Message

From: Ed Burt [eburt.hd@gmail.com]
Sent: 11/21/2022 2:02:22 PM
To: Nierenberg, Kara (she/her/hers) [Nierenberg.Kara@epa.gov]
Subject: Hopedale railyard - First NMI delivery

Flag: Follow up

Hi Kara,

Thank you very much for taking the time to speak with me this morning.

To recap the call, last Thursday's first delivery was a goal of 6 trucks, with the material in zipper shut bags. Two types of bags are being evaluated. During the truck to gondola transfer the zipper opened on 3 bags resulting in 1 gallon of soil requiring clean-up, (per Appendix C in the procedures).

Problematic, but it was good that the key people were there, and are evaluating why this happened. Yet, we (Hopedale) are still concerned about the lack of Zone II specific measures. A follow-up regarding the truck route will also be done.

Below are the questions/comments that I had mentioned we had during that call.

Thanks again, and please do keep us posted.

Ed Burt

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Hopedale questions/comments. In short, anything to report regarding the:

- Trucking route
- Soils transport from truck to train
- Overall process and emergency readiness

More specifically, the following are some of the questions and concerns we have, and have received from the community.

Regarding the truck route:

1. The Hopedale Police Chief did forward Bruce Thompson's email notice. We only have the Hopedale contacts. Was Milford corrected in the documentation and notified?
2. Any issues with the area being under construction just before the railyard entrance?
3. Any issues regarding the Milford downtown route?
4. A resident commented about a truck on Route 140, coming north. A route that is not on the NMI plan. Was that one of the NMI trucks?

Regarding the soils, and packaging:

1. Any malfunctions in the bags during transit?
2. Any malfunctions in the bags going from truck to train car - First bag and all bags to fill the rail car?
3. Any residue outside of the packages in the trucks, or the rail car?

Regarding the process:

1. When the truck was loaded in Concord, how were the materials validated as safe to be transported?
2. Was the same process repeated when arriving in Hopedale to ensure that there were no issues during the truck transport?
3. After transporting the bags from truck to train car, was a similar process repeated to ensure nothing happened in the truck to rail car move? (For both the truck and the railcar)
4. What is the daily oversight and documentation process? Who confirms that what was expected actually happened?

Regarding the emergency procedures:

1. Was a test of these procedures done, simulating various situations?
2. Were the trucks splash guards or a similar protection in place?
3. Were ground barriers, rail pans and/or additional ground level protections in place?
4. Were all personnel knowledgeable in what to do if there was a spill?

There are a number of local officials, with various oversight responsibilities that would like to see this operation in person. How can we make that happen?