

Daily Progress Report

Aliceville, AL Derailment Response Alabama & Gulf Coast November 21, 2013

In accordance with the United States Environmental Protection Agency (USEPA) Removal Administrative Order (Order) issued to Alabama & Gulf Coast Railway, LLC., (AGR) on November 19, 2013, AGR provides the following information associated with the emergency response activities at the derailment site for the past 24 hours. This process is provided to ensure compliance with section 20 of the Removal Administrative Order prescribing daily progress reports. The following operational and environmental response actions have occurred in the last 24 hours.

Section 1: Operations

Section 1.1: Fire Operations

Fire operations continued and remained on standby for response in the vicinity of the transfer operations.

Section 1.2: Transfer Operations

Transfer operations continued and crude oil from tankcar SHPX208858 was removed to secure frac tanks staged at the Aliceville Railyard. A total of 23,940 gallons were transferred in the last 24 hours. Daily and cumulative totals of crude oil transferred are provided in Attachment A. ***Transfer operations completed on November 21, 2013. Attachment A will no longer be included in subsequent reporting.***

Section 1.3: Oil Recovery Operations

Oil recovery operations continued in the last 24 hours in the slough on the east and west sides of track bed. Skimming operations resulted in the recovery of 400 gallons of crude oil removed from the slough. 298 bags of oil recovery pads, sorbent boom and personal protection equipment were removed to secure rolloff boxes in the last 24 hours. Daily and cumulative totals of crude oil skimmed from the slough and oil related waste is included in Attachment A.

Section 1.4: Wrecking Operations

During the last 24 hours 4 tankcars were pulled from the water and were transported to the east side of the track bed for a total of 17 cars in preparation of staging for Federal Railroad Administration inspection. ***Wrecking operations concluded on 11/21/2013.***

Section 1.5: Scrapping

Scrapping operations have been halted. Scrapping operations are projected to resume on Tuesday, November 26, as part of demolition operations for transport and recycling.

Section 1.6: Construction and Site Prep

During the last 24 hours 2 pads were completed and lined on the south side of the derailment site for contaminated soil staging to support response actions.

Section 1.7: Tankcar Decontamination

During the last 24 hours on railcars were decontaminated for scrapping. Scrapping operations are projected to resume on November 26, 2013.

Section 2: Environmental

Section 2.1: Air Monitoring (Work Area)

During the last 24 hours real-time air monitoring occurred in and around the vicinity of the derailment. Attachment B provides a summary report of real-time work area air monitoring results.

Section 2.2: Air Monitoring (Community)

During the last 24 hours real-time air monitoring occurred in the community in the vicinity of the derailment. Attachment B provides a summary report of real-time community air monitoring results. As of November 21, 2013, real-time air monitoring efforts in the community have concluded.

Section 2.3: Air Monitoring (Worker Exposure)

In the last 24 hours worker exposure has been assessed using personal sampling badges. These badges are deployed on a representative population of workers from the similar exposure groups (SEGs). The SEGs are defined by work task and their potential for exposure to crude oil vapor. A summary report for the worker exposure assessment is included in Attachment C. The results reported are likely retrospective based on the time delay in laboratory analysis. In the case that new lab results have not been received at the time of issuing this report, the most recent lab results will be included which may have been reported previously.

Section 2.4: Surface Water Sampling

Surface water sampling has been conducted daily from 1 upstream and 3 downstream locations since November 10, 2013. The samples collected are submitted daily for independent laboratory analyses of volatile organic compounds (VOC), semi-volatile organic compounds (SVOC), and total petroleum hydrocarbons (TPH) diesel range organics (DRO), gasoline range organics (GRO), oil range organics (ORO). The surface water sampling frequency was reduced to weekly sample collection events as approved by USEPA on November 18, 2013. Sample analysis parameters for the weekly sampling events include analysis for benzene, toluene, ethyl benzene and xylene (BTEX) and polycyclic aromatic hydrocarbons (PAH). Surface water samples will be collected and submitted for independent laboratory analyses for precipitation events greater than 0.5 inches in a 24 hour time period. The weekly or precipitation event samples will be analyzed for BTEX and PAH. The results for surface water samples will be reported in a summary table as Attachment D.

Section 2.5: Water Quality Monitoring

Water quality parameters (e.g., dissolved oxygen (DO), pH, temperature, and conductivity) are collected using an YSI Pro Plus meter concurrent with surface water sampling which are to occur weekly. Attachment D provides a summary report of water quality values obtained in any 24 hour period.

Section 2.6: Natural Resources and Wetlands Assessment

A wetland and natural resources assessment was initiated on November 9, 2013. The natural resources assessment, including counting and documenting numbers and species of trees and animals impacted by the incident, was completed on November 10, 2013. The wetland assessment and identification of a

similar offsite wetland for comparative purposes was completed on November 13, 2013. Wetland assessment continues daily to document additional impacts to the wetland. The natural resources and wetland assessment process will be summarized in the report in a narrative format daily. Wildlife mortality associated with this incident is reported in Attachment A.

Section 2.7: Boom Maintenance and Monitoring

Boom deployed throughout the area of operations is being inspected several times daily to document the efficacy of boom deployment and evaluate additional placement/redeployment of booms, as necessary. The boom was inspected in the last 24 hours and was performing as intended. Current boom maintenance and monitoring plans are included in Attachment E. Also included are revised personnel and equipment decontamination plans.

Section 2.8: Contaminated Soil Removal and Sample Collection

No contaminated soil excavation occurred in the last 24 hours.

As additional environmental tasks are performed (e.g. waste classification, soil confirmation sampling, etc.), they will be summarized and provided in the same format as the environmental tasks above. As operational tasks are concluded, they will be removed from the daily summary. All data provided in the daily summary reports is considered preliminary and is to be utilized for informational purposes only.

All data collected during the response will be provided in the final report required by the Order due on March 3, 2014. All data provided in the final report will be reviewed by quality assurance, quality control personnel to ensure the validity of all data collected.

Sincerely,

Jason Davis, CTEH[®]
Environmental Scientist Project Manager
(501) 960-5531
jdavis@cteh.com



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Attachment A

Recovery Estimates

Recovery Estimate and Wildlife Impact

**Aliceville, AL Derailment Response
Alabama & Gulf Coast
November 21, 2013**

Table 1: Discharged Volume Estimate			
	Compromised crude oil car count	Est. Volume Discharged (gal)	
		25% discharge rate	75% discharge rate
Empty	11	325600	325600
Load/Partial	15	111000	333000
Transferred	-	203080	203080
Total	26	233520	455520

*All figures are considered preliminary and are subject to change

Table 2: Recovery from Environment			
Reported	Oiled solids recovered (yd³)	Oiled solids loaded (bags)	Skimming ops recovered (gal)
11/10/2013	10	-	-
11/11/2013	10	-	-
11/12/2013	10	-	-
11/13/2013	22	-	-
11/14/2013	16	-	2184
11/15/2013	8	608	1400
11/16/2013	15	460	1400
11/17/2013	13	801	3000
11/18/2013	8	439	700
11/19/2013	18	2046	1200
11/20/2013	9	715	200
11/21/2013	6	298	400
Total	145	5367	10484

*All figures are considered preliminary and are subject to change

Table 3: Recovery from Tankcar Transfer

Reported	Tankcar Identifier	Transferred (bbl)	Transferred (gal)
11/14/2013	N-5	595	25000
11/15/2013	208516	600	25200
11/15/2013	208926	610	25620
11/16/2013	N-4	180	7560
11/16/2013	N-2	150	6300
11/17/2013	N-1	180	7560
11/17/2013	207353	220	9240
11/18/2013	SW1	45	1890
11/18/2013	209108	190	7980
11/18/2013	S3	85	3570
11/18/2013	S2	120	5040
11/19/2013	S2	220	9240
11/19/2013	S1	280	11760
11/19/2013	X	330	13860
11/20/2013	X	5	210
11/20/2013	S1	195	8190
11/20/2013	S5	90	3780
11/20/2013	S6	60	2520
11/20/2013	208858	110	4620
11/21/2013	208858	570	23940
	Total	4835	203080

*All figures are considered preliminary and are subject to change

Table 4: Fish and Wildlife Impact

Fish		Wildlife	
Species	Count	Species	Count
Spotted Gar	90	Snapping Turtle	3
Sunfish SPP (2-3 species)	247	Mud Turtle	2
Largemouth Bass	8	Three Toed Amphiuma	1
Pretty Shier	83	Beaver	1
Lake Chubsucker	9	Muskrat	1
White Crappie	1	Total	8
Banded Pygmy Sunfish	1		
Redfin Pike	2		
Bowfish	12		
Total	453		

*All figures are considered preliminary and are subject to change

Attachment B

Real-Time Air Monitoring Summary

Aliceville, AL Derailment Response Alabama & Gulf Coast November 21, 2013

Note: The information provided below has not been processed by the QAQC department.

This data report discusses air monitoring data recorded on 11/21/13 00:00 to 11/21/13 23:59 in support of mitigation and remediation operations conducted for a crude oil train derailment near Aliceville, AL. Real-time air monitoring for Volatile Organic Compounds (VOCs), Benzene, and the Lower Explosive Limit (LEL) was conducted using hand-held instruments such as the RAESystems® MultiRAE, and Gastec® colorimetric detector tubes. Table 1 contains a summary of handheld data. Fixed station monitoring for VOCs, LEL was conducted using RAESystems® AreaRAEs. Table 2 contains a summary of AreaRAE data.

**Table 1: Manually-Logged Real-Time Air Monitoring
November 21, 2013 00:00 to November 21, 2013 23:59**

Location Category	Analyte	Number of Readings	Number of Detections	Average of Detects	Maximum Concentration
Community	VOC	96	1	0.3 ppm	*0.3 ppm
	Benzene	11	0	N/A	< 0.05 ppm
Work Area	LEL	16	1	30 %	30 %
	VOC	64	12	114.0	†156.0

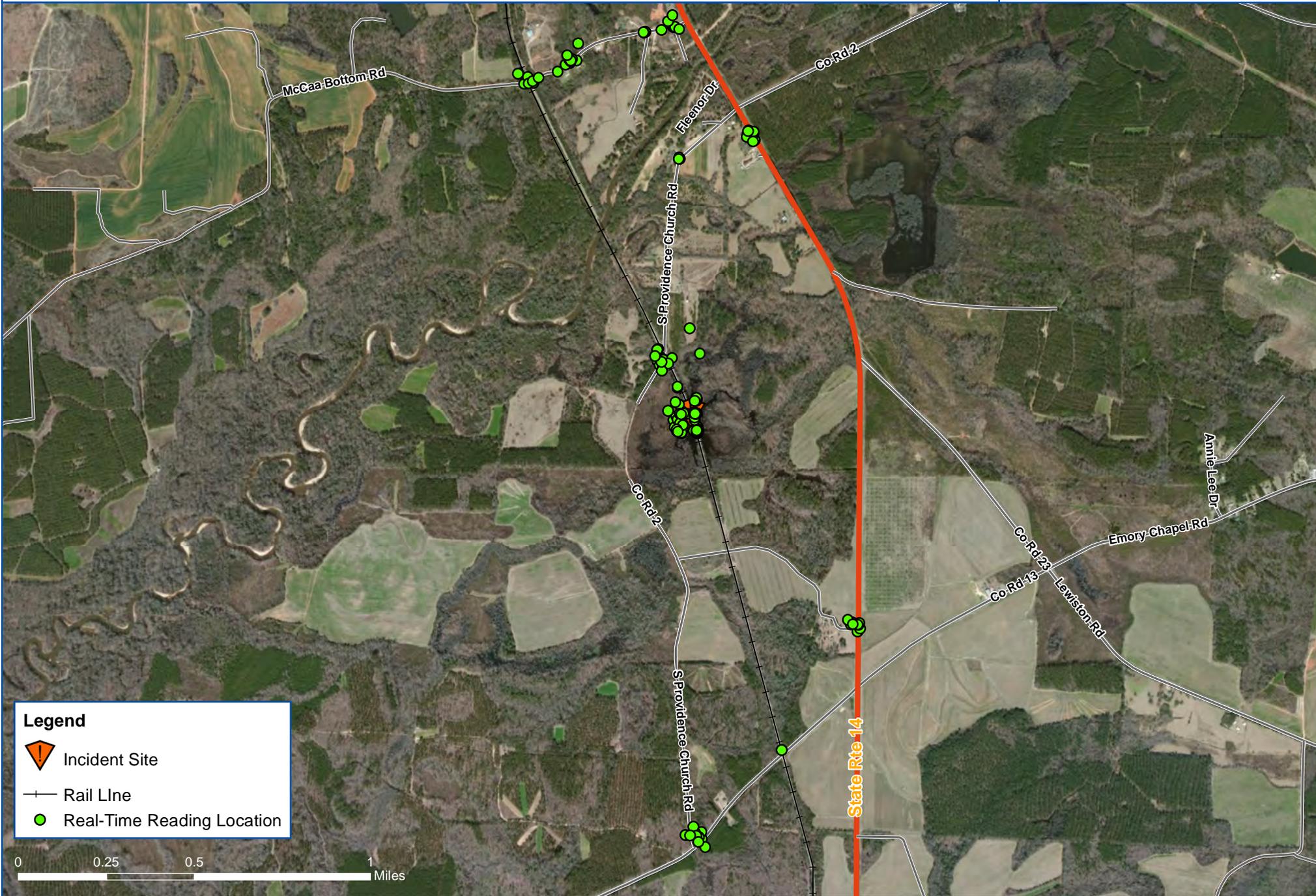
**Reading possibly related to generators and heavy equipment in the area.*

