

Idaho Washington Aquifer Collaborative



Emergency Planning for Aquifer Protection

May 12, 2015

Discussion Participants include

- Idaho Department of Environmental Quality – **Gary Stevens**
P.G. Hydrogeologist
- Bonner County, ID Emergency Management - **Bob Howard**,
Director
- Kootenai County, ID Office of Emergency Management, -
Sandy Von Behren, Manager
- Spokane County Emergency Management - **Lisa Jameson**,
Program Administrator
- Spokane City Council Member - **Mike Fagan**

Aquifer Protection Discussion:

The number and frequency of trains carrying hazardous materials over the Spokane Valley Rathdrum Prairie Aquifer and Spokane River is increasing?

- What emergency planning and procedures are in place to protect the regional water supply?
- What additional measures can be taken by Idaho and Washington water providers to be prepared in the event of a train derailment?

Recent Headlines

May 2, 2015 - Becky Kramer The Spokesman-Review

Feds order oil train cars with leaky valves pulled for repair

May 2, 2015 Associated Press

4 oil train accidents occurred this year in U.S., Canada

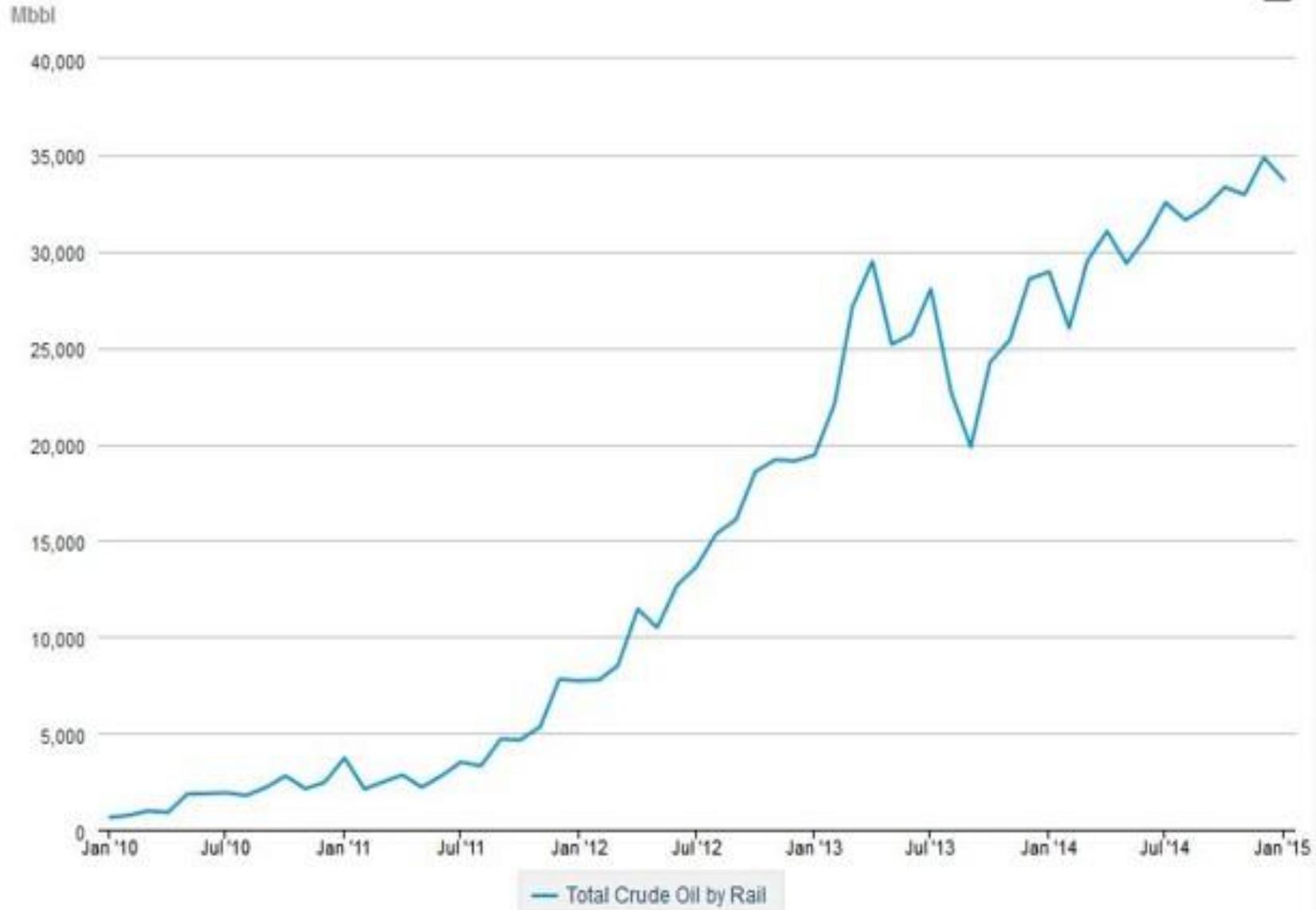
May 2, 2015 - Joan Lowy Associated Press

