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

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region III

Subject: **POLREP #12**
Continuation of the Emergency Response/Removal Assessment Activities
CSX Mt. Carbon Crude Derailment

Mt. Carbon, WV

To:
From: Francisco Cruz, OSC
Date: 3/7/2015
Reporting Period: 3/5/14 to 3/7/14

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

Approximately 10,000 gallons of pure crude oil remains stored in one frac tank at Handley, which will require truck transport to the customer.

Oil/water mixture from vacuum operations at the spill site is still being transported to Handley for storage in frac tanks, pending separation into an oil/water phase and subsequent T&D. As of 3/7/15, a total of 176,583 gallons of oily water mixture have been recovered from vacuum operations. T&D of oily water continues; a total of 163,942 gallons of oily water has been transported off Site to Washington, PA for disposal. Waste transport has been suspended for the weekend, and will resume on Monday.

All of the contaminated soil stockpiled at the spill site during the initial reconstruction of the railway has been transported off site for disposal. CSX reported that a total of 6,484 tons of soil had been transported off Site for disposal at the Waste Management Landfill located in Charleston, WV. WVDEP has approved the permit modifications necessary to allow CSX to ship plastic, used boom, and other solid waste streams to the landfill.

Sheen and oil product continue to be observed in the runoff water that flows through the hillside at the site. The water is being managed using a series of underflow dams and collection sumps. Vacuum recovery operations are continuing to recover crude oil product and sheen from collection trenches/pits, sumps, and also between the sheet pile wall and the river bank. A combination of vac trucks, sorbent pads, and sorbent boom are being used to collect the oil and sheen. Additional stone was brought to the spill area to improve low areas in the constructed access road that had been inundated with water following recent rain and snow events. Vac trucks are staged in the spill area and workers are continuously skimming oil from the seep areas and shoreline 24 hours per day.

One end of the outer section of boom deployed outside the sheet pile wall came loose due to the high water and swift current in the River. CSX contractors cleaned debris out of the booms and attempted to reset the booms in the river; however the river current was too swift. The contractors will re-attempt to set the booms when the river current allows.

WVAWC and CSX contractors continued to collect samples of raw and finished water from the Montgomery WTP. CSX contractors did not collect the daily river surface water samples from March 4-7, 2015, due to safety considerations concerning high water levels and swift current in the River.

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

CSX is the responsibile party. EPA finalized it's 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. An Administrative Order on Consent was signed on 03/04/2015 by CSX, detailing their responsibilities at the site.

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

Waste Stream	*Medium*	*Quantity*	*Manifest #*	*Treatment*	*Disposal*
oily water		163,942 gallons			X
oil-contaminated soil		6,484 tons			X

2.2 Planning Section

2.2.1 Anticipated Activities

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

2.2.1.1 Planned Response Activities

Divert runoff water in the spill area.
Continue to collect oil within the boomed area on the Kanawha River, shoreline of the spill area, and from the seeps and trenches in the spill area.
Re-deploy boom that shifted during the most recent storm.
Continue collection/analysis of raw and finished water at the drinking water plant twice per day.

2.2.2 Issues

Excessive precipitation and rising river levels have a potential to flood the spill area.

2.3 Logistics Section

EPA continued to have 1 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

1 Region 3 EPA OSC
1 START contractor

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.