

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IV

Subject: POLREP #4
Progress Update and Request for Additional Funds
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: 11/12/2013

Reporting Period: 11/11/13 - 11/12/13

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 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.

11/9/2013

Multiple rail cars remain burning. The rail continues to be closed from mileposts 680-685. Rerailling 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.

11/10/13

The rail line is still closed from mileposts 680-685. Rerailling, fire fighting, and oil recovery operations continue. The remaining rail car fires were extinguished by 15:30 to allow for wrecking and rerailling activities to continue further into the derailment. Workpads have been constructed on the east and westside of the rail crossing at Hwy 2 in preparation for future product transfer and scraping operations. Frac tanks and pads have been constructed at the G&W rail yard in Aliceville, AL. The recovered crude oil from the derailed cars will be trucked to these frac tanks for temporary storage and disposal. Five (5) cars were moved off the rail line and prepared for the product transfer. While moving a 6th car at 17:00, a pressure relief device on the railcar activated and a flash fire ignited. The second flash fire occurred approximately 20 mins later. All operations were ceased and a safety stand down for the evening was issued canceling night operations. No workers were injured.

11/12/13

The rail line is still closed from mileposts 680-685. Rerailling activities have been completed. All the rail cars have been moved and staged for product transfers and FRA inspections. Manual oil recovery activities continue on the west and east sides of the rail line. Access roads are being constructed on the west and east side of the rail to allow for mechanical oil recovery operations. Night time EPA air monitoring and response activities have been suspended.

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

11/13/13

- Conduct manual and mechanical oil spill recovery operations
- Place containment boom along the east and west sides of the impacted areas
- Continue to build access roads along the east and west sides of the rail line
- Begin product transfers from impacted rail cars
- Fire Fighting activities during tank car transfers

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

2.4.1 Narrative

It is anticipated that response costs will exceed the FPN ceiling of \$100,000 by Friday 11/15/13. OSC is requesting a ceiling increase to the FPN by the end of the week to continue federal response oversight activities based on the following cost estimate.

EPA Costs - \$50,000
START Costs - \$80,000
USCG Gulf Strike Team - \$20,000
Total - \$150,000

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
IAGs - USCG	\$10,000.00	\$5,000.00	\$5,000.00	50.00%
TAT/START	\$40,000.00	\$25,000.00	\$15,000.00	37.50%
Intramural Costs				
USEPA - Direct	\$37,000.00	\$20,000.00	\$17,000.00	45.95%
USEPA - InDirect	\$13,000.00	\$13,000.00	\$0.00	0.00%
Total Site Costs	\$100,000.00	\$63,000.00	\$37,000.00	37.00%

* 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.

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
FRA

3.2 Cooperating Agencies

DOT

4. Personnel On Site

USEPA - 4
START - 2
ADEM - 2
USES
B&P Enterprise
CTEH
RJ Corman
G&W Railroad
Envision -

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 #4 Last Updated 11/14/2013