Page for \$6.5 million. Ms. Carroll, a longtime oil broker, bought that note along with a deed of trust from Mr. Page. She won't disclose the price, but said the value of the note has grown to \$12 million because of interest on the unpaid balance.

If CG&T or various related corporate entities don't pay the \$12 million, Ms. Carroll said, she will foreclose, initiating legal action to claim the property.

Earlier in 1986, then-owner Republic Refinery was fined \$18,000 for releasing sulfurous odors from the plant. The city later passed a law ensuring that the refinery would never reopen.

Ms. Carroll has proposed using the storage tanks on the property to store and distribute petroleum and chemical products. The refinery itself would probably be dismantled and its parts sold.

1C

## Officials: Petroleum tank leaks not uncommon

Associated Press

WINSTON-SALEM — The recent disclosure of a leak at a petroleum tank farm in Greensboro is just one more example of underground pools of gasoline and diesel fuel that have been threatening many groundwater systems since the 1960s, North and South Carolina environmental officials say.

"We found that 14 of the 16 tank farms have groundwater problems — from piping leaks is usually the case," said Richard Oldham, a manager of the S.C. Groundwater Protection Division. "Sometimes it leaks from the tanks. And in areas where product is loaded onto trucks, there's been a lot of spills in the past."

Last spring, the N.C. Division of Environmental Management cited three oil companies with tanks there for violations of groundwater-quality standards, and groundwater tests have shown some contamination.

The three oil companies have hired a consultant to try to find the source of contamination, and the division of environmental management has asked all 16 companies at the tank farm to participate in a groundwater study of the entire farm, the *Winston-Salem Journal* reported.

At a tank farm near Wilmington, where about 130 above-ground petroleum storage tanks loom over the Cape Fear River, petroleum contamination has kept Rick Shiver, a regional supervisor for the division of environmental management, especially busy for the past five years.

Since 1945, oil companies have stored petroleum products in the Wilmington tanks, and since the early 1940s, companies have used the above-ground storage tanks in Spartanburg, S.C., for the same purpose. But at both farms, tanks and pipes have not always been trustworthy.

In Wilmington and Spartanburg, officials first discovered groundwater contamination in the mid-1980s and are just

beginning lengthy and expensive clean-ups. Since then, they have waged a continuous battle with oil and gasoline spills and leaks.

Shiver said most of the contamination at the Wilmington tank farm is from leaky tanks and spills.

"A lot of the facilities have had releases of fuels, and many will have floating product on the water table, but some will have just dissolved constituents . . ." he said. "The releases have occurred through holes in tanks and in lines, defective valves and human error."

But South Carolina officials place much of the blame for the petroleum contamination on the maze of pipes that ship petroleum to the Spartanburg tank farm.

Oil companies at the Wilmington tank farm are now cleaning up messes almost a decade old, and a major survey of groundwater contamination there is under way, Shiver said.

# Refinery

Continued from page 1A

dismantled. The cleanup is expected to be completed in three to four months, Mr. Taylor said.

Axel Johnson officials know they will have to foot the bill and are willing to cooperate, Mr. Smorada said.

"The disadvantage of being the so-called deep pocket is you often get pegged as the responsible party," he said. "Axel Johnson would like to have this site cleaned up as best it can be, to everyone's satisfaction."

The refinery's current owner, Linda Carroll, announced in November that she would try to sell it. In October, Wilmington and New Hanover County started foreclosure proceedings against her because of back taxes of \$213,000 owed on the property.

A payment plan has since been worked out with New Hanover County, and Ms. Carroll is current on the payments, Assistant County Attorney Kemp Burpau said.

Originally, Ms. Carroll had hoped to reopen the refinery as a tank farm employing about 25 people, but she said in November there was little interest in the oil storage business.

The company appealed the decision but lost, Mr. Smorada said.

The 13-acre refinery site, which was first bought in 1970 for an oil operation, has had several owners and a history of environmental problems.

At least five times between 1987 and 1992, fuel was found leaking on the property or into the Cape Fear River. The Coast Guard has spent more than \$1 million since 1991 to contain and clean up oil that seeped into the river.

About 700,000 gallons of lead-contaminated oil remains stored, Mr. Taylor said.

Two large tanks near the Cape Fear River have been leaking oil for as long as 10 years, he said. The EPA's priority will be to dismantle the now-empty tanks and determine how much oil has leaked into the soil.

Because the tanks are surrounded by berms, Mr. Taylor doesn't think oil has leaked into the river.

Four miles of pipeline on the property also will be cleaned and

**MONEY FOR \$2 MILLION CLEANUP TO COME FROM SUPERFUND**

## EPA takes over cleanup of downtown oil refinery

By TRICIA VANCE

Staff Writer

In an unusual move, the Environmental Protection Agency has taken over cleanup of a contaminated oil refinery, citing unsatisfactory performance by a former owner that had been overseeing the removal of hazardous waste.

Axel Johnson Inc., one of several former owners of the old ATC refinery on Surry Street also known as the CG&T refinery, was not sticking to work and health/safety plans, said an EPA representative. The federal agency ordered the company to stop work in March and is now proceeding with the cleanup itself.

"We prefer to have the responsible parties spend their money and clean up the site," said Michael Taylor, who's coordinating the work for the EPA's Emergency Response and Removal Branch. "It's rare we have to take a site over and fulfill those requirements."

Cost of the cleanup, including past work, is estimated at \$2 million. The money will come from the

federal Superfund, but the EPA will try to recoup its costs from Axel Johnson, Mr. Taylor said Thursday.

Though the refinery has had several owners, EPA officials targeted Axel Johnson as the party that was probably responsible for most of the pollution. The company has consistently denied responsibility for the spills but in 1996 agreed on a cleanup plan.

Mr. Taylor wouldn't cite specific work violations or deficiencies that led to the stop-work order but said they had to do with health and safety procedures, timetables and engineering practices.

A top-ranking executive with Axel Johnson, which has its headquarters in Stamford, Conn., disputed the EPA's findings Thursday.

"We think we were doing a good job," said Joe Smorada, chief financial officer. "Our perspective is that we were treated unfairly."

Among the complaints were that a worker wasn't wearing a hard hat, that a gate was left open and that instructions from EPA officials weren't being followed, he said. However, he also noted that he wasn't as familiar with the project as other company officials.

Please see REFINERY on page 4A



Staff photo / TONY SUMLEY

The Environmental Protection Agency has taken over cleanup of the old ATC refinery on Surry Street, which also is known as the CG&T refinery.