



U.S. Department of Transportation
Research and Special Programs Administration

Hazardous Materials Incident Report

Form Approval OMB No. 3137-0039

According to the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 2137-0039. The filling out of this information is mandatory and will take 96 minutes to complete.

INSTRUCTIONS

Submit this report to the Information Systems Manager, U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Materials Safety, DHM-63, Washington, D.C. 20590-0001. If space provided for any item is inadequate, use a separate sheet of paper, identifying the entry number being completed. Copies of this form and instructions can be obtained from the Office of Hazardous Materials Website at <http://hazmat.dot.gov>. If you have any questions, you can contact the Hazardous Materials Information Center at 1-800-HMR-4922 (1-800-467-4922) or online at <http://hazmat.dot.gov>.

PART I - REPORT TYPE

1. Incident Id: I-1997040654
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
02/25/1997
4. Time of Incident (use 24-hour time):
08:00
5. Enter National Response Center Report Number
(if applicable):
6. If you submitted a report to another Federal DOT agency, enter
the agency and report number:
7. Location of Incident:
- City: BORON
County: KERN
State: CA
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
STATE HWY 58
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
- Name: KEMWATER NORTH AMERICA
Street: 18700 HWY 14
City: MOJAVE
State: CA
Zip Code:
Federal DOT Id Number: DOT254486
Hazmat Registration Number:
11. Shipper/Officer:
- Name: KEMWATER NORTH AMERICA
Street: 18700 HWY 14
City: MOJAVE
State: CA
Zip Code:
Waybill/Shipping Paper:
Hazmat Registration Number:
12. Origin (if different from shipper address)
- Street:
City:
State:
Zip Code:
13. Destination:
- Street:
City: SAN DIEGO
State: CA
Zip Code:
14. Proper Shipping Name of Hazardous
Material: FERRIC CHLORIDE, SOLUTION
15. Technical/Trade Name: IRON CHLORIDE
16. Hazardous Class/Division: Corrosive Material
17. Identification Number: (E.g. UN2764, NA 2020) UN2582

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 3000 Liquid - Gallon

20. Was the material shipped as a hazardous waste?

If yes, provide the EPA Manifest Number:

21. Is this a Toxic by Inhalation (TIH) material?

If yes, provide the Hazard Zone:

22. Was the material shipped under an Exemption, Approval, or Competent Authority Certificate?

If yes, provide the Exemption, Approval, or CA number:

23. Was this an undeclared hazardous materials shipment?

PART III - PACKAGING INFORMATION

24. Check Packaging Type (check only one - if more than one, list type of packaging, copy Part III, and complete for each type:

Cargo Tank Motor Vehicle (CTMV)

25. See instructions and enter the appropriate failure codes found at the end of the instructions. Be sure to enter the codes from the list that corresponds to the particular packaging type checked above. Enter the number of codes as appropriate to describe the incident.

Enter the most important failure point in line 1. If there are more than two failure points, provide in this format in part VI.

What Failed: - 161-Weld or Seam

How Failed: - 303-Burst or Ruptured

Causes of Failure: - Rollover Accident; Vehicular Crash or Accident Damage

26a. Provide the packaging identification markings, if available.

Identification Markings:

(Examples: 1A1/Y1.4/150/92/USA/RB/93/RL, UN31H1/Y0493/USA/M9339/10800/1200, DOT - 105A - 100W (RAIL), DOT 406 (HIGHWAY), DOT 51, DOT 3-A)

26b. For Non-bulk, IBC, or non-specification packaging, if identification markings are incomplete or unavailable, see instructions and complete the following:

Single Package or Outer Packaging:

Single Package or Inner Packaging (if any):

Packaging Type:
Material of Construction:
Head Type (Drums only):

Packaging Type:
Material of Construction:

27. Describe the package capacity and the quantity:

Single Package or Outer Packaging:

Single Package or Inner Packaging (if any):

Package Capacity: 5000 Liquid - Gallon
Amount in Package:
Number in Shipment: 1
Number Failed: 1

