

United States Environmental Protection Agency
Region IV
POLLUTION REPORT

Date: Thursday, May 14, 2009

From: Chris Russell

To: Chris Masterson, EPA/CSC

Subject: Response Actions Continue

Florida East Coast Railway HCl Spill

Near Hargrove Road, in a wooded area., Palm Coast, FL

Latitude: 29.5592000

Longitude: -81.2833000

POLREP No.:	2	Site #:	A4ZD
Reporting Period:	05/11/2009	D.O. #:	
Start Date:	5/10/2009	Response Authority:	CERCLA
Mob Date:	5/10/2009	Response Type:	Emergency
Demob Date:		NPL Status:	Non NPL
Completion Date:		Incident Category:	Removal Action
CERCLIS ID #:		Contract #	
RCRIS ID #:			

Site Description

Approximately 26 cars and two locomotives derailed. One hazmat car containing hydrochloric acid was determined to be leaking onto the ground and fuming. Numerous cars are piled on top of the HCl car complicating response action. Some are 'auto rack' cars (rail cars carrying brand new automobiles). A high potential exists for oil discharge from the autos and locomotive. Brush fires abound in the rural wooded area. No residences within 1.25 miles. Local Fire and Hazmat teams from Flagler and St Johns Counties are leading response efforts. Jacksonville Fire and Hazmat also responding. FDEP SOSC Herndon Sims EPA OSC Chris Russell, and START personnel from OTIE are responding to assist with air and surface water monitoring and to ensure safe clean-up activity.

Current Activities

On May 11th, response actions continued. EPA contractor support personnel arrived on-site and began providing real-time air monitoring support utilizing Area Raes with HCL sensors, as well as hand held sensing tubes.

Crews from Bayer (owner of the HCL) assessed the rail car containing the hydrochloric acid and in consultation with their corporate environmental/safety representatives, determined that it's structural capacity was questionable and that moving the car was an imminent hazard. After being advised that an all-out resource search for tankers, tank cars, etc. had been conducted to allow for the safe off-loading of the material and that only one rail car had been located (it was located in an industrial park nearly adjacent to the derailment site) within a 12 - 18 hour on-site timeline, the Unified Command decided that it would be in the best interest of the workers and public's safety to go ahead and off-load the material to the referenced rail car.

After moving forward with the operations to conduct the off-loading procedures, it was discovered that approximately 19,000 gallons of the HCL in the rail car had ultimately been released into the environment and that only 1000 gallons of product remained (this was in direct conflict with the contractors report the day before indicating that the rail car was full. It appears that the contractor noted "vapors" at the top of the manway and mistook the vapors for actual product).

At that point, it was decided that removal actions for the removal of the remaining product should go forth. Unfortunately, severe weather moved into the area that afternoon and response operations had to cease due to severe weather conditions.

Planned Removal Actions

Remove the remaining product from the HCL rail car.

Next Steps

Continue to provide air monitoring support and conduct off-loading operations.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
RST/START	\$15,000.00	\$0.00	\$15,000.00	100.00%
Intramural Costs				
USEPA - Direct (Region, HQ)	\$2,000.00	\$0.00	\$2,000.00	100.00%
Total Site Costs	\$17,000.00	\$0.00	\$17,000.00	100.00%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

response.epa.gov/FIEastCoastRail

POLREP #2 Last Updated 5/14/2009