

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Lynchburg Crude Oil Train Derailment - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region III

Subject: POLREP #2
Lynchburg Crude Oil Train Derailment

Lynchburg, VA
Latitude: 37.410000 Longitude: -79.1394000

To:
From: Christine Wagner & Francisco Cruz, OSC
Date: 5/1/2014
Reporting Period: 0500-2200 hours 5/1/2014

1. Introduction

1.1 Background

Site Number:	Contract Number:
D.O. Number:	Action Memo Date:
Response Authority: OPA	Response Type: Emergency
Response Lead: PRP	Incident Category: Removal Assessment
NPL Status: Non NPL	Operable Unit:
Mobilization Date: 4/30/2014	Start Date: 4/30/2104
Demob Date:	Completion Date:
CERCLIS ID:	RCRIS ID:
ERNS No.:	State Notification:
FPN#: E14309	Reimbursable Account #:

1.1.1 Incident Category

Crude Oil Spill

1.1.2 Site Description

Train derailment in historic district of Lynchburg, VA

1.1.2.1 Location

Rail line in front of 10 9th Street in the City of Lynchbug, VA

1.1.2.2 Description of Threat

Oil discharge onto the James River. Estimated volume 23,000-30,000 gallons of crude oil. Potential impact to drinking water intakes in Richmond and Henrico County, VA

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

This polrep continues documentation of activities at a CSX derailment site in the City of Lynchburg, VA. The incident involves a partial 16-car derailment of a 105 car crude oil train. The incident occurred on the afternoon of April 30, 2014. No injuries occurred.

The incident remains in the emergency phase. 24-hour operations continue. For more details regarding the day of the incident, please refer to POLREP #1.

The City of Lynchburg Department of Fire Rescue is the Incident Commander for the Site.

VDEM is on scene and is the lead Agency for the Commonwealth of Virginia. Other Commonwealth agencies on scene include the Virginia Department of Environmental Quality, and the Virginia Department of Public Safety.

Federal agency response includes TSA, the Federal Railroad Agency, NTSB, and EPA.

2.1.2 Response Actions to Date

Operations

CSX Operations

CSX concentrated efforts on uprighting the derailed cars. The entire train consisted of 105 cars, all transporting crude oil. Cars not involved in the derailment were moved on 4/30/14.

As of 2200 hours, 14 of the 16 derailed cars have been uprighted. This includes one of the cars that derailed into the James River. CSX constructed a drainage ditch and removed the rail car which had discharged its contents into the River. The damaged car contained a large volume of water, which infiltrated the car following the derailment. The water was retained in a ditch on Site. OSC Fitzsimmons assisted VDEM with oversight of these operations.

Two derailed cars partially submerged in the River must still be removed.

CSX contractors also worked with the downstream boom today. Repeated attempts by the contractor to deploy boom properly have failed, resulting in the boom becoming dislodged. VDEM HazMat Officer Cannon and OSC Cruz provided onsite recommendations to CSX on deploying the boom properly. CSX agreed to these recommendations.

CSX and VDEM officials performed an overflight of the area today. The leading edge of the sheen was observed approximately 12 miles downstream. Note that sheen was not observed throughout this entire area; however this is the furthest point where any sheen could be observed from the overflight.

CSX contractors set up a rehab area onsite today.

VDEM Operations

VDEM continued to coordinate activities among all non-CSX entities on Site. VDEM is the point of contact for communications with all localities. Henrico County officials were onsite to meet with VDEM concerning downstream water intake concerns. York County Fire officials were also on scene to coordinate with VDEM. York County receives this type of product in their area.

NTSB Operations

NTSB continued their onsite investigation today. NTSB hosted a brief press conference at City Hall today at noon. Local and national media attended. NTSB answered factual questions regarding the derailment, but stated that their investigation of the cause is ongoing. NTSB reported that the train was travelling at 24 mph in a 25 mph zone. Approximately 30 people attended the press conference. EPA attended, but did not speak, as the press conference was planned solely for the purpose of an update by NTSB.

EPA Operations

Air Monitoring

Overnight, R4 OSC Matt Huyser completed setup of an air monitoring network. This network consisted of 3 stations for continuous monitoring of flammability, oxygen levels, carbon monoxide, hydrogen sulfide, and volatile organic compounds. OSC Huyser also set up a particulate monitoring system with real-time data recording. This data recording was integrated into a wireless network that allows email notification when alarm levels are exceeded. During the day, EPA's START Contractor, TechLaw, monitored the instruments. There were several exceedances of particulates; however, investigation revealed that a street sweeper was in the area at the time of these exceedances.