†Reading recorded near vac truck exhaust.

**Table 2: AreaRAE Data
November 21, 2013 00:00 to November 21, 2013 23:59**

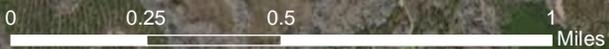
Unit	Serial Number	Analyte	Number of Readings	Number of Detections	Minimum Concentration	Maximum Concentration
Unit 1	292-504109	LEL	1,940	0	< 1 %	< 1 %
		VOC	1,940	0	< 0.1 ppm	< 0.1 ppm
Unit 2	292-504137	LEL	3,997	0	< 1 %	< 1 %
		VOC	3,997	0	< 0.1 ppm	< 0.1 ppm
Unit 3	292-504108	LEL	4,034	0	< 1 %	< 1 %
		VOC	4,034	0	< 0.1 ppm	< 0.1 ppm
Unit 4	292-504132	LEL	3,587	0	< 1 %	< 1 %
		VOC	3,587	3	0.1 ppm	0.5 ppm
Unit 5 (Mobile)	292-504128	LEL	1,321	0	< 1 %	< 1 %
		VOC	1,321	6	0.1 ppm	0.8 ppm
Unit 6	292-504120	LEL	3,999	0	< 1 %	< 1 %
		VOC	3,999	0	< 0.1 ppm	< 0.1 ppm
Unit 7	292-504133	LEL	4,008	0	< 1 %	< 1 %
		VOC	4,008	40	0.1 ppm	< 1.1 ppm
Unit 8	292-504118	LEL	1,841	0	< 1 %	< 1 %
		VOC	1,841	0	< 0.1 ppm	< 0.1 ppm
Unit 9	292-504130	LEL	451	0	< 1 %	< 1 %
		VOC	451	75	0.1 ppm	0.6 ppm
Unit 10	292-504128	LEL	1,816	0	< 1 %	< 1 %
		VOC	1,816	91	0.1 ppm	5.8 ppm

