

US EPA ARCHIVE DOCUMENT

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
BNSF Galena Derailment - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region V

Subject: POLREP #3
Progress
BNSF Galena Derailment
E15510
Galena, IL
Latitude: 42.3744730 Longitude: -90.4443060

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From: Jaime Brown, OSC
Date: 3/9/2015
Reporting Period: 3/8/2015 - 3/9/2015

1. Introduction

1.1 Background

Site Number:	E15510	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:	3/5/2015	Start Date:	3/5/2015
Demob Date:		Completion Date:	
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:	E15510	Reimbursable Account #:	

1.1.1 Incident Category
Emergency Response

1.1.2 Site Description

On March 5, 2015 at 1:24 pm CST a BNSF unit train carrying crude oil derailed at Mile Post 171.6 in Jo Daviess County, Illinois near the city of Galena, Illinois. BNSF reported the incident to the National Response Center at 2:52pm CST. BNSF reports there has been a release of crude oil to the ground. The unit train consisted of 105 railroad tanker cars.

The Site is a train derailment consisting of 21 BNSF-owned railroad tanker cars (each containing about 30,000 gallons). Of the 21 derailed cars, 5 were on fire and/or ruptured spilling oil onto the embankment and in a seasonal wetland (currently not flooded) adjacent to the Galena and Mississippi Rivers. The fire was ongoing from 3/5/2015 to 3/8/2015.

1.1.2.1 Location

Location is at RR Mile Post 171.6 outside (south) of Galena Illinois in Jo Daviess County.

Latitude: 42.3744730

Longitude: -90.4443060

1.1.2.2 Description of Threat

Spilled oil on the shoreline is proximal to Harris Slough at the confluence of the Galena and Mississippi Rivers.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

A total of 21 railroad tanker cars derailed. Five of the derailed rail cars each contain approximately 30,000 gallons of crude oil and were on fire. There were a total of 21 railroad tanker cars at the Site for an estimated total of about 630,000 gallons of crude with an unknown amount spilled onto the seasonal wetland and/or combusted. The spilled oil impacted the seasonal wetland and has the potential of discharge in the Galena and/or Mississippi rivers. Besides impacting the seasonal wetland, the oil poses a threat of discharge to the Galena River and the Mississippi River. In addition, the crude oil presents a threat to the environment which includes the adjacent Wildlife Refuge. The crude oil also presented a potential threat to public health from air emissions due to the fire.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

2.1.2 Response Actions to Date

OSCs Brown, Mendoza, arrived at the Site on 3/5/2015. OSCs Faryan, Ruesch and Benning arrived on site 3/6/2015. They coordinated with the Fire Chief serving as Incident Commander. The USCG Marine Safety Unit from Quad Cities was on scene on 3/5/2015 and oversaw installation of a containment boom at the confluence of the Galena & Mississippi Rivers. The Marine Safety Unit demobilized the next day.

Air monitoring to protect public health is being conducted by BNSF contractor CTEH. After approval from the IC, EPA OSCs directed START to support air monitoring being conducted by CTEH. The CTEH/BNSF air monitoring plan was approved by OSC Brown. START is overseeing air monitoring and collecting air samples in SUMMA canisters to analyze for VOCs and particulates. To date, CTEH & EPA have been either non detectable or below health based standards for VOCs or particulate matter.

BNSF successfully uncoupled approximately 84 railroad tank cars containing crude oil, thus removing the risk of crude oil releasing from these tanks. A wrecking contractor to BNSF re-railed derailed intact tank cars and removed them from the Site. There are currently 8 derailed cars remaining, staged on a pad away from the rail, some full or partially full of crude oil product. The cars and product that were previously burning have been extinguished. BNSF is transferring the oil from the tank cars to vacuum trucks and storing the oil in frac tanks staged on site.

An earthen berm and underflow dam were constructed around the derailment site to contain run-off of crude oil. EPA inspected these structures and made suggestions for enhancements that were implemented including the deployment of oil containment boom and absorbent boom. During the inspection, and sampling events no oil or oil sheen has been observed in the Galena or Mississippi River. EPA, IEPA, and BNSF/CTEH collected samples to verify either the presence or lack thereof in the rivers. EPA collected oil samples for fingerprinting purposes to be analyzed by USCG. CTEH collected samples in the same location. EPA and IEPA have reviewed, approved and implemented the environmental sampling & monitoring plans which include sampling of the surface water in the river and the BNSF rail right of way.

Rebuilding of the rail line has been completed and trains began moving on 3/9/15.

EPA is integrated into the Incident Command System and, is providing updates to the press, Congressional Representatives and the community. The IMT is operating under a 24 hour operating period with 2 shifts.

