U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
CPR Train Derailment - Removal Polrep

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VII

Subject: **POLREP #2**
Progress
CPR Train Derailment

Balltown, IA
Latitude: 42.6618336 Longitude: -90.8493948

To:
From: Joe Davis, OSC (Duty Officer)
Date: 2/6/2015
Reporting Period: 2/5/2015, 1200hrs. - 2/6/2015, 0800hrs

1. Introduction

1.1 Background

Site Number:		**Contract Number:**	
D.O. Number:		**Action Memo Date:**	
Response Authority:	OPA	**Response Type:**	Emergency
Response Lead:	EPA	**Incident Category:**	Removal Action
NPL Status:	Non NPL	**Operable Unit:**	
Mobilization Date:	2/5/2015	**Start Date:**	2/5/2015
Demob Date:		**Completion Date:**	
CERCLIS ID:		**RCRIS ID:**	
ERNS No.:		**State Notification:**	
FPN#:	E15703	**Reimbursable Account #:**	

1.1.1 Incident Category
OPA Emergency Response

1.1.2 Site Description
Canadian Pacific Railroad train derailment of denatured (3-5% natural gasoline) ethanol into the Mississippi River. This portion of the rail line is a long a steep and remote river bluff. Access is difficult.

1.1.2.1 Location
Right descending bank of the Mississippi River, 10 miles north of Dubuque, Iowa near Baltown, Iowa

1.1.2.2 Description of Threat
Discharge of approximately 20,000-30,000 gallons of denatured (3-5% natural gasoline) ethanol impacting the Mississippi River

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results
Ongoing

2. Current Activities

2.1 Operations Section

2.1.1 Narrative
At 1120 hours Central Time (CT), Wednesday, February 4, 2015, a southbound Canadian Pacific freight train derailed eleven railcars on the right descending bank of the Mississippi River 10 miles north of Dubuque, Iowa near Baltown, Iowa. Approximately 20,000-30,000 gallons of denatured (3-5% natural gasoline) ethanol discharged impacting the Mississippi River. One railcar ignited as a result of the derailment. Up to six railcars containing ehtanol derailed also potentially involved in the discharge. Local, State, and Federal responders are on the scene coordinating response efforts.

2.1.2 Response Actions to Date
February 5, 2015: At 1300 hours, John Gibbons, (CPR Response Manager) reported that all of the tank fires were out. Gibbons further stated that CPR has prepared a draft sampling plan. The plan generally states that, starting 1,000 ft. upstream of the scene, samples will be collected at points on each mile, down to ten (10) miles downstream of the scene. At each mile, samples will be collected near east bank, west bank and center of the river. Additional samples will be collected from Mud Lake, and Sunfish Lake areas. The plan was drafted in coordination with FWS, EPA, IDNR, WDNR, USCG, and county officials. The plan will go through QA review by CPR and their contractors. Then they will present the final plan to the Unified Command at 0800 on February 6, 2015.

Some quantity of denatured ethanol that discharged onto the river ice is now frozen into the surface of the ice. The response crew is going to test an area of frozen material on land to see if they can melt the material with steam sprayers and then vacuum the material into tanks. If the test is successful, they plan to try the technique on the frozen river surface material.

It is estimated that the frozen denatured ethanol covers approximately one (1) acre on water, and 1/2 acre on land. The amount of material below the ice is unknown.

Transfer operations are estimated to be complete by around 1800 on February 6. Tank cars will be removed as it is safe to do so.

February 5, 2015: At 1500 hours, EPA Region 7 Federal On-Scene Coordinator, Eric Nold arrived on the scene to integrate into the Unified Command. Nold reported later that evening that the transfer loading team had completed the first rail car, and had started off loading product from the second car. Once the second car is emptied and removed, crews will need to make repairs to that portion of the track before gaining access to off load the other cars. The CPR is estimating that all product transfer could be complete by 1800 hours on February 6.

FOSC, Nold received information that there may have been as many as 15 cars that actually came off the track (two locomotives, one sand car, and 12 ethanol cars). The Unified Command now estimates that up to 8 of the ethanol cars may have been leaking, with a total product discharge possibly greater than 50,000 gallons. Three of the cars were partially in the river (see photo).

OSC Nold reported that EPA has coordinated with IDNR who will remain in the lead for oversight of the environmental response, and that the Unified Command is still being led by the Sherrill, Iowa Fire Chief (as IC).

Additional information at this time:

- USFWS personnel from the nearby National Wildlife Refuge have been on the scene
- The range of the Higgin's Eye and Sheep Nose endangered mussels extends into the area, and Unified Command is aware the possibility of mussel beds nearby
- Dubuque Hazmat is on the scene
- EPA has coordinated with USCG personnel from MSD Quad Cities/Sector UMR who will remain overnight to assist
- Transfer of denatured ethanol from the tankers will continue through the night.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)
The RP has been identified as Canadian Pacific Railroad (CPR).

2.1.4 Progress Metrics

Waste Stream	*Medium*	*Quantity*	*Manifest #*	*Treatment*	*Disposal*
denatured ethanol		~50,000 gallons			

2.2 Planning Section

2.2.1 Anticipated Activities
OSC Eric Nold will arrive on the scene on February 5, 2015. He will integrate into the standing Incident Command Structure. Nold will assess current RP response activities, and will support and/or initiate additional response actions as needed.

2.2.1.1 Planned Response Activities
OSC Nold will continue to monitor/support response actions on the scene and coordinate closely with local, state, and federal officials. Additional updates will be provided as they are available.

Response crews will continue to transfer denatured ethanol from rail tank cars to tanks for transport from the scene.

Crews will continue to evaluate methods and attempt recovery of spilled and frozen denatured ethanol from the river bank and ice on the river.

2.2.1.2 Next Steps
Unified Command and agencies on the scene will discuss the sampling plan drafted by CPR and their contractors. Once agreed upon, CPR will begin implementing the plan.

2.2.2 Issues
Airboats operations were slowed by melting ice. This may make access to the channel more difficult.

Temperatures are expected to warm over the next day or so.

Access to the scene remains difficult.

Cell communications are poor to non-existent at the scene.

2.3 Logistics Section

Logistical issues are being handled by the RP and local IC.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

2.5.1 Safety Officer

Safety responsibilities are being fulfilled by the local IC and the RP. EPA will integrate into the ICS structure at the scene.

2.5.2 Liaison Officer

N/A

2.5.3 Information Officer

EPA Region 7 Public Iinformation Officers are coordinating with the IDNR PIO. IDNR has drafted an press release which EPA and USCG have reviewed and approved.

3. Participating Entities

3.1 Unified Command

The local Fire Department is the Incident Command. EPA will integrate into the existing ICS structure and support the local IC and State of Iowa.

3.2 Cooperating Agencies

USCG Sector UMR
EPA Region 5
USFWS
IDNR
WDNR
Sherrill Fire Department
Dubuque Hazmat

4. Personnel On Site

EPA OSC Eric Nold
START contractor - 1

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

6.2 Reporting Schedule

Polreps will be generated at least daily at by about 0800 hours Central Time for the next 48 hours. As the situation develops, the schedule may be adjusted.

7. Situational Reference Materials

No information available at this time.