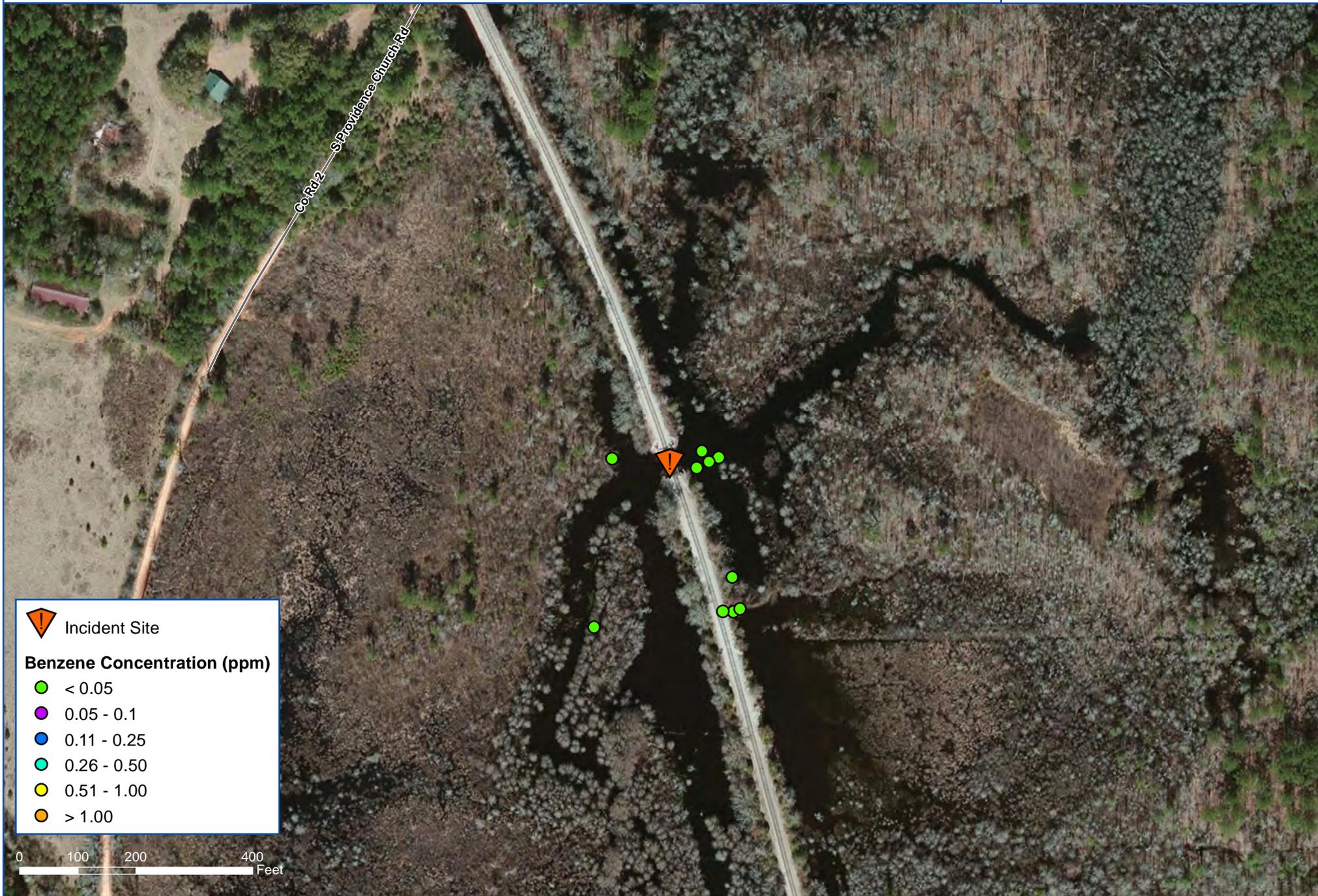




Legend

-  Incident Site
-  Rail Line
-  Real-Time Reading Location







Incident Site

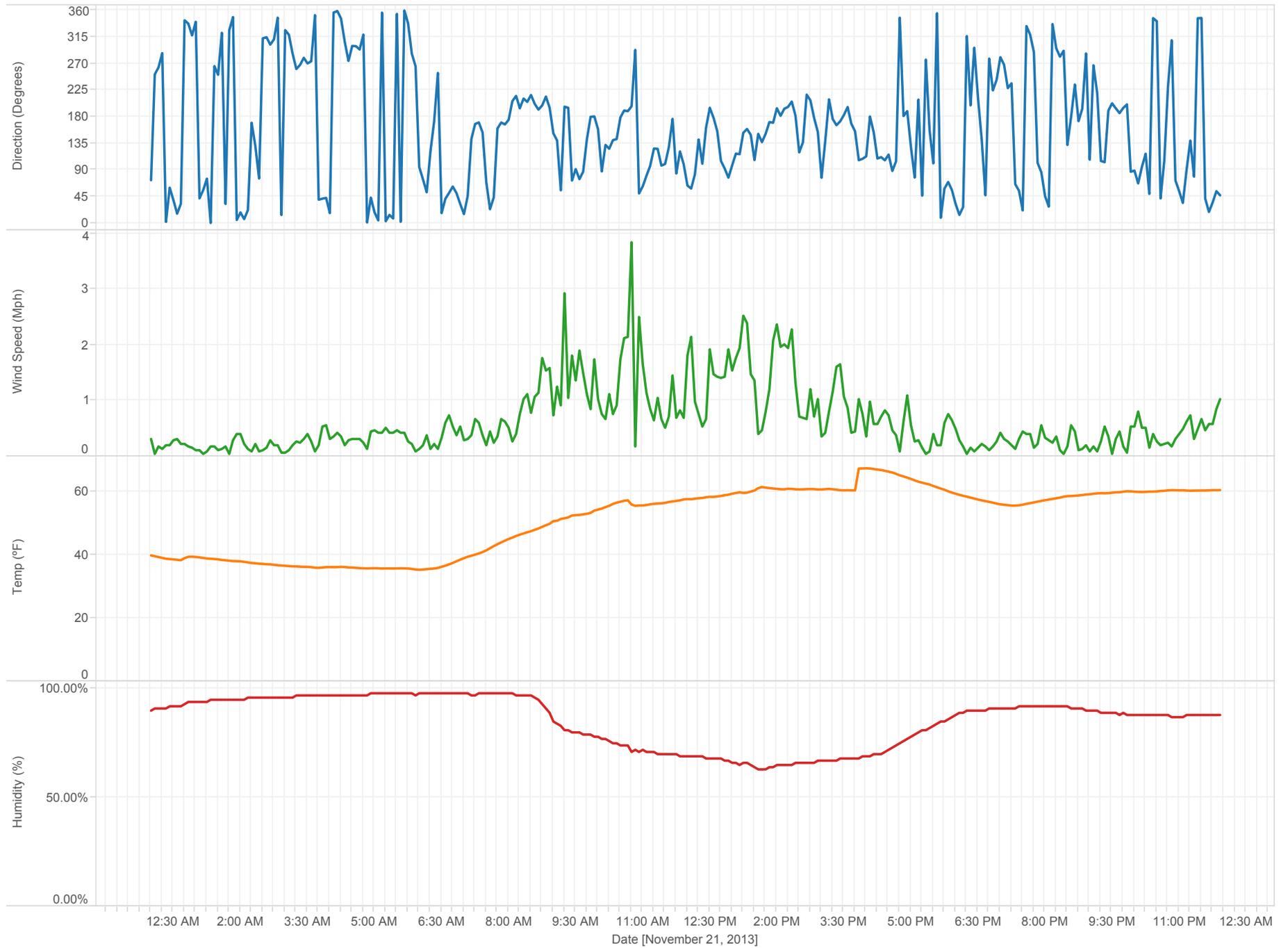
Rail Line

VOC Concentration (ppm)

- < 0.1
- 0.1 - 0.5
- 0.6 - 1.0
- 1.1 - 5.0
- 5.1 - 10.0
- > 10.0



Weather Conditions - 11/21/2013



WIND ROSE PLOT:

