



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

Subject: Situation Report #4
Norfolk Southern Train Derailment
Graniteville, SC

To: Don Rigger, Chief
Emergency Operations Section, ERRB

From: Kevin Meisenheimer, OSC
Incident Commander

Date: January 8, 2005

Operational Period: January 7, 2005 07:00 - January 8, 2005 07:00

The following tasks have been completed during the last operational period:

January 7, 2005 07:00 - 19:00:

- In the early morning of January 7, Norfolk Southern contractors initiated operations to remove undamaged railcars from the incident scene. This operation involved working in from both ends of the derailment towards the four hazmat rail cars.
- At approximately 1100 hours, January 7, Norfolk Southern contractors suspended operations at the request of the Aiken County Sheriff, in order to allow local officials to conduct search and recovery operations in the area surrounding the derailment and within the adjacent textile mill. EPA/USCG, Savannah River Site Hazmat and SCDHEC provided air monitoring support and other technical support to local officials during this operation. EPA and the Gulf Strike Team (GST) conducted several level B entries in order to monitor for chlorine levels in areas where local officials were working.
- Norfolk Southern contractor HEPACO placed and monitored boom in Horse Creek to limit impacts from diesel fuel which spilled after the derailment.
- EPA and GST established an Incident Command Post (ICP) located adjacent to the local hazmat team staging area on U.S. Highway 1. An Incident Command System (ICS) has been established which integrates EPA, USCG Gulf Strike Team, START and ATSDR assets.
- EPA met with officials from Norfolk Southern and their contractors (Hulcher, CTEH, Inc. and Hepaco) to discuss operational planning and coordination. A meeting schedule

was set in order to plan activities on a daily basis. EPA and CTEH, Inc. representatives also discussed ways to integrate air monitoring assets into one, unified system. A web based server was created by CTEH, Inc. that will be used to post air monitoring data.

- EPA Incident Command continued to attend Unified Command meetings and provide technical assistance to local Sheriff and Fire Department officials.

January 7, 2005 19:00 - January 8, 2005 07:00:

- Norfolk Southern contractors added a lime-slurry to the incident scene area. This operation was to aid in prevention of chlorine releases from the soils near the damaged chlorine tanker rail cars.
- Norfolk Southern contractor HEPACO decontaminated 17 railcars that were previously removed from the site and transported them to Augusta, GA for further inspection and repair.
- EPA, START and GST provided air monitoring and oversight to the railcar decontamination project and to the addition of the lime slurry to the incident scene area.
- EPA met with officials from Norfolk Southern, DHEC, and Aiken County FD to discuss operational planning and coordination. The next meeting is scheduled for 0830 on 1-8-05 in order to summarize Norfolk Southern's over-night accomplishments and to discuss details of the initiation of the patching of the leaking chlorine car.
- EPA met with Norfolk Southern representatives and requested them to set up a check-point where all responders entering the area of the incident must check in and out. This check-point will also be used to warn responders of the latest monitoring results and current activities in the area of the incident. EPA also requested a map be prepared showing which areas require minimum Level C and minimum Level B protection to enter the area. This map will be given to all responders and physical markers will be placed in the areas of delineation.

Next Steps for January 8, 2005 07:00 - January 9, 2005 07:00:

- From 0730 to 1130 hours on January 8, Norfolk Southern contractors will suspend operations to allow local officials to finish conducting search and recovery operations in the area surrounding the derailment and within the adjacent textile mill. EPA, START, and GST will provide air monitoring support and other technical support to local officials during this operation. EPA, START and the GST will conduct several level B entries in order to monitor for chlorine levels in areas where local officials are working.
- Norfolk Southern contractors will initiate preparations to address the four derailed hazmat railcars. This will involve moving the punctured chlorine car to a more stable location and placing a patch on the damaged car. After patching the car the process of

treating the remaining chlorine using negative pressure and sodium hydroxide to form bleach which can then be removed from the site. They will also initiate transferring product from the two full chlorine cars and the sodium hydroxide car while the above process is occurring.

- EPA will continue to monitor and coordinate all activities with Norfolk Southern contractors. GST and START will make entries as necessary into the hotzone in order to conduct air monitoring activities and to oversee Norfolk Southern clean up activities. EPA will continue to develop and implement ICS system.