

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VII

Subject: POLREP #7
Progress Report
CPR Train Derailment

Balltown, IA
Latitude: 42.6618336 Longitude: -90.8493948

To:
From: Eric Nold, OSC Heath Smith, OSC
Date: 2/11/2015
Reporting Period: 0800 2/10 to 0800 2/11

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 resources responded and are coordinating the remaining response efforts with the responsible party.

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

2/10/15 Update from Unified Command on scene:

- OSC Smith 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		16,100 gallons		solidification	landfill

2.2 Planning Section

2.2.1 Anticipated Activities

OSC Smith demobilized and one START contractor remained at the site to support EPA by taking photographs of observed activities and document activities reported at the daily meeting.

2.2.1.1 Planned Response Activities

CPR began metal salvage activities since proofing of all tankers was completed. Railcars are being cut up for scrap metal and hauled out by truck.

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. 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

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

A soil remediation plan was posted to the FTP site last night by the PRPs technical contractor.

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. IDNR has been made aware of USACE monitoring resources near the derailment.

2.3 Logistics Section

Logistical issues are being handled by the RP.

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 CPR or their contractors.

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 (Sherrill, Iowa) stood up the initial Incident/Unified Command. IDNR has assumed that role now that the threat of fire and explosion is gone and the FD is no longer on scene.

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 demobilized on 2/10/15
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

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 until 2/11/15 at which time the schedule will likely be extended.

7. Situational Reference Materials

No information available at this time.