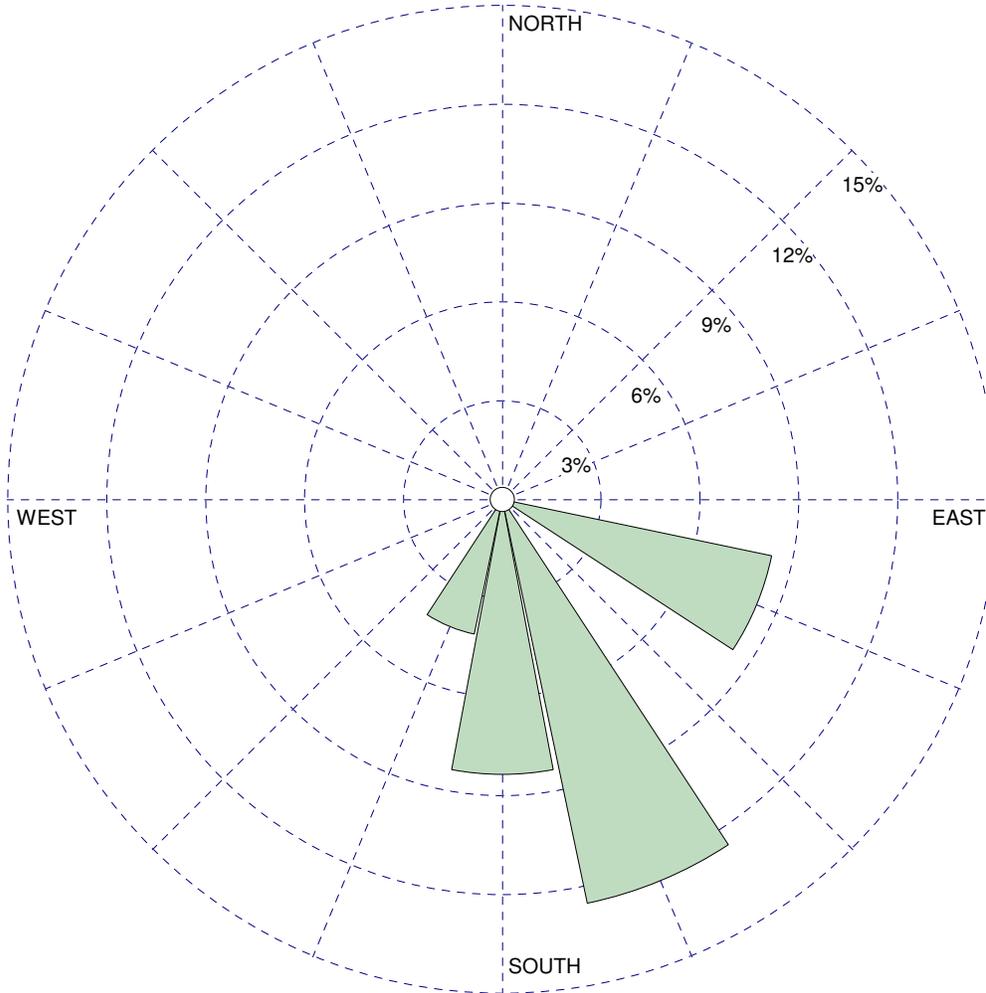
105723

***Not NWS Values**

DISPLAY:

Wind Speed

Direction (blowing from)



WIND SPEED
(Knots)

- >= 22
- 17 - 21
- 11 - 17
- 7 - 11
- 4 - 7
- 1 - 4

Calms: 66.67%

COMMENTS: Aliceville, AL	DATA PERIOD: Start Date: 11/21/2013 - 00:00 End Date: 11/21/2013 - 23:00	COMPANY NAME: CTEH	
	CALM WINDS: 66.67%	MODELER:	
	AVG. WIND SPEED: 0.33 Knots	DATE: 11/22/2013	PROJECT NO.: 105629



