

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Wauhatchie Pike Train derailment - Removal Polrep
Initial and Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IV

Subject: POLREP #1
Initial and Final POLREP
Wauhatchie Pike Train derailment

Chattanooga, TN
Latitude: 35.0070060 Longitude: -85.3655260

To:
From: Brian Englert, On-Scene Coordinator
Date: 7/18/2016
Reporting Period: 7/14/2016 to 7/15/2016

1. Introduction

1.1 Background

Site Number:	V4CE	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:	7/14/2016	Start Date:	7/14/2016
Demob Date:	7/15/2016	Completion Date:	7/15/2016
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:	E16434	Reimbursable Account #:	

1.1.1 Incident Category

Emergency Response

1.1.2 Site Description

This Site is the location of a train derailment.

1.1.2.1 Location

Near the 400 Block of Wauhatchie Pike, Chattanooga, Hamilton County, TN

1.1.2.2 Description of Threat

A train has collided with a truck carrying a vacuum box of used sandblasting material destined for a Clean Harbors, Inc. disposal facility. The accident resulted in the derailment of a number of hazmat railcars including one tanker car of ethylene oxide. Approximately 6000 to 7000 gallons of diesel fuel was released to the ballast and nearby drainage ditch. The drainage ditch is located approximately 400 feet from a tributary to Black Creek. Black Creek flows into the Tennessee River.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

At approximately 0820 on 7/14/2016, an eastbound Norfolk Southern train traveling on the mainline from Birmingham, AL to Chattanooga, TN collided with a Clean Harbors tractor trailer rig at an intersection near mile post 5.85 and the 400 block of Wauhatchie Pike in Chattanooga, Hamilton County, TN. EPA Region 4 received an initial NRC Report (# 115312) and a second (# 115338) to update the amount of diesel fuel released. Tennessee Department of Environmental Conservation (TDEC) requested EPA assistance. OSC Englert was mobilized to assist state authorities with overseeing the clean-up operations and to ensure that the diesel fuel does not migrate into waterways due to adverse weather conditions impacting the Chattanooga area.

OSC Englert and representatives from TDEC arrived on scene and integrated into an unified command with the responsible parties. As a result of this collision, three locomotives and 10 of the 100 railcars were derailed. As of 1700, as much as 6000 to 7000 gallons of diesel fuel had been released from at least two of the locomotives. At this time, it does not appear that any diesel fuel was released the third locomotive, however there is concern of an additional release occurring during the righting process.

The contents of the Clean Harbors truck was determined to be used sand blasting material manifested as nonhazardous waste. Other derailed railcars did contain hazmat materials, including one railcar loaded with ethylene oxide, however none of the other hazmat carrying railcars derailed from the track and were removed from the Site. Additional derailed railcars contained synthetic plastic pellets and wood.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

Prior to arriving onsite, EPA coordinated with the responding local and state environmental programs to investigate the site and potential impacts to environmentally sensitive areas and to determine the potential for off-site migration via streams and tributaries to the Tennessee River. Downstream notifications were made collaterally between EPA, TDEC Division of Water Services and the City of Chattanooga Water Quality and Permitting Program.

Federal and local responders integrated into unified command. Three locomotives and ten railcars derailed, with as much as 7000 gallons of diesel fuel released into the environment. Railcars carrying a number of hazmat materials, including ethylene oxide, had not derailed and were removed from the Site. The Clean Harbors truck was hauling a vacuum box containing nonhazardous spent sand blasting material and has been removed from the Site.

The diesel fuel (approximately 6000 to 7000 gallons) was released to the ballast, access road, and a nearby drainage ditch on the south side of the railroad tracks. The drainage ditch led to an unnamed tributary of Black Creek approximately 400 feet away. Shortly after the derailment, contractors working for Norfolk Southern constructed interceptor trenches, berms and deployed boom in several locations on Black Creek preventing any release to its nearby tributaries. Preparations for forecasted heavy rains were made and the threat to navigable waterways was largely eliminated by 2000 of 7/14/2016.

Excavation of impacted soil and ballast began in the early hours of 7/15/2016. The impacted soil and rock are being staged onsite until disposal at a later date. Clean Harbors agreed to accept and dispose of all wastes from the Site. OSC Englert demobilized early on 7/15/2016.

2.1.2 Response Actions to Date

- EPA Region 4 Telephone Duty Officer made downstream notifications and mobilized an EPA OSC
- An EPA OSC arrived on scene and integrated into Unified Command
- Railcars containing hazmat materials were removed from the scene
- The Clean Harbors truck has been removed from the Site
- Contractors working for Norfolk Southern dug interceptor trenches and deployed boom preventing any discharge of oil to Black Creek or its nearby tributary
- Excavation of impacted ballast and soil began and waste has been staged onsite until disposal at a later date
- The Site has transitioned to oversight by TDEC
- EPA OSC Englert demobilized from the Site
- Norfolk Southern has provided ICS 201 forms for each operational period to date

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

Norfolk Southern and Clean Harbors have been identified as Potentially Responsible Parties.

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
Impacted Soil		TBD	TBD		TBD
Impacted Ballast		TBD	TBD		TBD

2.2 Planning Section

2.2.1 Anticipated Activities

The Site has transitioned out of the emergency response phase. TDEC will provide continued oversight. Contractors working for Norfolk Southern will continue excavation of impacted soil and address impacted ballast as the state determines whether other response activities are needed.

2.2.1.1 Planned Response Activities

- Downstream notifications will be made (COMPLETE)
- EPA will mobilize to the Site (COMPLETE)
- Contractors working for Norfolk Southern have responded to deploy boom and dig interceptor trenches prevent any discharge of oil to Black Creek or its tributaries (COMPLETE)
- Excavation of impacted soil and ballasts will begin (COMPLETE)
- The track will be repaired and reopened (COMPLETE)
- TDEC will continue to provide oversight
- Contractors working for Norfolk Southern will continue removal activities
- Contractors working for Norfolk Southern will perform additional investigations to determine the extent of impacted soils and perform removal as needed
- Removal, staging and disposal of impacted soils will occur as needed

2.2.1.2 Next Steps

Removal activities will continue with oversight by TDEC.

2.2.2 Issues

No new information to report in this section at this time.

2.3 Logistics Section

EPA demobilized on 7/15/2016 and Emergency Response operations have ceased.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

2.5.1 Safety Officer

OSC Englert and Norfolk Southern Contractors are providing safety support at this time.

2.5.2 Liaison Officer

No additional information to report in this section at this time.

2.5.3 Information Officer

Information is being shared between the EPA Region 4 Phone Duty Officer and the EPA Region 4 OSC onsite. This information is being distributed to EPA and states through communications to management and ERNS Reports as needed.

3. Participating Entities

3.1 Unified Command

EPA, TDEC and Responsible Parties have integrated in Unified Command.

3.2 Cooperating Agencies

- EPA
- TDEC
- Local Fire Department
- Local Law Enforcement

4. Personnel On Site

- One EPA OSC
- Two TDEC Representatives
- Personnel from Norfolk Southern
- Personnel from Hulcher
- Personnel from RJ Corman
- Personnel from HEPACO
- Personnel from MEI
- Personnel from Amec Foster Wheeler
- Local Law Enforcement

5. Definition of Terms

No information to report in this section at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

www.epaosc.org/WauhatchiePikeDerail

6.2 Reporting Schedule

No information to report in this section at this time.

7. Situational Reference Materials

See maps section of

www.epaosc.org/WauhatchiePikeDerail