

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 #2
Progress
BNSF Galena Derailment
E15510
Galena, IL
Latitude: 42.3744730 Longitude: -90.4443060

To: George Krebs, Illinois EPA
Captain Laura Petreikis, Illinois DNR
Russell Engelke, U.S. Fish and Wildlife
Kip Willis, DOT Field Ops Central Region

From: Jaime Brown, OSC

Date: 3/8/2015

Reporting Period: 3/7/2015 - 3/8/2015

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 a BNSF owned, 21 railroad tanker cars (each containing about 30,000 gallons). Of the 21 derailed cars, originally 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 Mile Post 171.6 outside (west 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 a 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 or Mississippi rivers about .25 miles downstream. 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, Faryan & Benning arrived at the Site on 3/5/2015, coordinating with the Fire Chief serving as Incident Commander. The USCG Marine Safety Unit was on scene and oversaw installation of a containment boom at the confluence of the Galena & Mississippi Rivers. The Marine Safety Unit has demobed.

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 cannisters 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 9 derailed cars remaining, some full or partially full of crude oil product. The cars and product that were previously burning have been extinguished. BNSF transferred the oil from the tank cars to vacuum trucks and storing the oil in 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 absorbant 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 is integrated into the Incident Command System and, is providing updates to the press, Congressional Representatives and the community. The IMT is moving to a 24 hour operating period with 2 operational briefings.

EPA OSCs met with the BNSF Environmental Unit leader and requested the following: 1) additional containment boom deployment along the shoreline of the train derailment to contain any subsurface releases of crude oil; and 2) surface water monitoring of the Galena & Mississippi River (sampling & visual). BNSF has implemented these recommendations.

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

- 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.
- EPA START contractors and CTEH will continue 24 hour air monitoring tasks in the residential areas in Illinois and Iowa and in the work zone. BNSF contractors are collecting surface water and soil samples with EPA and IEPA oversight.
- EPA will continue to coordinate in 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. Rebuilding of the rail line has initiated and trains are projected to begin moving on 3/9/15.

2.2.1.2 Next Steps

See Section 2.2.1

2.2.2 Issues

The Fire has been extinguished at the derailment site so the incident is transitioning from the emergency phase to the assessment and remediation of remaining hazards. Operations are still being conducted 24 hours/day during this phase. There are over a dozen agencies a dozen contract contractors to BNSF on site. EPA is working with BNSF Railway, IEPA, and Jo Daviess County, and IEMA to develop a daily Incident Action Plan which is operating in a Unified Command.

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.

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).

2.5.3 Information Officer

Heriberto Leon (on site)

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 Mutual Aid)
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: 4
ERRS: 1
IEPA: 4
OTHER LOCAL, STATE & FEDERAL AGENCIES: 75
BNSF & CONTRACTORS: 100
- SUNPRO
- Huelcher
- CTEH
- Wenck
- Arcadis
- TRC
- Pinnacle
- Baywest
- WCEC
- Specialized
TOTAL (estimated): 191

5. Definition of Terms

Terms will be defined in the next POLREP.

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 9.

7. Situational Reference Materials

No information available at this time.