U.S., Canada unveil rules to boost oil train safety

May 11, 2015 CityLab from the Atlantic - Eric Jaffe

10 North American Oil Trains Have Now Exploded in 2 Years

Movements of Crude Oil by Rail

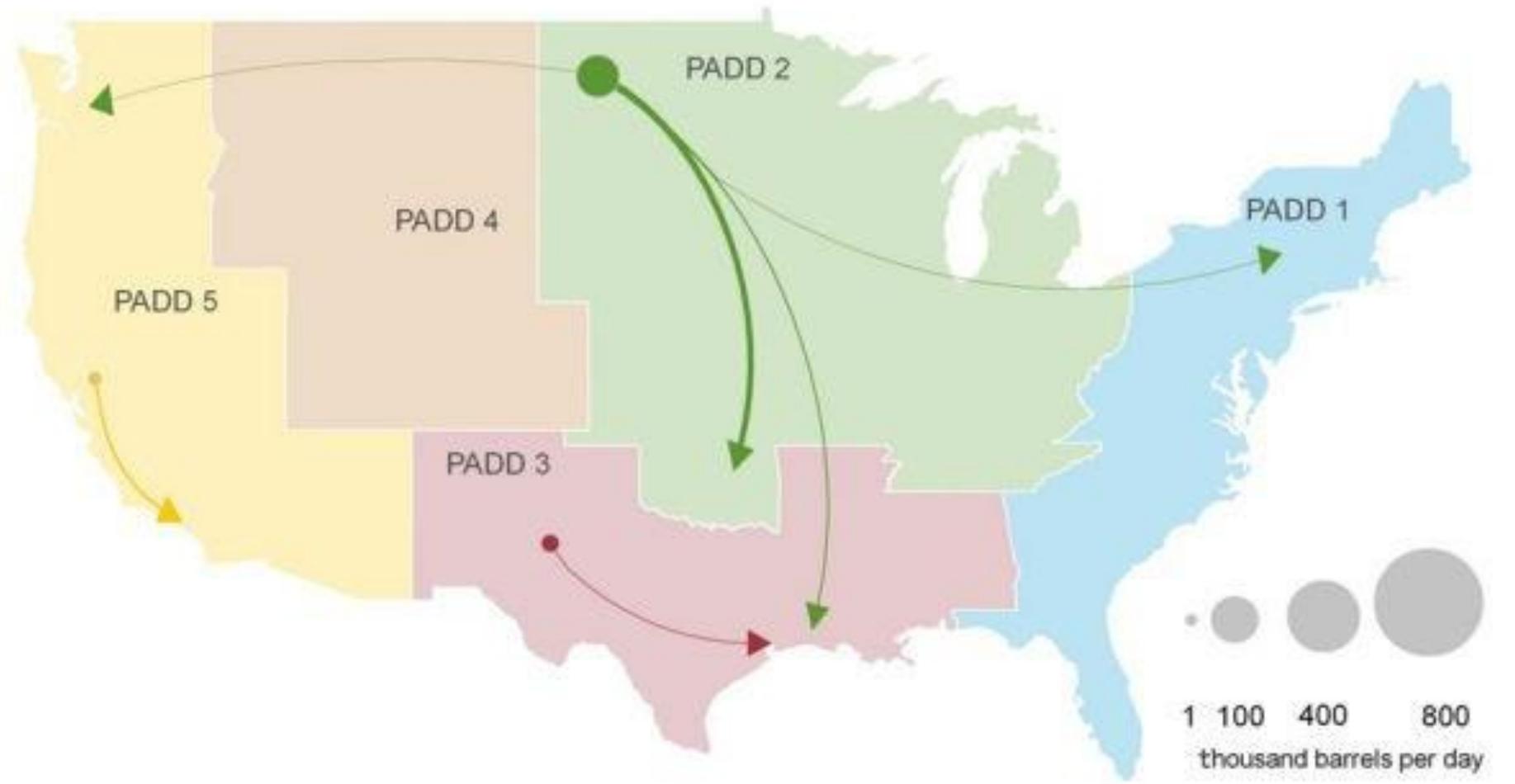


20 million
barrels in
2010
to
373 million
barrels in
2014

Crude-by-rail movements (2010)

