

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Gilbert Train Derailment - Removal Polrep
Initial and Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IV

Subject: POLREP #1
Initial and Final
Gilbert Train Derailment
B448
Gilbert, SC
Latitude: 33.9286081 Longitude: -81.3725875

To:
From: Les Sims, On Scene Coordinator
Date: 12/3/2009
Reporting Period: 11/22-23/2009

1. Introduction

1.1 Background

Site Number:	B448	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	CERCLA	Response Type:	Emergency
Response Lead:	PRP	Incident Category:	Removal Action
NPL Status:	Non NPL	Operable Unit:	1
Mobilization Date:	11/22/2009	Start Date:	11/22/2009
Demob Date:	11/23/2009	Completion Date:	11/23/2009
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:		Reimbursable Account #:	

1.1.1 Incident Category

Emergency

1.1.2 Site Description

On 11/22/2009, in response to NRC Report #924251, and at the request of SC DHEC, the EPA Telephone Duty Officer deployed OSC Les Sims and EPA's START Contractor OTIE to Gilbert, Lexington County, South Carolina to provide technical support at an incident involving the derailment of ten (10) railcars transported by Norfolk Southern Railroad (NSR). Reports indicated that one of the derailed cars contained approximately 13,000 gallons of 93% solution sulfuric acid and landed in close proximity to a nearby residential property. NSR mobilized its hazmat team to the scene to mitigate the incident. NSR reports indicated that the remaining railcars were empty or contained non-hazmat.

1.1.2.1 Location

Latitude: 33.9286081
Longitude: -81.3725875
Gilbert, Lexington County, South Carolina

1.1.2.2 Description of Threat

Derailment involving 13,000 gallon capacity sulfuric acid tank car in close proximity to residential community.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

11/22/2009 - Initial assessment:

-10 cars were involved in the derailment and consisted of one sulfuric acid tank car, one automobile carrier, two bauxite cars, four hopper cars, and two empty box cars.

-No indication at the time of this report as to the cause of the incident.

- Visual inspections of the acid car identified several scrapes and depressions attributed to the derailment but otherwise the car appeared to be in sound enough condition to be righted and transported offsite.

-Air monitoring, pH tests and visual observations conducted in the immediate area of the incident revealed no evidence of a breach or leaking product.

-No injuries or private property damages were observed or reported as a direct result of the derailment.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

NSR confirmed that the acid car contained 13,000 gallons of a 93% solution of sulfuric acid and all other cars involved in the derailment were either empty or contained non hazardous materials. Under a unified command structure headed by representatives from NSR, SC DHEC and EPA a consensus was reached to repair the damaged track, right the derailed cars, including the acid tank car, and transport all cars offsite to a nearby CSX railyard (located due east approximately 20 miles from the site).

2.1.2 Response Actions to Date

11/22/2009

- Unified Command (24 Operational period) established for incident.
- 1830 hrs, NSR initiated track repair and rerailling activities.
- All air monitoring performed by START and DHEC continued to show non detectable levels for all COCs.
- Resident notifications, initially implemented within a 300 yard radius, expanded to 2 mile radius at request of local EMA.

11/23/2009

- Track repairs completed and all cars righted and transported offsite without incident.
- Voluntary residential evacuation order lifted by County.
- Final briefing by UC to confirm all operational objectives satisfactorily met.
- UC deactivated and all remaining response personnel demobilized from site.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Norfolk Southern Railroad

2.1.4 Progress Metrics

All operational objectives met.

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
N/A					

2.2 Planning Section

2.2.1 Anticipated Activities

All objectives met during this action. No further action (NFA) anticipated by ERRB

2.2.1.1 Planned Response Activities

NFA

2.2.1.2 Next Steps

Final after action report related to this incident will be completed and posted within 30 days following the release of this POLREP

2.2.2 Issues

None

2.3 Logistics Section

NSR and SC DHEC

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

2.5.1 Safety Officer

NSR

Heavy rains, slips trips and falls hazards necessitated a slow and methodical approach to mitigating incident.

2.6 Liaison Officer

NSR

2.7 Information Officer

2.7.1 Public Information Officer

NSR

2.7.2 Community Involvement Coordinator

LCEMA and SC DHEC

3. Participating Entities

3.1 Unified Command

ICs - NSR, SC DHEC, and EPA

3.2 Cooperating Agencies

FRA, LCEMA, Lexington County and State Law Enforcement, and Lexington County Fire and HazMat Department

4. Personnel On Site

NSR (62)
LCEMA (25)
SCPS (6)
SC DHEC (5)
EPA (1)
START (2)
FRA (1)

5. Definition of Terms

COCs - Contaminants of Concern
NRC - National Response Center
NSR - Norfolk Southern Railroad
LCEMA - Lexington County Emergency Management Agency
OSC - On Scene Coordinator
SCPS - South Carolina Public Safety
SC DHEC - South Carolina Department of Health and Environmental Conservation
EPA - U.S. Environmental Protection Agency
START - Superfund Technical Assessment and Response Team
FRA - Federal Railroad Administration
IC - Incident Commander
UC - Unified Command

6. Additional sources of information

6.1 Internet location of additional information/report

N/A

6.2 Reporting Schedule

Situational Report - Daily
Final After Action Report - Within 30 days of demobilization

7. Situational Reference Materials

N/A