

**United States Environmental Protection Agency
Region V
POLLUTION REPORT**

Date: Wednesday, October 10, 2007

From: Joe Fredle

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Subject: Initial
Painesville CSX Train Derailment
Painesville, OH

POLREP No.:	1	Site #:	
Reporting Period:	10/10/2007 13:00-17:00	D.O. #:	
Start Date:	10/10/2007	Response Authority:	CERCLA
Mob Date:	10/10/2007	Response Type:	Emergency
Demob Date:		NPL Status:	Non NPL
Completion Date:		Incident Category:	Removal Assessment
CERCLIS ID #:		Contract #	
RCRIS ID #:			

Site Description

The Painesville CSX site is an emergency response to a train derailment that resulted in a fire. At the request of the Lake County Health Department, and in response to National Response Center report # 851242, U.S. EPA and Ohio EPA have responded to the site and are providing on site support to local incident command. The cause of the derailment is currently unknown and occurred at approximately 12 noon.

The current situation includes:

A command center has been established in a conference center at a nearby Residence Inn.

Approximately 1,300 residents (70 homes) within a 1/2 mile radius have been evacuated. This is due to concerns of a bleve (explosion) of railcars containing flammable materials. Nearby elementary schools are closed, as well. It is unknown when the evacuation will be lifted.

Approximately 30 railcars were involved in the derailment. Of those, eight (8) of them contained a flammable materials (ethanol, propane). According to CSX, no other hazardous materials were involved.

Only one railcar contains propane, but it is not near the flames. The car is under pressure, so there is a threat of explosion.

At approximately 5 p.m. local fire responders began accessing the wreckage and establishing containment. They are currently using water and foam to control the fire.

CSX has mobilized its network of response contractors to the scene to manage the incident. Contractors include Sun-Pro (cleanup contractor), CTEH (air monitoring/sampling), Arcadis, and Earth Sciences.

Current Activities

On October 10, 2007, at approximately 1 p.m., U.S. EPA R5 was notified of the train derailment and fire. The Lake County Health Department requested air monitoring support from Ohio EPA. Ohio EPA, in turn, requested the same support from U.S. EPA. Ohio EPA and U.S. EPA OSCs mobilized to the scene. START contract support also mobilized.

As of 5 pm, on October 10, U.S. EPA and Ohio EPA are supporting local incident command by providing

environmental monitoring (air / water) operational support. No direct environmental response activity is occurring at the primary derailment/fire zone due to concerns over potential explosions.

Air monitoring resources being mobilized and used at the site include photo-ionization detectors (both hand-held and array systems coordinated with telemetry). U.S. EPA is currently taking the lead on off-site air potential impacts. The plume is not affecting land receptors and is blowing out over Lake Erie. U.S. EPA will continue to monitor and assess and coordinate sampling if necessary.

U.S. EPA and Ohio EPA are assessing potential off site releases. Ethanol releases have impacted approximately 1/3 mile of a nearby creek. The creek is a tributary to Mentor Marsh, a Lake Erie receptor. Ohio EPA is currently working with CSX contractors to manage the creek release.

Planned Removal Actions

Oversee responsible party cleanup of hazardous substances.

Next Steps

Continue assessment of air and water impacts from the scene. U.S. EPA is coordinating air monitoring efforts and Ohio EPA is coordinating creek response efforts.

Key Issues

U.S. EPA R5 notified ERT of the situation in case their support is needed.

Two R5 OSCs and several START teams are on stand-by to respond if needed to support the incident or provide relief to current responders.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
Intramural Costs				
Total Site Costs	\$0.00	\$0.00	\$0.00	0.00%

* 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.

response.epa.gov/PainesvilleCSX

POLREP #1 Last Updated 10/11/2007