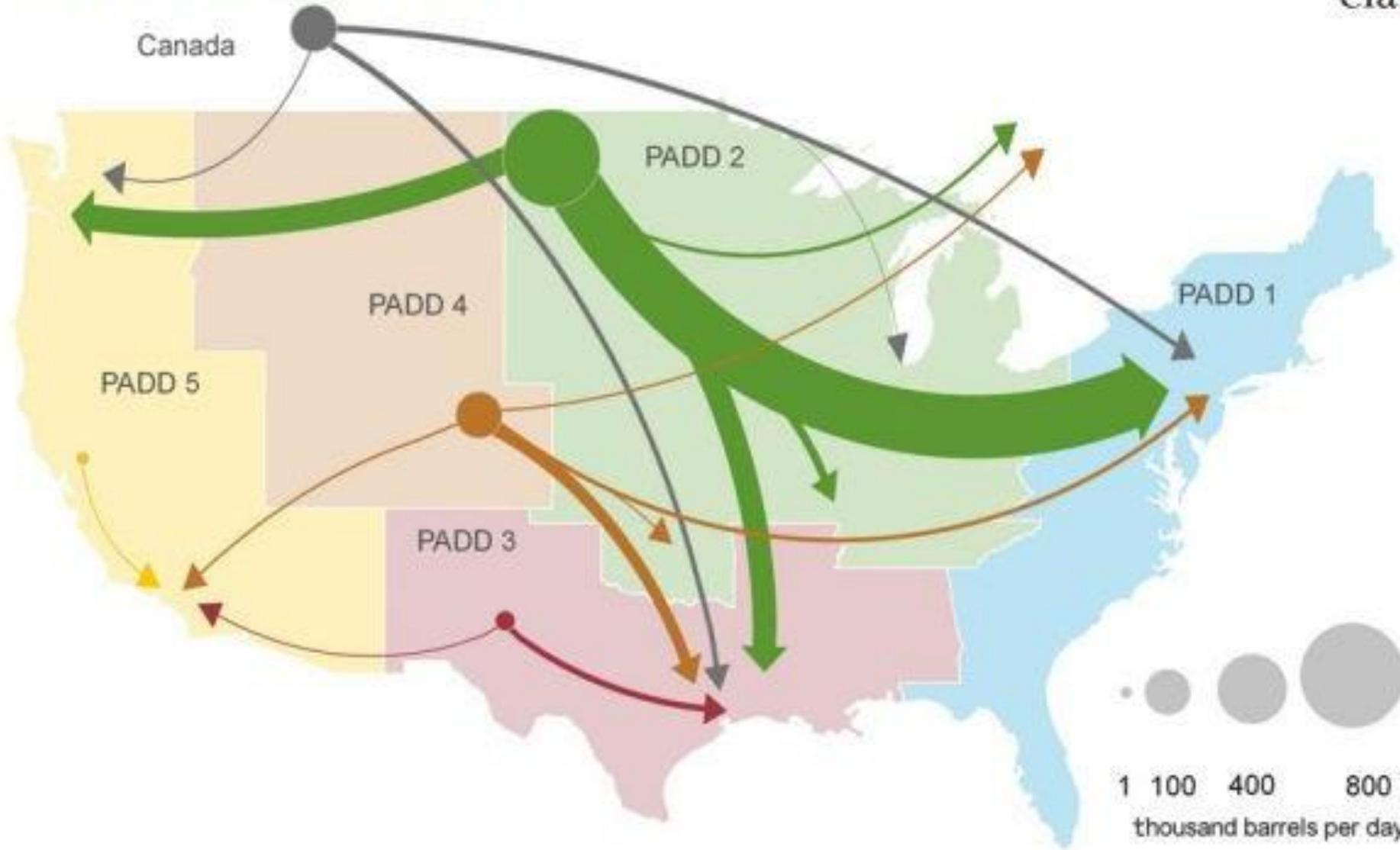


Canada



2010

Crude-by-rail movements (2014)



2014

According to the federal Pipeline and Hazardous Materials Safety Administration

- Between 1975, when the government began collecting such data, and 2012, rails averaged 25 spills a year.
- The volume of oil spilled by trains in 2013 was higher than all the oil spilled in the previous 37 years combined.
- There were 141 “unintentional releases” of crude oil by rail companies in 2014, the highest on record.

2013

- July 5, 2013, Montreal, Maine & Atlantic Railway train derailed, spilling oil and catching fire inside the town of Lac-Mégantic in Quebec. Forty-seven people were killed and 30 buildings burned in the town's center. About 1.6 million gallons of oil was spilled

2014

- Derailment and fire near Casselton, North Dakota

2015 accidents

- Feb. 14, 2015: A 100-car Canadian National Railway train hauling crude oil and petroleum distillates derailed in a remote part of Ontario, Canada. The blaze it ignited burned for days.

2015 accidents

- Feb. 16, 2015: A 109-car CSX oil train carrying 70,000 barrels of Bakken oil derailed and exploded near Mount Carbon, West Virginia, engulfing 19 tanker cars in flames, destroying a home and sending giant fireballs 300 feet into the air. The blaze burned for most of week. Oil leaked into a Kanawha River tributary.

2015 accidents

- March 7, 2015: A 94-car Canadian National Railway crude oil train derailed about 3 miles outside the Northern Ontario town of Gogama. The resulting fire destroyed a bridge. The accident was only 23 miles from the Feb. 14 derailment.

2015 accidents

- March 10, 2015: 21 cars of a 105-car Burlington Northern-Santa Fe train hauling oil from the Bakken region of North Dakota derailed about 3 miles outside Galena, Illinois, a town of about 3,000 in the state's northwest corner, sending flames and jet-black smoke into the sky and triggering warnings from federal officials of a “substantial danger” of contaminating the Mississippi River.

Wednesday, May 6, 2015 in Heimdal, North Dakota. Officials say ten tanker cars on the BNSF caught fire prompting the evacuation of Heimdal where about three dozen people live. No injuries were reported. Photo provided by Heimdal resident Curt Benson.



Wed., May 6, 2015 in Heimdal, North Dakota

- The six tank cars that exploded into flames were a model slated to be phased out or retrofitted by 2020 under a federal rule announced last week
- The line runs next to an intermittent waterway known as the Big Slough, which drains into the James River about 15 miles downstream. Oil got into the slough, but it was contained and was being recovered, state Emergency Services spokeswoman Cecily Fong said early Thursday.