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Attachment C

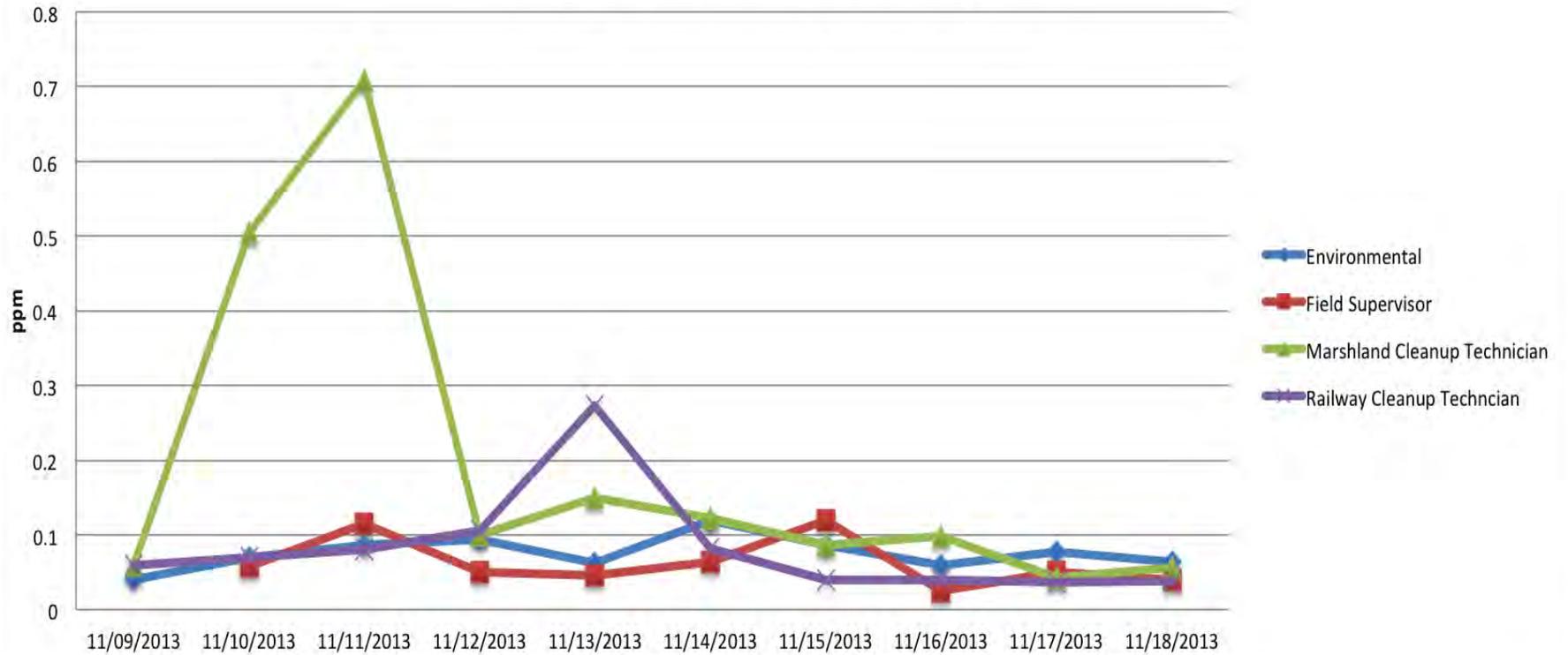
Worker Exposure Assessment

Worker Exposure Summary for Samples Collected 11/9 through 11/18

Similar Exposure Groups/Tasks	Samples Collected	8-hour TWA			Between Worker Variability
		Minimum (ppm)	Maximum (ppm)	Average (ppm)	
Environmental	39	0.03	0.3	0.08	0.40%
CTEH-Air	31	0.03	0.3	0.09	0.45%
CTEH-Water	8	0.03	0.1	0.04	0.06%
Field Supervisor	19	0.02	0.2	0.06	0.22%
Field Supervision	19	0.02	0.2	0.06	0.22%
Marshland Cleanup Technician	67	0.03	2.1	0.15	8.42%
Materials Handling	67	0.03	2.1	0.15	8.42%
Railway Cleanup Technician	55	0.02	0.89	0.09	2.00%
Machine Excavation Operation	22	0.02	0.1	0.06	0.09%
Machine Wrecking Operation	2	0.04	0.2	0.12	1.28%
Road & Infrastructure Building Operations	8	0.04	0.6	0.13	3.61%
Transfer Operations	23	0.02	0.89	0.10	3.42%
Grand Total	180	0.02	2.1	0.11	3.93%

* All sample results are included. For samples where benzene was not detected, the LOD was included as a conservative approach of utilizing censored data.

Average Benzene by Date Sampled

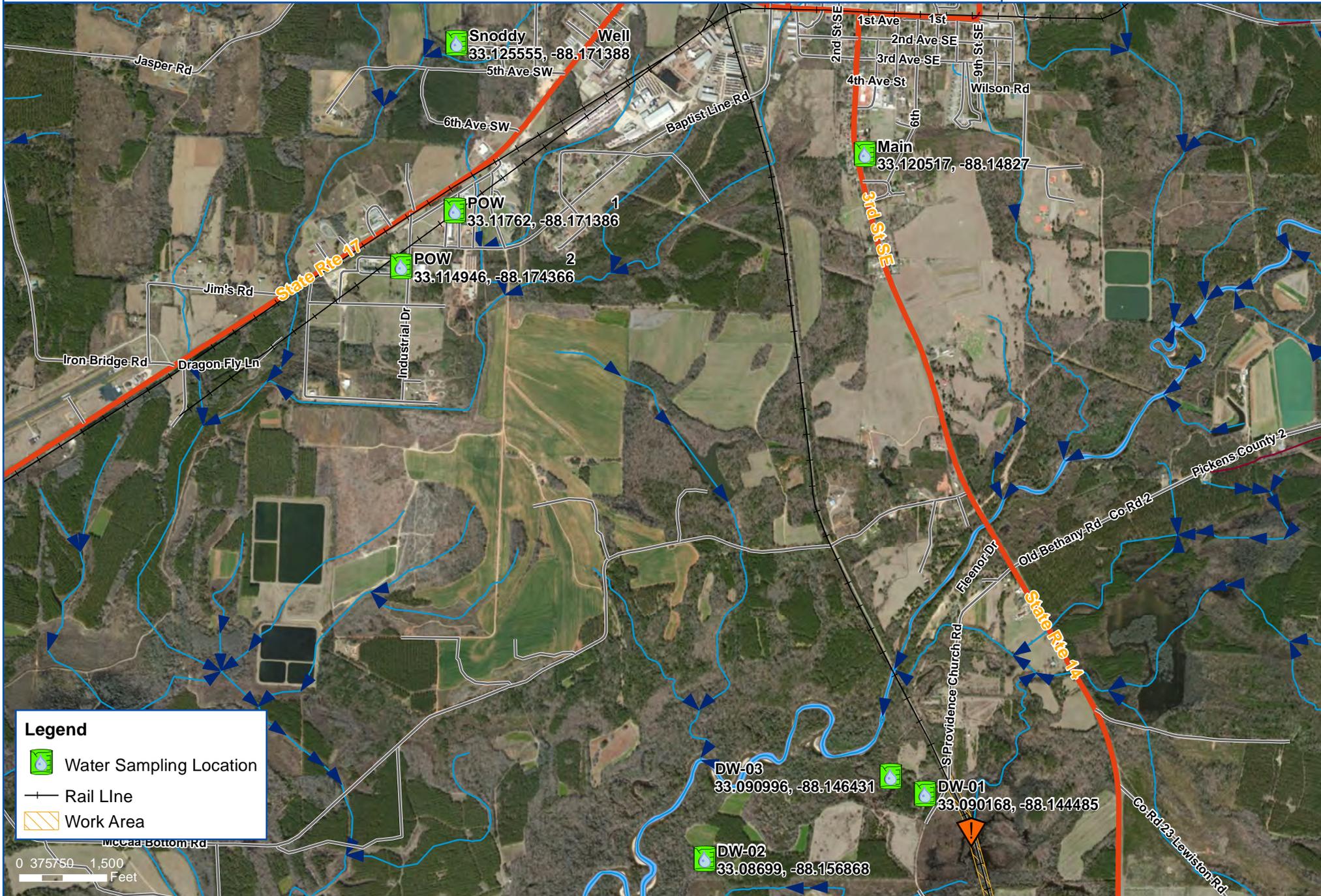




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Attachment D Surface Water Monitoring and Sampling Results

