U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Canadian Pacific Brownsville Derailment - Removal Polrep
Initial Removal Polrep

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region V

Subject: **POLREP #1**
Initial
Canadian Pacific Brownsville Derailment

Brownsville, MN
Latitude: 43.6524939 Longitude: -91.2750713

To:
From: Craig Thomas, OSC
Date: 1/27/2016
Reporting Period: 1/27/16 07:00 - 1/28/16 05:00

1. Introduction

1.1 Background

Site Number:		**Contract Number:**	
D.O. Number:		**Action Memo Date:**	
Response Authority:	OPA	**Response Type:**	Emergency
Response Lead:	EPA	**Incident Category:**	
NPL Status:		**Operable Unit:**	
Mobilization Date:	1/27/2016	**Start Date:**	1/27/2016
Demob Date:		**Completion Date:**	
CERCLIS ID:		**RCRIS ID:**	
ERNS No.:		**State Notification:**	
FPN#:	E16509	**Reimbursable Account #:**	

1.1.1 Incident Category

Emergency Response

1.1.2 Site Description

1.1.2.1 Location

A Canadian Pacific train derailment occurred at approximately 2230 hrs on January 26, 2016, 4 miles south of Brownsville, MN. A total of fifteen cars derailed along the banks of the Mississippi River.

1.1.2.2 Description of Threat

Of the fifteen cars that derailed, three cars containing commodities remained upright, six cars of vegetable oil are in the Mississippi River, and the remaining six cars are on land on their sides, three of which contain sodium chlorate.

One of the hopper cars containing sodium chlorate released a limited quantity of sodium chlorate from the top of the car. It appears that the car is not breached.

In addition, one of the vegetable oil tanks appears to have released an unknown amount of oil. It is currently believed the release occurred through a vent valve that was sheared off during the derailment.

This pool of the Mississippi River is home to endangered mussels. USFWS is concerned about potential impacts to the mussel bed.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Air boat operations were conducted to drill sampling locations in the ice with ice augers. YSI meters were installed at these sample locations to monitor for conductivity, pH, and other water quality parameters. Water quality sampling was conducted on 1/27/16 upstream, downstream and around the rail cars along with visible inspections for oil sheen. Samples were collected on 1/27/16.; results of the sampling are expected on 1/28/16. Sheen was observed in one of the ice auger borings, and is believed to come from one of the vegetable oil tanks that had a sheared off vent valve, as previously discussed.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

2.1.2 Response Actions to Date

A train derailment occurred at approximately 2230 hrs on January 26, 2016, 4 miles south of Brownsville, Minnesota. A total of 15 cars were derailed. Three cars containing commodities remain upright, six cars of vegetable oil are in the Mississippi River and the remaining six cars on land are on their sides, three of which contain sodium chlorate.

USCG was the first Federal responder on scene. They have since transitioned with EPA OSC Morrison and left the scene. OSC Faryan also responded to the incident.

A small amount of sodium chlorate was released from the top of a hopper car; none of the cars containing the sodium chlorate appear to have a critical breach. Three 55-gallon drums of material were recovered from that release. Sodium chlorate is a strong oxidizer and poses significant health and safety issues during trans-loading. Canadian Pacific hired a contractor from Manitoba to conduct the trans-loading, and the contractor is still en route. The contractor will use a machine that creates a vacuum during the transfer, so no fugitive dust is created during the transfer process.

The six cars that are in the Mississippi River contain vegetable oil. At least one of these six cars (car # TILX 270708) has released oil which is believed to have leaked out of a sheared off vent pipe. Contingency boom was placed downstream of the incident. An oil recovery contingency plan was developed. Two diversions were put in the river downstream of the vegetable oil cars. A plywood dam with soft boom was installed downstream of the suspected leaking car. A vac truck pumped out material from around the dam. Observations show mostly water with only a small amount of oil recovered during this reporting period.

Crews worked to repair the leaking oil car vent by re-tapping it and installing a flange plate; this was completed by 20:00 on 1/27/16. Canadian Pacific has begun working to re-rail commodity cars that did not go into the water, and have cleared the right-of-way.

OSC Thomas responded during the night shift. Night operations focused on replacing track that was lost during the derailment. The new track was in place at approximately 12:30 am on 1/28/16 and crews began running test vehicles on the track at approximately 01:00. Crews also cut damaged railing and piping from one of the sodium chlorate tanks cars, in order to facilitate moving the car later in the day on 1/28/16.

Responding agencies include, but are not limited to local Police, Fire Departments, USFWS, USCG, EMA, FRA, MDNR and MPCA.

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

2.1.4 Progress Metrics

Progress Metrics will be provided as they become available.

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

2.2 Planning Section

2.2.1 Anticipated Activities

Transfer crews will arrive at 07:00 on 1/28/16, and will receive a safety briefing.

The next 12-hour operational period will begin at 08:00 on 1/28/16.

A track block will be in place from 10:00 - 17:00 on 1/28/16. During this time three railcars will be brought in to transfer vegetable oil from car numbers TILX27078, TILX291151 and TILX270581.

2.2.1.1 Planned Response Activities

Continue recovering vegetable oil from the Mississippi River. Continue collecting soil and water samples.

CP to obtain permits and construct roads necessary to complete the trans-loading of sodium chlorate.

Transfer vegetable oil and sodium chlorate to new railcars.

2.2.1.2 Next Steps

Seek to transition to a State-lead unified command on 1/28/16.

Ensure USFWS is able to evaluate impacts to endangered mussel bed.

2.2.2 Issues

2.3 Logistics Section

N/A

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

2.5.1 Safety Officer

OSCs Faryan, Morrison and Thomas serve as Safety Officers for EPA.

2.5.2 Liaison Officer

N/A

2.5.3 Information Officer

N/A

3. Participating Entities

No information available at this time.

4. Personnel On Site

EPA 3

START 2

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

6.2 Reporting Schedule

The next PolRep will be issued the evening of January 28, 2016

7. Situational Reference Materials

No information available at this time.