BNSF reopens track at ND site of oil train

derailment, fire Posted on May 8, 2015 | By [Associated Press](#)

- An estimated 34,000 gallons of oil burned in the fire and 60,000 gallons spilled from the tankers, state Health Department Environmental Health Chief Dave Glatt said.
- The U.S. Environmental Protection Agency said oil entered wetlands near the derailment site. It was not known how much of the oil ended up on the ground or in a nearby waterway, Big Slough, that connects with the James Rivers about 15 miles downstream.
- Railroad crews were removing contaminated dirt and set up booms to keep the oil from traveling down the slough.
- “We’re not seeing the James River or downstream interests being adversely impacted from this spill,” Glatt said.
- The slough is not used for drinking water and is home to only small aquatic life such as frogs. There were no immediate signs of harm to wild birds, Glatt said.
- Glatt added that it might take a week or two to get an answer on whether any groundwater was contaminated. Heimdal residents receive water from a pipeline that was not affected by the derailment.

May 2, 2015 Feds order oil train cars with leaky valves pulled for repair [Becky Kramer](#) The Spokesman-Review

- Federal Railroad Administration conducted tests on the valves sold by McKenzie Valve and Machining of Tennessee, concluding that a design flaw created problems with the seal. In late March, the agency issued a directive to tank car owners to replace the valves, which officials described as an “immediate safety issue.” The tank cars can’t be used until replacement valves are installed.
- About 6,000 tank cars nationwide are equipped with the faulty valves, according to the Railroad Administration’s estimates