Aliceville Derailment Well Sampling Locations



Attachment E

Updated Documentation

ALICEVILLE DERAILMENT TASK PLAN

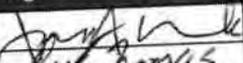
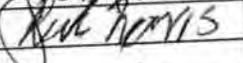
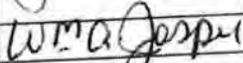
Personnel Decontamination Plan

Objective: The objective of this procedure is to minimize the risk of exposure and the geographic footprint associated to the site.

Safety: Site personnel will review and adhere to the site-specific Health and Safety Plan (HASP).

Procedure: The following procedures will be implemented for this task.

1. When leaving the work area personnel who have visible impacts to outer clothing will enter containment pool and doff their outer garments (e.g., tyvec suit and gloves). The pool will be located on poly sheeting adjacent to the egress point from the site.
2. Removed PPE will be placed in a dedicated waste receptacle (e.g., poly trash bag).
3. Using absorbent pads, the personnel being decontaminated will remove any residual hydrocarbons from their boot.
4. The personnel being decontaminated will walk out to a secondary, poly-lined and sorbent bermed containment area to remove outer boots.
5. All waste generated will be handled in accordance with the waste management plan.

	Name/Position	Signature	Date Signed
Prepared By:	James McCormack		11/12/13
Reviewed By:	Rick Norris, EUL <i>on behalf of</i>		11/12/13
Approved By:			
Approved By RP-IC:	WA Jasper		11/12/13
Approved By SOSC:	C. Paul Rogers		11-12-13
Approved By FOSC:	Jordan Garrod		11/13/13

ALICEVILLE DERAILMENT TASK PLAN

Equipment Decontamination Plan

Objective: The objective of this procedure is to minimize the risk of exposure and the geographic footprint associated to the site.

Safety: Site personnel will review and adhere to the site-specific Health and Safety Plan (HASP).

Procedure: The following procedures will be implemented for this task.

1. When equipment that has been determined to have come in contact with impacted media is ready to be demobilized from the work zone, it will be loaded onto a poly-lined trailer for transportation to the decontamination pad.
2. The piece of equipment will be placed inside a pre-fabricated decontamination pad for cleaning.
3. Debris and soil will be physically removed from all places in which it is practical to do so using brooms and brushes.
4. Soil and debris removed during this process will be recovered and placed in the designated impacted soil stockpile area for subsequent characterization and offsite disposal.
5. A solution comprised of a degreaser/detergent (Nature's Way Proclean) and pressure washer will be utilized to remove the remaining debris from the equipment to the extent practical.
6. Fluids generated as a result of the process will be collected and stored in a frac tank for subsequent profiling and offsite disposal.
7. All waste generated will be handled in accordance with the Waste Management Plan.
8. USCG will inspect equipment to insure decon is complete and sign off before leaving site.

	Name/Position	Signature	Date Signed
Prepared By:	James McCormack		
Reviewed By:	Rick Norris, EUL	<i>Rick Norris</i>	11/20/13
Approved By:			
Approved By RP-IC:	<i>Giles Perry</i>	<i>Giles Perry</i>	11/21/13
Approved By SOSC:	<i>Jamaal Busby</i>	<i>Jamaal Busby</i>	11/21/13
Approved By FOSC:	<i>LoFrancisco</i>	<i>LoFrancisco</i>	11/21/13



