

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region III

Subject: POLREP #13
Continuation of the Emergency Response/Removal Assessment Activities
CSX Mt. Carbon Crude Derailment

Mt. Carbon, WV

To:
From: Dennis Matlock, OSC
Date: 3/10/2015
Reporting Period: 3/8/15 to 3/10/15

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 four samples were collected in the Kanawha River. WVDEP, EPA and CSX collected split samples of those four 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

The remaining 10,000 gallons of crude oil that had been stored in one frac tank at Handley has been transported off Site via tanker truck for delivery to the customer. The remainder of the 180,984 gallons of crude oil recovered from the damaged/derailed cars has been loaded into new rail cars that are currently being staged at the Handley, WV rail yard. The rail cars of crude are expected to be transported for delivery to the customer later this week.

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 3/10/15, a total of 201,844 gallons of oily water mixture have been recovered from vacuum operations. T&D of oily water continues; a total of 171,242 gallons of oily water has been transported off Site to Washington, PA for disposal.

CSX began excavating additional oil-contaminated soil at the site on 3/9/15. The soil is being transported off Site for disposal at the Waste Management Landfill located in Charleston, WV. A total of 361 truckloads of oil-contaminated soil, totaling 7,260 tons, have been shipped as of 3/10/15. On 3/9/15, CSX began shipping rolloff boxes of other waste streams off Site to the Waste Management Landfill in Charleston, WV. Other waste streams include: timber and cross ties (six rolloffs/4.75 tons shipped); PPE and sorbent pads (five of eight rolloffs have been shipped, totaling 8.12 tons); and poly sheeting and hay (nine of twelve rolloffs have been shipped, totaling 66 tons).

The CSX Road Master was present on Site on 3/10/15 to evaluate the railway embankment where additional soil excavation is required. Plans are being coordinated to conduct the excavation and then stabilize the embankment with rip rap. This activity is expected to begin next week.

Sheen continues to be observed in the runoff water that flows through the hillside at the Site. The water is being managed using an underflow dam and a series of 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. Vac trucks are staged in the spill area and workers are skimming oil from the seep areas and shoreline on an as-needed basis as less product is accumulating in the sumps.

CSX contractors have been cleaning debris out of the booms and have reset the booms in the river outside the sheet pile wall.

WVAWC and CSX contractors continued to collect samples of raw and finished water from the Montgomery WTP twice each day. CSX contractors resumed collection of daily surface water samples from the Kanawha River on 3/8/15; they had not collected 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 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. 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

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
oily water		170,242 gallons			X
oil-contaminated soil		7,260 tons			X
Ties and timbers		4.75 tons			X
PPE/Sorbent		8.12 tons			X
Poly sheeting/Hay		66 tons			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

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.

Continue collection/analysis of raw and finished water at the drinking water plant twice per day.

Excavated oil-contaminated soil in the spill area.

2.2.2 Issues

Continued 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.epaossc.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.