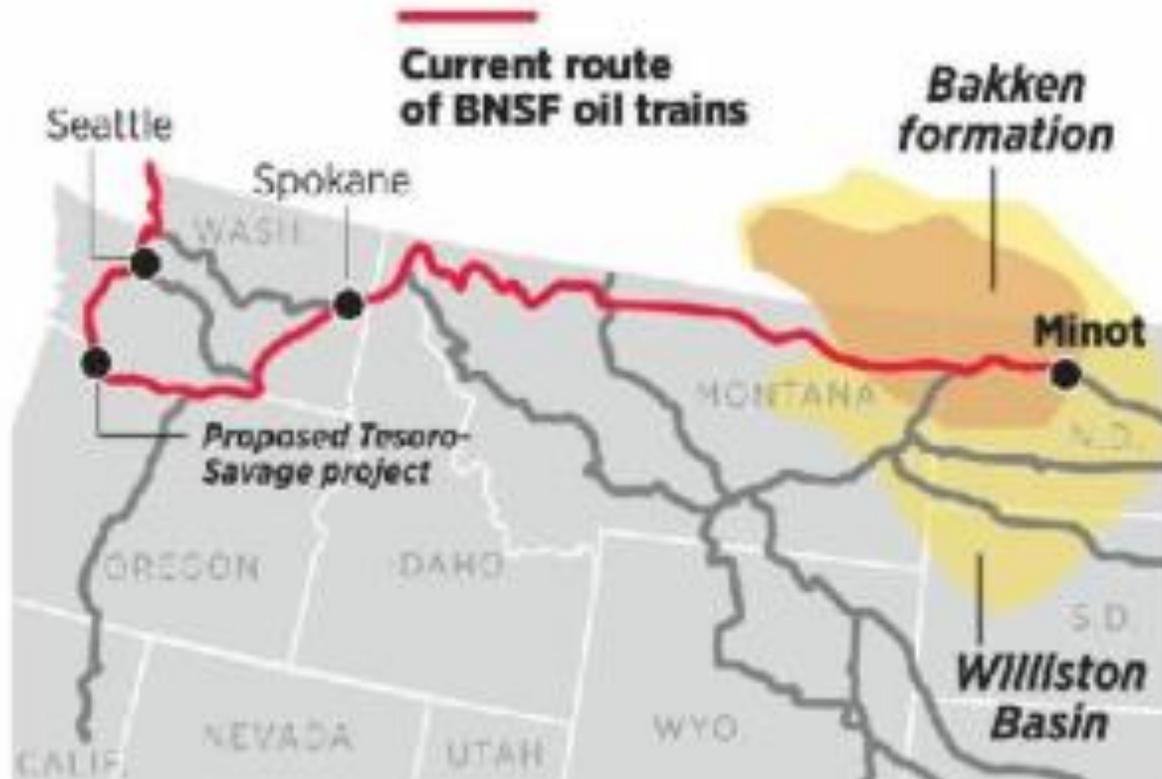
THE SPOKESMAN-REVIEW

March 8, 2015

Spokane seeks seat at talks on proposed Vancouver oil terminal

Nicholas Deshais

BNSF rail lines



SOURCE: BNSF; U.S. Bureau of Land Management;
Bakken Resources Inc.

MOLLY QUINN
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A proposal to open a terminal in Vancouver, Washington, to handle the oil has prompted Spokane's elected officials to ask for a "seat at the table" in discussions about the proposal, citing Spokane's location on the rail lines that could carry up to 360,000 barrels of crude oil, about 15 million gallons, from the Bakken oil fields every day.

Oil train traffic through Washington state

Crude oil from North Dakota's Bakken oil fields moves across the state to refineries and ports in Western Washington. Some heads south to Oregon or California.



Spokane joins seven other parties representing an array of interests, including a coalition of environmentalists, a labor union, the developer of a planned 32-acre project near the proposed terminal, tribal groups and the city of Washougal, Washington.

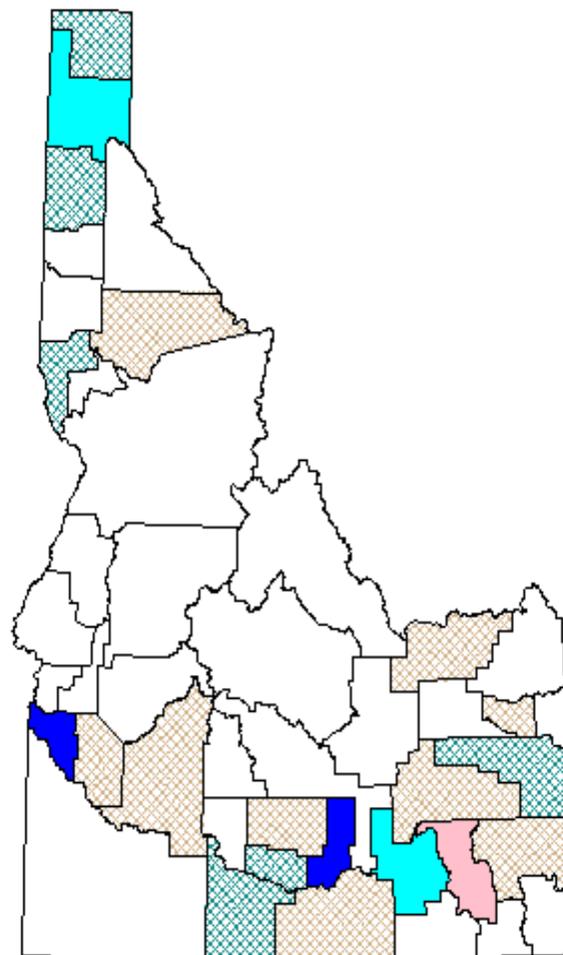


TRAIN ACCIDENTS FOR IDAHO, January 2010 TO February 2015

RAILROAD: ALL

TYPE OF TRACK: All

Bonner 4
Kootenai 3



Nbr

1

2-3

4-5

6-10

11-25

Excludes Highway Rail Incidents

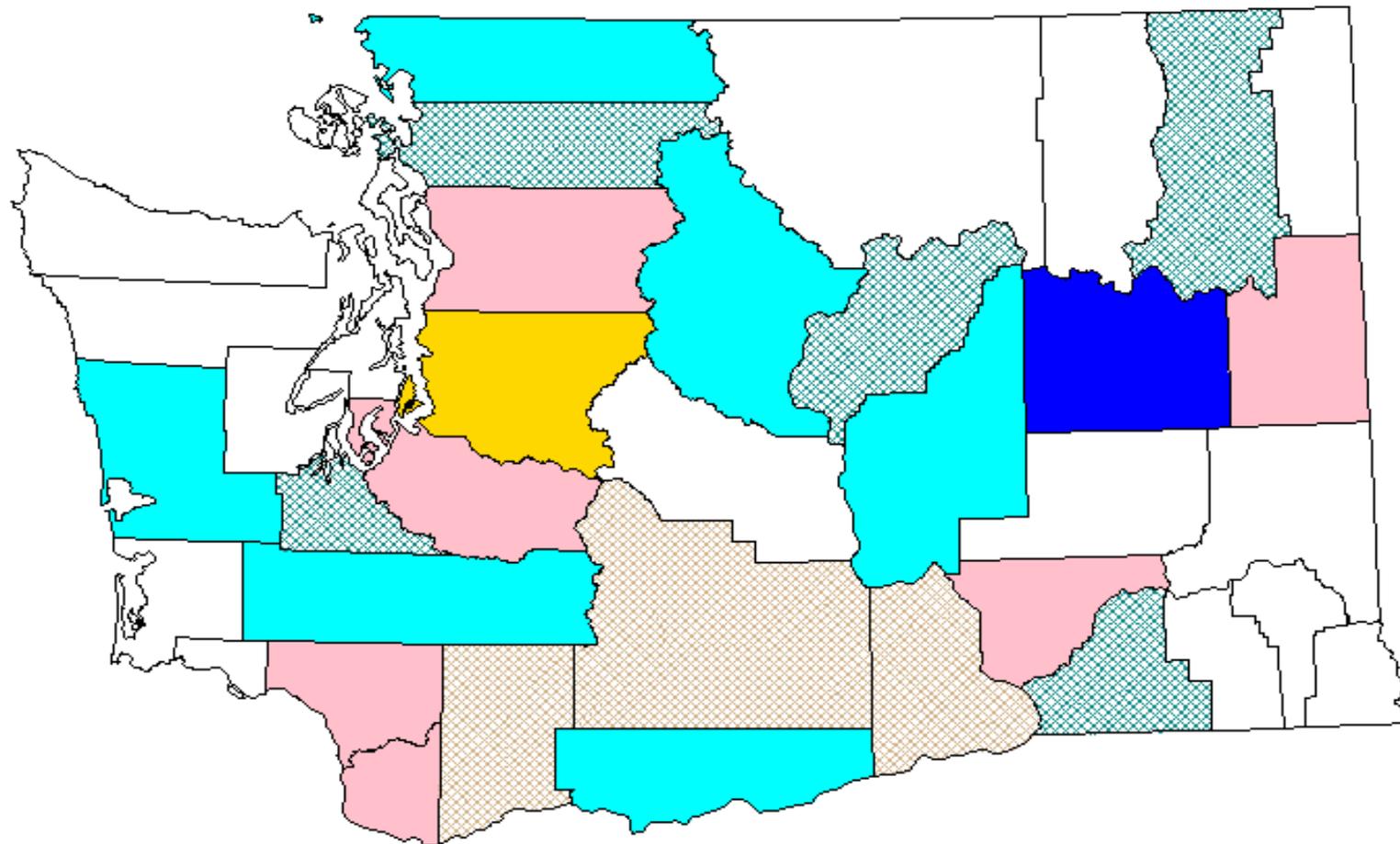


TRAIN ACCIDENTS FOR WASHINGTON, January 2010 TO February 2015

RAILROAD: ALL

TYPE OF TRACK: All

Spokane 24
Lincoln 7
Stevens 3



Nbr

1

2-3

4-5

6-10

11-25

> 25

Excludes Highway Rail Incidents

- What emergency planning and procedures are in place to protect the regional water supply?
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