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

BNSF Railway has accepted the responsibility for the release. OSC Brown issued a Notice of Federal Interest to BNSF Railway on 3/6/2015. BNSF Railway is cooperating with EPA and other Agencies responding the incident

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

- Plans have been approved for installation of sheet piling to restrict anticipated high water in the affected area.
- Plans have been approved for assessing the ground and groundwater.
- EPA will continue to coordinate through the ICS structure and provide tactical advice and oversight of the removal towards protection of public health and the environment in coordination with Federal, State, and local agencies.
- USCG Strike Team will continue to provide assistance in implementation and oversight of a health & safety plan developed for the Site by a contractor to BNSF.

2.2.1.1 Planned Response Activities

- BNSF will continue containment/monitoring of the oil release with EPA, Federal, State, and local agency oversight. Plans for environmental remediation will be discussed, prepared and implemented.
- BNSF built a road into the seasonal wetland to enable heavy equipment to conduct wrecking operations. BNSF received an emergency permit from the USACE under the Clean Water Act 404 to conduct this work.

2.2.1.2 Next Steps

See Section 2.2.1

2.2.2 Issues

The River Forecasting System is predicting seasonal river rise due to snow melt. BNSF is working to protect the impacted area from inundation.

2.3 Logistics Section

The EPA Mobile Command Post is on scene to support response staff. Sampling supplies and equipment are being provided by EPA and START contractors.

2.4 Finance Section

2.4.1 Narrative

A TDD for START was issued with a \$20,000 ceiling. The EPA Mobile Command Post was deployed by ERRS contractor under an existing Task Order. FPN #E15510 was originally opened for \$50,000 with a subsequent ceiling raise approved to \$250,000. \$30,000 was set aside for the USCG Strike Team.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				

ERRS - Cleanup Contractor	\$5,000.00	\$3,000.00	\$2,000.00	40.00%
TAT/START	\$20,000.00	\$10,000.00	\$10,000.00	50.00%
USCG Strike Force	\$30,000.00	\$9,000.00	\$21,000.00	70.00%
Intramural Costs				
USEPA - Direct	\$25,000.00	\$15,000.00	\$10,000.00	40.00%
Total Site Costs	\$80,000.00	\$37,000.00	\$43,000.00	53.75%

* 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

The USCG Strike Team is on site and is supporting the Safety Officer. BNSF has appointed a contractor, Arcadis to prepare and implement a Site Wide Health and Safety Plan.

2.5.2 Liaison Officer

Heriberto Leon (on site). US Representative Cheri Bustos, EPA Regional Administrator Susan Hedman, Illinois EMA Director James Joseph, and Illinois EPA Emergency Response Program Manager Blaine Kinsley were briefed and given a tour of the site. The Mayor of Galena and Jo Daviess County Board Chairman also attended.

2.5.3 Information Officer

PIO Heriberto Leon replied to several media requests. Arranged for press availability for the US Representative, IL EMA Director and EPA Regional Administrator

3. Participating Entities

3.1 Unified Command

Galena Fire Department (IC)
BNSF Railway
EPA Region 5
Illinois EPA

3.2 Cooperating Agencies

Galena Police Department
Jo Daviess County Sheriff's Office
Other local fire, police & emergency personnel (through MABAS)
U.S. Coast Guard
Federal Railroad Administration
U.S. DOT Pipeline and Hazardous Materials Safety Administration
Illinois DNR
Illinois EPA
Illinois EMA (MABAS)
U.S. Fish & Wildlife Service
OSHA
Red Cross

4. Personnel On Site

EPA: 7
START: 5
ERRS:
IEPA: 4
OTHER LOCAL, STATE & FEDERAL AGENCIES: 32
BNSF & CONTRACTORS: 167
TOTAL (estimated): 199

5. Definition of Terms

POLREP – Pollution Report
BNSF – Burlington Northern Santa Fe Railroad
IL – Illinois
EPA – Environmental Protection Agency
DNR- Department of Natural Resources
START – Superfund Technology Assessment and Response Team
VIP – Very Important Person
ERRS – Emergency and Rapid Response Services
IEPA – Illinois Environmental Protection Agency
USCG – United States Coast Guard
OSHA- Occupational Safety and Health Administration
PHMSA- Pipeline and Hazardous Materials Safety Administration
CTEH – Center for Toxicology and Environmental Health
LLCRR – Railroad
VOC- Volatile Organic Compound
OSC – On-Scene Coordinator
IMT – Incident Management Team
ICS – Incident Command System
CST- Central Standard Time
EMA- Emergency Management Agency

6. Additional sources of information

6.1 Internet location of additional information/report

<http://www.epaosc.org/bnsfgalenaspill>

<http://www2.epa.gov/il/galena-train-derailment>

6.2 Reporting Schedule

Another POLREP will be issued March 10.

7. Situational Reference Materials

See Section 6.1.