

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VII

Subject: POLREP #6
Progress Report
CPR Train Derailment

Balltown, IA
Latitude: 42.6618336 Longitude: -90.8493948

To:
From: Heath Smith, OSC Joe Davis, OSC (Duty Officer)
Date: 2/9/2015
Reporting Period: 0800 2/9/15 to 0800 2/10/15

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 Balltown, 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.

The range of the Higgin's Eye and Sheep Nose endangered mussels extends into the area and Unified Command are aware of the possibility of mussel beds nearby.

2.1.2 Response Actions to Date

2/9/15 Update from Unified Command on scene:

- Salvage activities completed with cutting proofing holes last night. Railcars will remain onsite until cut up for scrap.
- Latest data from 2/7/15 is similar to previous two days data. Detects of ethanol and benzene ("J" coded data below the reporting limit but above detection limit) were reported along the Iowa bank of the Mississippi River.
- Detects reported below the lock and dam 11.
- No significant observations reported. No low Dissolved Oxygen reported. No sheen observed.
- A crew was dispatched to an area south of Muscatine, IA approximately 130 river miles downstream of the crash site to establish a sampling transect. The location of the sample point is UMR mile marker 452 and 456. The purpose of this sampling effort is to document conditions at a location that has been projected to be the leading edge of a plume caused by the spill. (Example: 1.5 m.p.h. current x 24hours/day x 4 days). Results will be in 2/10. Samples were collected from eddies along the Illinois side of the river.
- A sample will be collected in the small creek beside the staging area where impacted water was observed.
- Three truck loads of water impacted by denatured ethanol were removed from the small creek beside the staging area.
- An aeration device was deployed at the toe of the railroad ballast in the Mississippi River at the end of the day Monday.
- OSC Nold and one START demobilized from the site today.

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

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
denatured ethanol		~55,000 gallons discharged			
transloaded denatured ethanol		305,000 gallons recovered			N/A
residual denatured ethanol		3,200 gallons			pending
denatured ethanol impacted water		13,600 gallons		solidification	landfill

2.2 Planning Section

2.2.1 Anticipated Activities

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

Salvage activities completed with cutting proofing holes last night. Railcars will remain onsite until cut up for scrap.

CPR continues to collect river samples at established location.

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, Wisconsin. Samples were driven to the facility today.

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

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 Information 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 OSC Heath Smith

START contractor (1)

Smith to demobilize on 10/9/2015

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.