Package Capacity:
Amount in Package:
Number in Shipment:
Number Failed:

28. Provide packaging construction and test information, as appropriate:

Manufacturer: WESTMARK
Serial Number: 16WTC4231K
Material of Construction: (if Tank Car, CTMV, Portable Tank, or Cylinder)
Design Pressure: (if Tank Car, CTMV, Portable Tank)
Shell Thickness: (if Tank Car, CTMV, Portable Tank)
Head Thickness: (if Tank Car, CTMV)
Service Pressure: (if Cylinder)
If valve or device failed:
Type:
Model:
Manufacturer:

Manufacture Date:
Last Test Date: 06/12/1996

29. If the packaging is for Radioactive Materials, complete the following:

Packaging Category:
Packaging Certification:
Certification Number:
Nuclide(s) Present:
Activity:
Critical Safety Index:

Transport Index:

PART IV – CONSEQUENCES

30. Result of Incident (check all that apply):

- | | | | |
|---------------------------|-------|--|-------|
| - Spillage: | True | - Fire: | False |
| - Explosion: | False | - Material Entered Waterway/Storm Sewer: | False |
| - Vapor (Gas) Dispersion: | False | - Environmental Damage: | True |
| - No Release: | False | | |

31. Emergency Response: The following entities responded to the incident: (Check all that apply)

Fire/EMS Report #:
Police Report #:
In-house cleanup:
Other Cleanup:

32. Damages Was the total damage cost more than \$500?

True

If yes, enter the following information: (If no, go to question 33.)

Material Loss:	\$ 2,000.00
Carrier Damage:	\$ 150,000.00
Property Damage:	\$ 0.00
Response Cost:	\$ 0.00
Remediation/Cleanup Cost:	\$ 35,000.00

(See damage definitions in the instructions)

33a. Did the hazardous material cause or contribute to a human fatality?

False

If yes, enter the number of fatalities resulting from the hazardous material:

Employees:
Responders:
General Public:

33b. Were there human fatalities that did not result from the hazardous material?

False

If yes, how many?

34. Did the hazardous material cause or contribute to personal injury?

False

If yes, enter the number of injuries resulting from the hazardous material:

Hospitalized (Admitted Only):

Employees:
Responders:
General Public:

Non-Hospitalized:

(e.g.: On site first aid or Emergency Room observation and release)

Employees:
Responders:
General Public:

35. Did the hazardous material cause or contribute to an evacuation?

False

If yes, provide the following information:

Total number of general public evacuated:
Total number of employees evacuated:
Total evacuated: 0
Duration of the evacuation:

36. Was a major transportation artery or facility closed?

False

If yes, how many?

37. Was the material involved in a crash or derailment?

True

If yes, provide the following information:

Estimated speed (mph): 55
Weather conditions:
Vehicle overturned?
Vehicle left roadway/track?

PART V - AIR INCIDENT INFORMATION (please refer to S 175.31 to report a discrepancy for air shipments)

38. Was the shipment on a passenger aircraft?

If yes, was it tendered as cargo, or as passenger baggage?

39. Where did the incident occur (if unknown, check the appropriate box for the location where the incident was discovered)?

40. What phase(s) had the shipment already undergone prior to the incident? (Check all that apply)

- | | |
|--|--|
| - Shipment had not been transported | - Transported by air (first flight) |
| - Transport by air (subsequent flights) | - Initial transport by highway to cargo facility |
| - Transfer at sort center/cargo facility | |

PART VI - DESCRIPTION OF EVENTS & PACKAGE FAILURE

- Describe the sequence of events that led to the incident and the actions taken at the time it was discovered. Describe the package failure, including the size and location of holes, cracks, etc. Photographs and diagrams should be submitted if needed for clarification. Estimate the duration of the release, if possible. Describe what was done to mitigate the effects of the release. Continue on additional sheets if necessary.

