

U.S. ENVIRONMENTAL PROTECTION AGENCY  
POLLUTION/SITUATION REPORT  
CSX Mt. Carbon Crude Derailment - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Region III

**Subject:** **POLREP #7**  
**CSX Mt. Carbon Crude Derailment**  
  
**Mt. Carbon, WV**

**To:**  
**From:** Dennis Matlock, OSC and Melissa Linden, OSC  
**Date:** 2/24/2015  
**Reporting Period:** 1900 2/22/2015 - 1900 2/23/2015

**1. Introduction**

**1.1 Background**

|                            |           |                                |           |
|----------------------------|-----------|--------------------------------|-----------|
| <b>Site Number:</b>        | Z3MR      | <b>Contract Number:</b>        |           |
| <b>D.O. Number:</b>        |           | <b>Action Memo Date:</b>       |           |
| <b>Response Authority:</b> | OPA       | <b>Response Type:</b>          | Emergency |
| <b>Response Lead:</b>      | EPA       | <b>Incident Category:</b>      |           |
| <b>NPL Status:</b>         | Non NPL   | <b>Operable Unit:</b>          |           |
| <b>Mobilization Date:</b>  | 2/16/2015 | <b>Start Date:</b>             | 2/16/2015 |
| <b>Demob Date:</b>         | 2/16/2015 | <b>Completion Date:</b>        |           |
| <b>CERCLIS ID:</b>         |           | <b>RCRIS ID:</b>               |           |
| <b>ERNS No.:</b>           |           | <b>State Notification:</b>     |           |
| <b>FPN#:</b>               | E15304    | <b>Reimbursable Account #:</b> |           |

**1.1.1 Incident Category**

Oil Pollution Act (OPA) Response; Emergency Response

**1.1.2 Site Description**

The location of the CSX derailment is along the left descending bank (LDB) of the Kanawha River, approximate mile point (MP) 88.7, at the confluence of Armstrong Creek. The derailment originated on the eastern descending hillside adjacent to Rt. 61, directly west of Adena Village and northwest of the Town of Mt. Carbon, WV. The train consisted of 109 railcars (107 tank cars and two buffer cars), with two locomotives. Of the 107 tank cars containing oil, 28 of the cars derailed and 19 cars were involved in fires. The discharge area is located between the railroad track, along the eastern descending hillside towards the confluence of Armstrong Creek and the Kanawha River. The Site consists of: the 28 derailed tank cars and associated oil-contaminated soils, approximately 35 by 115 feet in area; the adjacent LDB of the Kanawha River and shore line; and the surface waters of the confluence of Armstrong Creek and the Kanawha River.

**1.1.2.1 Location**

The incident is located in Mount Carbon, WV.

**1.1.2.2 Description of Threat**

Discharge of Bakken Crude from 28 derailed traincars that spilled into Armstrong Creek; which flows into the Kanawha River, a navigable waterway.

**1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results**

The Responsible Party (RP) has mobilized their hazmat team, security and cleanup contractors to the site. Initial efforts consisted of controlling fires and placing initial boom in Armstrong Creek. Local Fire Department responded to the incident. Initial surface water sampling was done by barge where 4 samples were collected in the Kanawha River. WVDEP, EPA and CSX took split samples of those 4 initial surface water samples. CSX began collecting roving air monitoring data and set sample locations for VOCs and PAHs in the community impacted.

**2. Current Activities**

**2.1 Operations Section**

**2.1.1 Narrative**

On 2/22/2015, overnight operations continued to focus on pumping oil from the impacted rail cars. The process for clearing the railcars for transport to the Handley yard continued, as well. Vac Trucks continued to be used removing oil/water mixture from the derailment area and from the impacted creek and river. To date, 166,041 gallons of oil have been removed from the wrecked tanks and 36,091 gallons of oil/water mixture has been collected at the Handley facility. All railcars have been emptied and most were moved to the Handley yard.

Weather continued to be a safety issue for the Site. Temperatures dropped back to below freezing levels, which caused hazardous conditions at the work areas. Arrangements were made to have additional supplies on hand to continuously treat the conditions as they arose.

Boats that were in the water to perform surface water sampling were also drilling into the ice to check for pockets of oil underneath the ice. The boats collected surface water samples. The RP continues to sample with WVAVC twice daily.

Air monitoring continued in the communities surrounding the derailment area and the work area. Community readings continued to be non-detect. There were a few minor spikes in the work area, but they were all below action levels and no associated benzene hits were detected.

Approximately 280 linear feet of corrugated sheeting installation had been completed as of 0730 2/23/2015. The work on the sheeting wall had to be put on hold for a portion of the day due to lack of material. A truckload of sheeting material was expected to arrive during the day.

Helicopter flyovers occurred during the day. Two trips over the Site occurred in the morning. EPA, USCG, Arcadis, and CSX participated in the first flyover.

Sheen was noticed around the barges in the Kanawha River. Operations commenced to vacuum the oily water from this area in accordance with the Barge Plan – Containment Working Platform.

Initial discussions began about moving the Forward Command Post to the Handley yard. Progress at the derailment Site was beginning to move into the removal phase.

Sheen was reported on the Kanawha River, at the confluence of Armstrong Creek, as well as down river from the barge. Additional booming strategies were discussed and put in place to contain any releases.

VIP visitors were on site on 2/23/2015. The WV DEP collected a sample of the oil from a rail car.

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

CSX is the responsible party.

CSX has been responsive, employing multiple cleanup contractors and environmental consultants to advise them on the technical aspects of the response. CSX has also provided their hazmat team and security on-site. OSC Matlock will coordinate with EPA and WVDEP enforcement personnel, as appropriate.

#### **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 will continue to work within Unified Command to provide oversight throughout the incident.

#### **2.2.1.1 Planned Response Activities**

Collect oil within the boom and from interceptor trench.

Continue air monitoring and air sampling within the impacted communities.

Continue collection/analysis of raw and finished water at the drinking water plant every three hours.

Remove impacted cars from the rail line.

Install sheet piling to assist with containment of the oil along the shoreline of the spill area.

Utilize a barge and vac truck to collect oil from the surface waters of the Kanawha River.

Excavate impacted soil and dispose of appropriately.

Restore basic functionality of maritime transportation system infrastructure.

Restore rail operations.

#### **2.2.2 Issues**

Potential release of VOCs into the atmosphere during soil excavation/removal in the vicinity of occupied residences. This issue is being addressed by roving air monitoring and has not had any exceedences.

### **2.3 Logistics Section**

EPA will continue to have 3 START on-site.

### **2.4 Finance Section**

No information available at this time.

### **2.5 Other Command Staff**

No information available at this time.

## **3. Participating Entities**

### **3.1 Unified Command**

Montgomery Fire Department  
CSX  
United States Coast Guard (USCG)  
United States Environmental Protection Agency (EPA)  
West Virginia Department of Environmental Protection (WVDEP)

### **3.2 Cooperating Agencies**

National Oceanic and Atmospheric Administration (NOAA)  
U.S. fish and Wildlife Service (USFWS)  
Federal Railroad Administration (FRA)  
National Transportation Safety Board (NTSB)  
Pipeline and Hazardous Material Safety Administration (PHMSA)  
WV Army National Guard Civil Support Team (ANG CST)  
WV State Police  
Montgomery Police Department  
WV Department of Highways (WV DOH)  
WV Department of Military Affairs and Public Safety (DMAPS)  
WV American Water Corporation (WVAWC)  
Red Cross

## **4. Personnel On Site**

2 Region 3 EPA OSCs  
3 START contractors

## **5. Definition of Terms**

No information available at this time.

## **6. Additional sources of information**

### **6.1 Internet location of additional information/report**

<http://www.epaossc.org/CSXMtCarbonCrudeDerailment>

### **6.2 Reporting Schedule**

POLREP reporting period changing to every 48 hours.

## **7. Situational Reference Materials**

No information available at this time.