

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region III

Subject: POLREP #10
Continuation of the Emergency Response/Removal Assessment Activities
CSX Mt. Carbon Crude Derailment
Z3MR
Mt. Carbon, WV

To:
From: Dennis Matlock, OSC and Melissa Linden, OSC
Date: 3/2/2015
Reporting Period: 2/28/15 - 3/1/15

1. Introduction

1.1 Background

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

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, approximately 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

CSX contractors removed all tents and equipment from the forward command post at the church. The contractors pressure washed the parking lot and spread hay in areas where mud was accumulating. The command and operations trailers were relocated to the Handley facility, where all operations are being coordinated. CSX hired a professional company to decontaminate the Montgomery Fire Station.

CSX contractors completed cleaning and purging 13 of the 28 derailed cars. Cleaning operations included confined space entry, during which air monitoring was conducted for %LEL. The contractors removed ash and/or residual fluids from each rail car and then pressure washed each rail car. The solid waste that was removed from the heel of the rail cars was stored in drums and characterized for disposal. Each rail car was deemed clean when the 0%LEL was achieved.

Oil has been pumped out of three of 11 frac tanks into two new rail cars. VOCs reached 19 ppm during transfer operations, just below the 20 ppm action level. No benzene monitoring was conducted. The total amount of oil that was collected from the derailed cars is 180,984 gallons, which will be transported to the customer.

CSX contractors completed construction of the access road to the oil-contaminated soil pile through stone placement and grading operations. T&D operations began at the soil pile. A total of 176 trucks have been loaded out with soil and transported to the Waste Management Landfill located in Charleston, WV. Transport operations included 14 trucks making three-hour round trips to the landfill. It was estimated that 60% of the oil-contaminated soil pile was removed from the spill site.

Vacuum operations continued in the sump areas and shore line of the Kanawha River. Two additional sump areas were installed down gradient of the spill area, totaling seven sump areas. A crew on a jon boat continued to change out the absorbents in the Kanawha River within the containment area between Armstrong Creek and the barge. Approximately 2,800 gallons of oily water from skimming operations were transported on 3/1/15 to the Handley facility for storage in frac tanks, totaling 112,987 gallons of recovered oil/water mixture. To date 81,542 gallons of water were shipped to Washington, PA, for disposal.

CSX contractors continued to conduct work zone and work perimeter air monitoring; no detections above action levels were reported. In addition, WVAVC and CSX contractors continued to collect samples of raw and finished water, and no results exceeded the action levels.

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

CSX is the responsible party. EPA finalized its Recommendation for Determination of Imminent and Substantial Threat to Public Health or Welfare at the CSX Mount Carbon Train Derailment Site on 2/27/15. EPA also issued a unilateral administrative order (UAO) to CSX on 2/27/15.

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>
oily water		81,542 gallons			X
contaminated soil		176 truck loads			X

2.2 Planning Section

2.2.1 Anticipated Activities

EPA will continue to provide oversight for those activities specified in the UAO.

2.2.1.1 Planned Response Activities

Continue to collect oil within the boom and from interceptor trench.
 Continue collection/analysis of raw and finished water at the drinking water plant twice per day.
 Utilize a barge and vac truck to collect oil from the surface waters of the Kanawha River.
 Conduct T&D of oil-contaminated soil from the excavation area.
 Transfer oil from rail cars staged at Handley to new rail cars and transport off Site.
 Clean/purge damaged rail cars at Handley.

2.2.2 Issues

Excessive road traffic during load-out of soil. Trucks will run 24/7.

2.3 Logistics Section

EPA continued to have 2 START on-site. Beginning 3/5/15, EPA will reduce staff to 1 START on-site.

2.4 Finance Section

2.4.1 Narrative

On 2/16/15 the initial ceiling request was approved at \$25,000.

On 2/17/15 the increase of the ceiling to \$50,000 was approved.

On 2/20/15 the increase of the ceiling to \$160,000 was approved.

On 3/1/15 the increase of the ceiling to \$200,000 was approved.

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

1 Region 3 EPA OSC
2 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.epaosc.org/CSXMtCarbonCrudeDerailment>

6.2 Reporting Schedule

POLREPs will be issued as activities change on site.

7. Situational Reference Materials

No information available at this time.

POLREP #10 Last Updated 3/2/2015