Describe:

THE DRIVER WAS PROCEEDING EASTBOUND ON STATE HWY 58, EAST OF BORON CALIFORNIA. HIS ATTENTION WAS DISTRACTED AWAY FROM HIS DRIVING AND HIS TRUCK DRIFTED OFF OF THE ROADWAY ONTO THE SHOULDER OF THE ROAD. THE DRIVER TRIED TO GET BACK ONTO THE ROAD AND MAINTAINED CONTROL OF THE TRUCK. WHEN RE-ENTERING THE ROADWAY, HE OVERCORRECTED AND THE TRUCK ROLLED OVER ONTO THE LEFT SIDE AND SLID APPROXIMATELY 100 FEET BEFORE COMING TO REST ACROSS BOTH LANES OF THE HIGHWAY. ANOTHER DRIVER STOPPED TO HELP AND CALLED 911 AND THE TERMINAL MANAGER IN MOJAVE CALIFORNIA AT THE SHIPPERS PLANT. WHEN THE TRUCK ROLLED OVER THE TRAILER RUPTURED ON THE WELDS OF THE FRONT THREE STIFFENER RINGS SURROUNDING THE OUTSIDE OF THE TRAILER, AND AN OVERPRESSURE RELIEF VALVE WAS BROKEN AT THE REAR OF THE TRAILER. THE FERRIC CHLORIDE CONTAINED IN THE TRAILER LEAKED OUT AND RAN OFF OF THE ROADWAY INTO A DITCH OF THE WESTBOUND SIDE OF THE HIGHWAY. THE HIGHWAY WAS CLOSED DUE TO THE ACCIDENT FROM 0800 TO 1830 HOURS. THE DRIVER RECEIVED BROKEN RIBS, A COLLAPSED LUNG AND FACIAL CUTS IN THE ACCIDENT. HE WAS REMOVED FROM THE TRUCK AND TAKEN TO THE HOSPITAL BY AMBULANCE. THE PRODUCT IN THE DITCH WAS RECOVERED BY PUMPING IT INTO ANOTHER TRUCK BROUGHT TO THE SCENE, THEN THE TRUCK AND TRAILER WERE RIGHTED AND TOWED TO THE IMPOUND YARD OF THE CALIFORNIA HIGHWAY PATROL IN BARSTOW CALIFORNIA. AN ENVIRONMENTAL CLEANUP CONTRACTOR WAS IMMEDIATELY DISPATCHED TO THE SCENE ALONG WITH OUR EMERGENCY RESPONSE TEAM. AFTER WE RECOVERED ALL OF THE PRODUCT POSSIBLE, THE CONTRACTOR REMOVED THE CONTAMINATED SOIL, REPLACED IT WITH CLEAN SOIL, AND DISPOSED OF THE CONTAMINATED SOIL AT AN APPROVED WASTE SITE. CORE SAMPLES TAKEN AT THE SITE PROVED TO TEST CLEAN AND WERE APPROVED BY SAN BERNARDINO COUNTY HEALTH SERVICES HAZMAT SO THE CONTAMINATION AREA COULD BE CLOSED PERMANENTLY. THE VEHICLE COMBINATION WAS RETURNED TO OUR TERMINAL AND THE DRIVER IS CONVALESCING UNDER HIS DOCTOR'S CARE. IT IS EXPECTED THAT THE DRIVER WILL RETURN TO WORK AFTER HIS RECOVERY IS COMPLETED.

PART VII - RECOMMENDATIONS/ACTIONS TAKEN TO PREVENT RECURRENCE

- Where you are able to do so, suggest or describe changes (such as additional training, use of better packaging, or improved operating procedures) to help prevent recurrence. Provide recommendations for improvement to hazardous materials transportation beyond the control of your individual company. Continue on additional sheets if necessary.

Describe:

PART VIII – CONTACT INFORMATION

Contact's Name: JACK DIFFEY
Contact's Title: TERMINAL MANAGER
Business Name and Address:

E-mail Address:
Telephone Number: 8006791010
Fax Number:
Hazmat Registration Number:
Date: 03/03/1997
Preparer is: