



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-1997070897
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 09/14/1996
4. Time of Incident (use 24-hour time): 09:30
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: PORT ARTHUR
County: JEFFERSON
State: TX
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
WITHIN FINA PAR @ RAILCAR LOAD
8. Mode of Transportation: Rail
9. Transportation Phase: Loading
10. Carrier/Reporter:
Name: FINA OIL CO
Street: HWY 366 & 32ND STREET
City: PORT ARTHUR
State: TX
Zip Code:
Federal DOT Id Number: KCS
Hazmat Registration Number:
11. Shipper/Officer:
Name: KANSAS CITY SOUTHERN RWY CO
Street:
City: SHREVEPORT
State: LA
Zip Code:
Waybill/Shipping Paper: GATX16849
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street: FINA PAR
City: PORT ARTHUR
State: TX
Zip Code:
13. Destination:
Street:
City: BEAUMONT
State: TX
Zip Code:
14. Proper Shipping Name of Hazardous Material: SULFURIC ACID, SPENT
15. Technical/Trade Name: SULFURIC ACID, SPENT
16. Hazardous Class/Division: Corrosive Material
17. Identification Number: (E.g. UN2764, NA 2020) UN1832

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 210 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: E10307

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:

Tank Car

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: -

How Failed: -

Causes of Failure: - Overfilled; Water 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: 13100 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: GENERAL AMERICAN TRANSPTN
CORP
Serial Number: GATX16849
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)

Manufacture Date:

Last Test Date:

If valve or device failed:
Type:
Model:
Manufacturer:

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: | False |
| - 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: \$ 0.00
Carrier Damage: \$ 0.00
Property Damage: \$ 0.00
Response Cost: \$ 0.00
Remediation/Cleanup Cost: \$ 1,000.00
(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?

False

If yes, provide the following information:

Estimated speed (mph):
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:

GATX RAILCAR BEING LOADED AT FINA PAR RAILCAR LOADING RACK WAS INADVERTENTLY OVERFILLED. LOADING OPERATION WAS STOPPED & SECURED. ABSORBENT BOOM AND PADS WERE USED TO CONTAIN THE SPILL. NEARBY DRAINAGE DITCH WAS SECURED WITH PLYWOOD AND EARTHEN DAM. SODA ASH WAS USED TO NEUTRALIZE SPENT SULFURIC ACID SPILL. SOIL PH WAS TESTED AND DETERMINED TO BE WITHIN 7 RANGE. FINA PAR CONTRACTED TRIANGLE INDUSTRIAL SERVICE, INC. TO CONTAIN, RECOVER AND CLEAN-UP THE SPENT SULFURIC ACID SPILL. VACUUM TRUCKS WERE USED TO RECOVER DITCH WATER AND TRANSPORT TO FINA PAR'S ON-SITE PWTC (PROCESS WATER TREATMENT COMPLEX) FOR TREATMENT. THE DITCH AND SOIL WERE FLUSHED WITH WATER UNTIL PH WAS WITHIN A NEUTRAL 7 RANGE (7.2 TO 7.8). SODA ASH WAS ADDED AS NECESSARY TO DITCH WATER TO AID IN THE NEUTRALIZATION. SODA ASH WAS MIXED IN WITH SHOVELS ON ALL AFFECTED SOIL AREA. SPILL WAS CONTAINED WITHIN IMMEDIATE AREA RAILCAR LOADING RACK WITH FINA PAR FACILITY. NO OFF-SITE IMPACT OF ANY KIND OCCURRED (ENVIRONMENTAL OR GENERAL PUBLIC). RAILCAR LOADING PROCEDURES WERE REVIEWED WITH OPERATORS RESPONSIBLE FOR OPERATING RAILCAR ACID LOADING RACK. TOTAL ESTIMATED SPILL WAS 5 BARRELS (220 GALLONS) APPROXIMATELY.

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: BLAINE MURPHY
Contact's Title: SR. STAFF ENVIR. ENGINEER
Business Name and Address:

E-mail Address:
Telephone Number: 4099636916
Fax Number:
Hazmat Registration Number:
Date: 07/03/1997
Preparer is: