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

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IV

Subject: **POLREP #2**
Aliceville Train Derailment

Aliceville, AL
Latitude: 33.0882930 Longitude: -88.1418120

To:
From: Jordan Garrard, On-Scene Coordinator
Date: 11/10/2013
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

A total of twenty six (26) 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 six (26) 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 rerailing activities and oil recovery operations. RJ Corman personnel arrived to assess and prepare for rerailing of derailed cars and the removal of the impacted tank cars.

11/9/2013
Multiple rail cars remain burning. The rail continues to be closed from mileposts 680-685. Rerailing and oil recovery operations began on Saturday, November 9th. Two (2) engines were rerailed and removed. Five (5) additional tank cars were uprighted and are ready to begin transferring remaining product from the tank cars into frac tanks. The 5 uprighted cars have an estimated 70,000 gallons of crude oil remaining. Two (2) of the four (4) tank cars on the northside of the derailment were inspected and removed. Crews have begun spraying water of burning cars to cool the tank cars. The Federal Railroad Administration continues its investigation. Work place air monitoring conducted by CTEH indicated particulate concentrations as high as 2 mg/m3, and benzene concentration of 0.3 ppm. Perimeter air monitoring indicated peak particulate concentrations of 385.1 ug/m3 and VOCs concentrations 2.6 ppm downwind of the derailment. None of the 1 hour or 8 hr TWA action levels were exceeded. I preparation for 24 hour operations two (2) USCG Gulf Strike Team personnel were requested to provide safety oversight during nighttime operations. Two (2) additional START personnel also arrived to continue perimeter air monitoring activities during nighttime operations.

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

Waste Stream	*Medium*	*Quantity*	*Manifest #*	*Treatment*	*Disposal*

2.2 Planning Section

2.2.1 Anticipated Activities

11/10/13

- Construct work pads and staging areas by the derailment site
- Conduct oil spill recovery operations
- Rerailing and removal of 2 tank cars on the north side of the derailment
- Begin wrecking activities of tank cars which were burned
- Begin product transfers from impacted rail cars
- Fire Fighting activities during tank car removals

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
No information available at this time.

2.5 Other Command Staff

2.5.1 Safety Officer
Kevin Eichinger
Bo Lisenby - Gulf Strike Team

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 - 5
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.