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

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VII

Subject: **POLREP #5**
Progress Report
CPR Train Derailment

Balltown, IA
Latitude: 42.6618336 Longitude: -90.8493948

To:
From: Eric Nold, OSC Joe Davis, OSC (Duty Officer)
Date: 2/8/2015
Reporting Period: 2/8/2015 0800 hrs - 2/9/2015 0800 hrs

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 and/or gasoline) ethanol into the Mississippi River. This portion of the rail line is along 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 Balltown, Iowa.

1.1.2.2 Description of Threat
Discharge of approximately 55,000 gallons of denatured (3-5% natural gasoline and/or 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, 2/4/15, a southbound Canadian Pacific freight train derailed 15 railcars on the right descending bank of the Mississippi River 10 miles north of Dubuque, Iowa near Baltown, Iowa. One buffer car contained sand and 14 cars contained denatured ethanol. Of the 14 cars containing product, 8 were determined to be compromised and leaking. Of those 8, three were involved in the fire and three were partially in the river. Initial reports indicated approximately 20,000-30,000 gallons (later revised to approximately 55,000) of denatured (3-5% natural gasoline) ethanol were discharged impacting the Mississippi River. Local, State, and Federal responders are on the scene coordinating response efforts.

As of 2/7/15, the estimate of denatured ethanol not recovered during transloading operations is approximately 55,000 gallons.

2.1.2 Response Actions to Date

2/8/15 Update from Unified Command on scene:

CPR indicated one of the sampling teams reported sheen at sampling point 02A which is located 6,000 feet below wreck site.

CPR verbally characterized yesterday's data received as consistent with previous data with some parameters slightly elevated from previous.

CPR presented data for Thursday and Friday (2/5 and 2/6):

- All detects reported downstream of the location where the wreck occurred, were "J" coded results. A "J" code is an estimated result provided by the laboratory that's above the detection limit but below the reporting limit.
- Detects ("J" code data, above the detection limit but below the reporting limit) have been identified along the Iowa side of the river with some kickout at the river bend down from the site
- Detects ("J" code data, above the detection limit but below the reporting limit) confirmed in Mud Lake
- Concentrations above proposed screening levels were observed at the wreck site in ice and surface water. Sediment samples at this location have been collected, with results pending. Additional sampling has been proposed in this area.
- CPR provided water screening levels for the protection of ecological and human health and requested approval from the group.
- CPR set up a data repository FTP site to facilitate data sharing amonst all responding agencies.

Due to the site status transitioning from the emergency phase to the remediation phase and all hot work, risk of fire and explosion complete the Sherrill, IA volunteer fire chief stepped out of unified command and Iowa DNR is now the lead agency.

The incident command post was relocated from the Sherrill, IA volunteer fire department to a mobile office trailer near the scene.

Additional sampling methods were discussed to characterize spatial distribution of spilled material in the water column, sediment as well as what could be entrained in the ice pack

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		~55,000 gallons discharged			
transloaded denatured ethanol		305,000 gallons discharged			
residual denatured ethanol		3,200 gallons			pending
denatured ethanol impacted water		6,100 gallons		solidification	landfill

2.2 Planning Section

2.2.1 Anticipated Activities
OSC Nold and one START contractor provided administrative support on 2/8/15. OSC Smith and one START contractor remained at the site to support IDNR and the IC for oversight of environmental response activities.

2.2.1.1 Planned Response Activities
CPR and their contractors are performing safety/air monitoring for workers at the scene.

The CPR contractors will continue vacuum-truck-transfer of residual product from the staged cars to tanker trucks for transport off of the scene. The cars will then be inerted (vented), and scrapped for disposal/recycling.

CPR continues to collect river samples at established location. The river sampling plan was modified to include two (2) additional sediment samples and three (3) additional water samples at the derailment scene. Additional transects further downstream have been proposed based on NOAA transport models. A detailed, modified plan will be provided to Unified Command by CPR on Monday. All water and ice samples are being submitted for analysis using EPA Method 8260C. Iowa, Illinois, and Wisconsin were contacted today to discuss if this is the acceptable method for their needs. Iowa agreed it was acceptable. Wisconsin and Illinois are still verifying.

IDNR Fish and Wildlife personnel will be analyzing the frozen substrate (sediment/mussel samples) that was collected thus far at the Upper Mississippi Environmental Science Center in LaCrosse, Wisconsion.

State and Federal fish and wildlife agencies continue to assess the impact to fish and wildlife including possible populations of the endangered Higgin's Eye and Sheep Nose mussels. These officials are advising on response actions to minimize impacts to these populations.

2.2.1.2 Next Steps

Remediation will take place after all cars are moved from the accident scene and a plan is approved by IDNR.

Adjustments to the sampling plan will continue as needed as the response progresses.

2.2.2 Issues

Access to the scene remains difficult.

Communications are poor and strict safety and personnel accountability utilizing a buddy-system are being enforced at the scene.

Monitoring and sampling that informs certainty of pollutant conditions in the river, below the ice, and downstream of the scene is very challenging .

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 CPR or their contractors. EPA is integrated into the UC/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.

3. Participating Entities

3.1 Unified Command

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

3.2 Cooperating Agencies

EPA Region 5
USCG Sector UMR
USFWS
IDNR and IDNR Fish and Wildlife
WDNR
Illinois EPA
Sherrill Fire Department
Dubuque Hazmat
Dubuque Emergency Management Agency

4. Personnel On Site

EPA OSCs (2) Eric Nold and Heath Smith
START contractor (2)
Nold and one START to demob 2/9/15

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

CPR contractor has established an FTP site where all pertinent documents they generate can be accessed by all responding agencies.

6.2 Reporting Schedule

Polreps will be generated at least daily by about 0900 hours Central Time daily until 2/9/15 at which time the schedule will likely be extended.

7. Situational Reference Materials

No information available at this time.