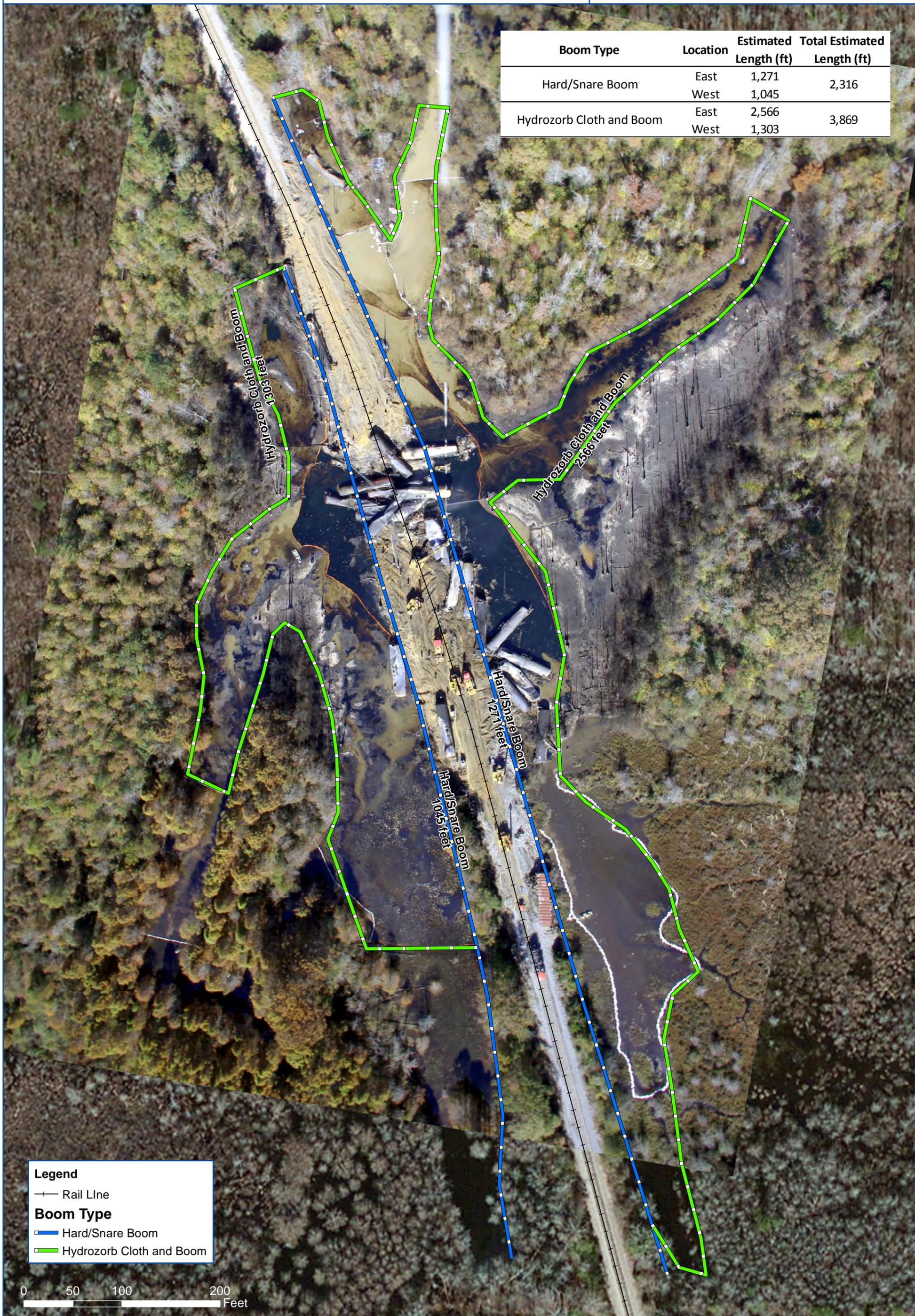
Aliceville Derailment

Proposed Boom Strategy 11/20/13



Project: 105723
 Client: Alabama Gulf Coast Railway
 City: Aliceville, AL
 County: Pickens

Boom Type	Location	Estimated Length (ft)	Total Estimated Length (ft)
Hard/Snare Boom	East	1,271	2,316
	West	1,045	
Hydrozorb Cloth and Boom	East	2,566	3,869
	West	1,303	



Legend

- Rail Line
- Boom Type**
- Hard/Snare Boom
- Hydrozorb Cloth and Boom



ALICEVILLE DERAILMENT TASK PLAN

Long Term Boom Monitoring and Maintenance Plan

Objective: The objective of this procedure is to provide measures to minimize the migration of product associated site. This plan would be implemented immediately and would serve as the interim remedial plan through the remainder of the emergency phase of this project. A Site Restoration Plan to address residual crude oil impacts to the site including rail bed, wetland, staging areas, etc will be subsequently prepared and submitted under a separate cover letter for consideration.

Safety: Site personnel will review and adhere to the site-specific Health and Safety Plan (HASP) developed for this response.

Procedure:

The following procedures will be immediately implemented for this task:

1. Free oil will be recovered from surface waters of the wetlands east and west of the rail bed.
2. Hard boom affixed with a silt curtain will be placed along the entire length of the rail bed on both sides of the track. Sorbent snare boom will additionally be strung against the hard boom. The exact boom placement will be determined in the field but is anticipated to be located in the water approximately 5-10 feet from where the slope of the ballast meets the water's surface. This boom system will trap behind it any residual hydrocarbons which may leech into the water from the railroad ballast.
3. Oiled vegetation will be removed within the area between the hard boom and railroad ballast to further remove secondary sources of oiling into the water of the wetland.
4. Silt fencing will be affixed around the entire perimeter of the main channels of the wetland affected by the incident. Swaddle boom will be placed in front of the silt fence. The swaddle boom will be tied, but not staked down to allow coverage even during fluctuating surface water level.
5. Turbidity curtains will be placed across the main water channels downstream and upstream of the newly installed storm water culverts to minimize turbidity which may impair water quality of the wetland.

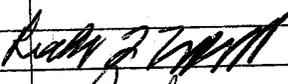
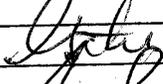
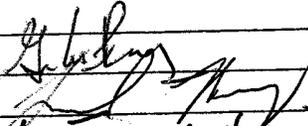
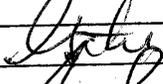
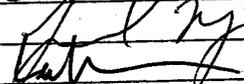
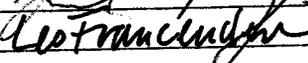
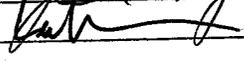
A figure showing anticipated boom locations, by type, is attached.

The following procedures will be implemented, as needed for this task (anticipated measures after UC is dissolved):

1. USES will inspect the deployed boom system described above. We propose that the frequency of the inspections for the initial month of O&M be weekly and after significant rainfall events (i.e., following a rainfall of 0.5 inches within a 24 hour period). The boom inspections will be documented on the attached boom monitoring and maintenance log. USES will perform and document corrective actions necessary to minimize the migration of impacts from the site. We propose that the frequency of inspections for subsequent months following the initial first month of monitoring and maintenance be conducted bi-weekly.

ALICEVILLE DERAILMENT TASK PLAN

2. In the event that free oil is observed leaching from the railroad ballast it will be recovered using whatever means necessary (e.g., sorbents and/or vacuum). Areas with continued leaching into the wetland will be flushed with ambient water using a low flow pump to minimize erosion to soils and railroad ballast.
6. Documentation will be compiled and updates provided from CTEH to USEPA.
7. USES point of contact for the O&M of the boom presented in this plan will be Glen Thompson (601.278.7826).
8. All waste generated from the procedures outlined above will be handled and disposed of in a manner consistent with the Waste Management Plan (WMP) which was prepared and approved for this response.

	Name/Position	Signature	Date Signed
Prepared By:	James McCormack		
Reviewed By:	Rick Norris, EUL		11/21/13
Approved By:			11/21/13
Approved By RP-IC:			11/21/13
Approved By SOSC:	Jamal Bushy		11/21/13
Approved By FOSC:			11/21/13