

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IV

Subject: POLREP #1
Aliceville Train Derailment
Z4XB
Aliceville, AL
Latitude: 33.0882930 Longitude: -88.1418120

To: James Webster, USEPA R4 ERRB
Grady Springer, ADEM
Paul Rogers, ADEM

From: Jordan Garrard, On-Scene Coordinator

Date: 11/8/2013

Reporting Period:

1. Introduction

1.1 Background

Site Number:	Z4XB	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	OPA	Response Type:	Emergency
Response Lead:	PRP	Incident Category:	Removal Action
NPL Status:	Non NPL	Operable Unit:	
Mobilization Date:	11/8/2013	Start Date:	11/8/2013
Demob Date:		Completion Date:	
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:	E14410	Reimbursable Account #:	

1.1.1 Incident Category

Emergency

1.1.2 Site Description

1.1.2.1 Location

Mile Post 683, County Hwy 2
Aliceville, AL

1.1.2.2 Description of Threat

A 90 car unit train carrying crude oil derailed over a slough at the head waters of an unnamed tributary of the Lubbub Creek, which discharges into the Tombigbee River.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Twenty Two (22) rail cars derailed into the slough discharging oil and ignited.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

A little past 12:00 am on Friday November 8th, a 90 car unit train carrying crude oil enroute from Amory, Mississippi to Walnut Hill, Florida derailed near Aliceville, AL. Twenty two (22) tanker cars filled with crude oil derailed into a wetland slough at the head waters of on a tributary of Lubbub Creek. Lubbub Creek discharges into the Tombigbee River. Shortly after the derailment the rail cars began discharging oil, which caught fire. Approximately 11 cars were or are currently aflame. The rail line was closed from mileposts 680-685. Emergency responders from local agencies evacuated a nearby residence initially but allow the resident to return home. Due to the the danger and difficulty first responders would face getting to the railcars, it has been decided to allow all the cars that are on fire to burn themselves out.

2.1.2 Response Actions to Date

11/8/2013

Unified Command made the decision to allow the remaining tank cars to continue to burn instead of attempting to extinguish the fire. The rail line continues to be closed from mile posts 680-685. CTEH

began conducting work place and perimeter air monitoring. CTEH was monitoring for VOCs, Benzene, Toluene, Xylene, NO2, SO2, H2S, CO, and Particulates. Preliminary air monitoring results indicate workplace VOC concentrations of 0.1 ppm. Perimeter air monitoring results were negative for all constituents, except for particulates. A maximum concentration of 0.124 mg/m3 of PM 2.5 particulate was observed north of the derailment. The maximum concentration is below the action level of 0.150 mg/m3. USES was able to place containment boom downstream to contain oil which has discharge from the tank cars from entering the tributary of Lubbub Creek. B&P Enterprise continue site preparation activities for rerailling activities and oil recovery operations. RJ Corman personnel arrived to assess and prepare for rerailling of derailed cars and the removal of the impacted tank cars.

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

Genesse & Wyoming Rail
 201 19th Street North
 Columbus, Mississippi 39701

2.1.4 Progress Metrics

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

2.2 Planning Section

2.2.1 Anticipated Activities

11/9/13

- Construct work pads and staging areas by the derailment site
- Conduct oil spill recovery operations
- Rerailling of derailed engines and buffer car of the southside of the derailment
- Rerailling and removal of 4 tank cars on the north side of the derailment
- Begin wrecking activities of tank cars which were burned
- Fire Fighting activities during tank car removals
- 24 hr operations will begin on 11/9/13

2.2.1.1 Planned Response Activities

Continue perimeter air monitoring and cleanup oversight

2.2.1.2 Next Steps

2.2.2 Issues

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
TAT/START	\$10,000.00	\$3,305.00	\$6,695.00	66.95%
Intramural Costs				
Total Site Costs	\$10,000.00	\$3,305.00	\$6,695.00	66.95%

* 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.

2.5 Other Command Staff

2.5.1 Safety Officer

Kevin Eichinger

2.5.2 Liaison Officer

2.5.3 Information Officer

3. Participating Entities

3.1 Unified Command

Jordan Garrard - USEPA

Bill Jasper - G&W Rail

Josh Therrien / Jamal Busby - ADEM

3.2 Cooperating Agencies

FRA

FBI

DOT

4. Personnel On Site

USEPA - 2

START - 3

ADEM - 2

USES

B&P Enterprise

CTEH

RJ Corman

G&W Railroad

Envision - 1

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.

POLREP #1 Last Updated 11/12/2013