All smoldering on Site has ceased. Hence, upon consultation with VDEM, EPA discontinued air monitoring this evening. START is preparing a brief report of the summary of the data which will be provided to Unified Command.

Offsite Sampling

At the request of VDEM and Henrico County officials, EPA arranged for sample collection and analysis of water at the three drinking water intakes in the Richmond, VA area (Richmond, Henrico County, Correctional Facility). EPA activated the eastern START contractor (Weston) to collect the samples. Throughout the day, OSC Cruz consulted with officials from the Health Department, Henrico County, and VDEM to arrange for the sampling. CSX also sent a representative to collect duplicate samples.

The samples collected by EPA will be delivered tomorrow to the EPA Environmental Science Center in Fort Meade, MD. Samples will be analyzed for volatile organic contaminants (VOCs), semi-volatile organic contaminants (SVOCs), and diesel range organic compounds. EPA shared this information with VDEQ.

Technical Operations

Two sampling plans (soil and surface water) were submitted by CSX contractors to VDEQ today. EPA was provided a copy as well. EPA will provide any comments directly to VDEQ.

OSC Wagner reached back to the EPA Regional Office to request assistance with water plume modeling. The purpose of this modeling is to roughly predict the time frame that the oil which discharged to the River may reach the drinking water intakes. EPA received excellent support from the Region 3 Water Division (V. Binetti), USGS, and NOAA. The Virginia Department of Health also developed some predictions. This information was passed to VDEM, who continued to coordinate with Henrico and Richmond officials.

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

CSX has accepted responsibility for the cleanup.

2.2 Planning Section

2.2.1 Anticipated Activities

CSX will continue to work to upright the remaining derailed cars.

CSX contractors will continue to maintain boom downstream of the incident location.

VDEM will continue to coordinate Unified Command activities on Site.

VDEQ will continue to monitor environmental sampling and analysis work.

The City of Lynchburg continues to provide Fire, Medical, and Law Enforcement Support.

NTSB will continue its investigation.

EPA will continue to provide support as needed.

2.2.1.1 Planned Response Activities

The situation is still in the emergency phase. Following removal of the derailed cars, the Unified Command members will work with the CSX contractors for assessment and cleanup of the areas affected by the release. The natural resource trustees will also be included in this process.

2.2.2 Issues

1. EPA and VDEM have requested samples from the three blends of product which was transported on the rail cars. CSX has agreed to provide these samples.
2. The emergency phase will continue until the derailed cars are removed from the Site.
3. NTSB is continuing its investigations. No photos can be released until after investigation is complete.

2.3 Logistics Section

CSX is handling all logistics for the cleanup and derailment.

OSC Fitzsimmons arrived on Site today to provide OSC support.

EPA's START Contractor will demobilize tomorrow.

EPA R4 OSC M. Huyser will demobilize tomorrow. EPA R3 wishes to acknowledge the prompt and excellent support provided by EPA Region 4.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

USGS and NOAA provided additional services to the Site operations today

3. Participating Entities

3.1 Unified Command

CSX
City Of Lynchburg
VDEM
VDEQ
TSA
Federal Railroad Administration
NTSB
EPA

3.2 Cooperating Agencies

Virginia Department of Health
Virginia Department of Public Safety
EPA Office of Water
EPA Environmental Science Center Fort Meade
Henrico County
City of Richmond

4. Personnel On Site

City of Lynchburg

Fire & Eemrgency Services
EMS
Law Enforcement
Public Works
City Manager

(Note: City officials were inadvertendly omitted from POLREP#1. This was an administrative error. Omission was entirely accidental. The OSC acknowledges and regrets this error)

CSX

Hepaco
WEL
Arcadis
CTEH
Enviroscience
Cranemasters

VDEQ

VDEM

Virginia Dept of Public Safety

Henrico County

York County Fire & Rescue

TSA

FRA

NTSB

EPA

5. Definition of Terms

No information available at this time.

6. Additional sources of information

Safety data sheets have been added to the website in the "DOCUMENTS" section

7. Situational Reference Materials

No information available at this time.