

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region III

Subject: POLREP #15
Continuation of the Emergency Response/Removal Assessment Activities
CSX Mt. Carbon Crude Derailment

Mt. Carbon, WV

To:
From: Dennis Matlock, OSC
Date: 3/17/2015
Reporting Period: 3/14/15 to 3/17/15

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

Relatively minimal sheen had been observed in recent days in the runoff water that flows through the hillside at the Site. However, when CSX contractors excavated into contaminated soils at the toe of the embankment, additional crude oil product was released in the runoff. The water is being managed using an underflow dam, a diversion culvert, and collection sumps. Contractors continue to maintain the boom and periodically change the sorbent pads and sweep as required.

The CSX Road Master came to the site on 3/17/15 to evaluate the railroad embankment to determine how much of the contaminated soil along the embankment could be excavated without compromising the embankment and railway. The Road Master gave authorization to begin excavating to the extent requested by the CSX Environmental Staff and CSX contractors began excavating contaminated soil on the western end of the affected area. Excavation of embankment soil is expected to continue through Thursday, 3/19/15. Excavation of the central portion of the embankment will not begin until 3/17/15, when rail cars of rip rap to be used to stabilize the embankment arrive at the site. Excavated soil is being stockpiled onsite until T&D begins on 3/18/15.

Oil/water mixture from vacuum operations at the spill site continued to be transported to Handley for storage in frac tanks, pending separation into an oil/water phase and subsequent T&D. As of 3/17/15, a total of 210,699 gallons of oily water mixture have been recovered from vacuum operations, 18,767 gallons have been generated from decontamination activities, and a total of 210,042 gallons of oily water have been transported off Site to Washington, PA for disposal.

The remaining waste streams stored in roll-off boxes at the Handley rail yard are continuing to be transported to the Waste Management Landfill in Charleston, WV, for disposal. As of 3/17/15, other waste streams transported off site for disposal include: timber and cross ties (nine roll-offs/64 tons); PPE and sorbent pads (ten of 12 roll-offs shipped, totaling 18.84 tons); poly sheeting and hay (12 of 13 roll-offs shipped, totaling 116.9 tons); septic/decon water 92,200 gallons; fiber optic cable (one roll-off generated and shipped); and rail car residue (one roll-off shipped, 2 tons).

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

Waste Stream	Medium	Quantity	Manifest #	Treatment	Disposal
oily water		210,042 gallons			X
oil-contaminated soil		7,396.2 tons			X
Ties and timbers		64 tons			X
PPE/Sorbent		18.84 tons			X
Poly sheeting/Hay		116.9 tons			X
Septic/decon water		2,200 gallons			X
fiber optic cable		1 roll-off			X
rail car residue from decon		2 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 once per day.
Continue excavation of oil-contaminated soil in the spill area and railroad embankment.
Continue T&D of wastes generated.

2.2.2 Issues

Stabilization of the railroad embankment during excavation operations

2.3 Logistics Section

No information available at this time.

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.