

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region III

Subject: POLREP #18
Continuation of the Emergency Response/Removal Assessment Activities - CSX Mt.
Carbon Crude Derailment
CSX Mt. Carbon Crude Derailment

Mt. Carbon, WV

To:
From: Dennis Matlock, OSC
Date: 4/3/2015
Reporting Period: March 28 - april 3, 2015

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

From March 28 – April 3, 2015, CSX contractors continued cleanup activities at the derailment site. CSX contractors completed the subsurface AquaBlok® containment barrier on the east side of the site. The storm water diversion pipe was also installed in the same excavation and the storm water piping that originated in the railroad ditch line was connected into the buried pipe, which discharges into the moat area inside the sheet pile containment wall. Additional work is required to repair leaks in the above-ground portions of the pipe. Water and a small amount of crude oil product continue to seep from the railroad embankment. The water at the site is continuing to be managed using trenches, collection ponds with underflow dams, the diversion culvert, and collection sumps. Contractors continue to maintain the boom and periodically change the sorbent pads and sweep as required.

Transportation and disposal (T&D) of stockpiled soil resumed on 4/1/15. T&D of waste at the Waste Management Charleston, WV landfill had temporarily been on hold due to the landfill reaching its monthly limit of waste. As of 4/3/15, a total of 511 truckloads of oil-contaminated soil, totaling 9,434.01 tons have been shipped off site for disposal at the landfill. There was no reported oil/water waste recovered via vacuum operations at the spill site and transported to Handley for storage in frac tanks during the current reporting period. Oil accumulating in collection pits and within the sheet pile containment wall are primarily being recovered using sorbent pads and sorbent boom. Additionally, no oil/water waste was transported off site for disposal during the reporting period. As of 4/3/15, other waste streams transported off site for disposal include: recovered off-spec crude oil -skimmed from frac tank and rail car heels (19,960 gallons); timber and cross ties (nine of nine roll-offs shipped, totaling 64 tons); PPE and sorbent pads (13 roll-offs shipped, totaling approximately 23 tons); poly sheeting and hay (12 roll-offs plus two triaxle truck loads shipped, totaling 120.2 tons); septic/decon water (2,200 gallons); fiber optic cable (one roll-off generated and shipped); and rail car residue (one roll-off shipped, weighing, 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		236,508 gallons			X
oil-contaminated soil		9,434.01 tons			X
Off-spec crude oil w/ water (skimmed from frac tanks, decon sludge, and rail car heels)		19,056 gallons			X
Ties and timbers		64 tons			X
PPE/Sorbent		23 tons			X
Poly sheeting/Hay		120.2 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

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 surface water on a weekly basis.
 Continue excavation of oil-contaminated soil in the spill area.
 Continue T&D of wastes generated.

2.2.2 Issues

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

CSX
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 and 1 START contractor on a periodic, as-needed basis.

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.