



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-2018010237
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 12/20/2017
4. Time of Incident (use 24-hour time): 16:30
5. Enter National Response Center Report Number (if applicable): 1200214
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: LAPORTE
County: HARRIS
State: TX
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
1500 WARTON WHEELS RD STATE HW
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: HARCROS CHEMICALS INC.
Street: 5200 SPEAKER RD
City: KANSAS CITY
State: KS
Zip Code: 66106-1048
Federal DOT Id Number: 980774
Hazmat Registration Number: 050416550042YA
11. Shipper/Officer:
Name: HARCROS CHEMICALS INC
Street: 5200 SPEAKER ROAD
City: KANSAS CITY
State: KS
Zip Code: 66106
Waybill/Shipping Paper: 167246602
Hazmat Registration Number: 050416550042YA
12. Origin (if different from shipper address)
Street: 4606 NEW WEST DRIVE
City: PASADENA
State: TX
Zip Code: 77507
13. Destination:
Street: DINWIDDIE ROAD
City: JAL
State: NM
Zip Code: 88252
14. Proper Shipping Name of Hazardous Material: SODIUM ALUMINATE, SOLUTION
15. Technical/Trade Name:
16. Hazardous Class/Division: Corrosive Material
17. Identification Number: (E.g. UN2764, NA 2020) UN1819

- 18. Packing Group:** (if applicable) II
- 19. Quantity Released:** (Include Measurement Units) 14848 Liquid - Pound
- 20. Was the material shipped as a hazardous waste?** False
If yes, provide the EPA Manifest Number:
- 21. Is this a Toxic by Inhalation (TIH) material?** False
If yes, provide the Hazard Zone:
- 22. Was the material shipped under an Exemption, Approval, or Competent Authority Certificate?** False
If yes, provide the Exemption, Approval, or CA number:
- 23. Was this an undeclared hazardous materials shipment?** False

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:
IBC

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: - 104-Body
How Failed: - 305-Crushed
Causes of Failure: - Rollover Accident

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

Identification Markings: UN 31HA1/Y/9-17/USA/M4118/3800KG/2038KG1

(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:	
Package Capacity: Amount in Package: Number in Shipment: Number Failed:	Package Capacity: Amount in Package: Number in Shipment: Number Failed:
28. Provide packaging construction and test information, as appropriate:	
Manufacturer: MAUSER Serial Number: 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:	
29. If the packaging is for Radioactive Materials, complete the following:	
Packaging Category: Packaging Certification: Certification Number: Nuclide(s) Present: Activity: Critical Safety 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 #: False
Police Report #: True TX52BH9DCU6C
In-house cleanup: False
Other Cleanup: False

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: \$ 6,901.00
Carrier Damage: \$ 116,759.00
Property Damage: \$ 0.00
Response Cost: \$ 0.00
Remediation/Cleanup Cost: \$ 27,759.00
(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: 0
Responders: 0
General Public: 0

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

False

If yes, how many? 0

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: 0
Responders: 0
General Public: 0

Non-Hospitalized:

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

Employees: 0
Responders: 0
General Public: 0

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): 43
Weather conditions: dry
Vehicle overturned? True
Vehicle left roadway/track? True

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:

ANDY MEDINA, OPERATIONS MANAGER, HARCROS DALLAS: HOWARD KNIGHT LEFT THE PASADENA BRANCH ON 12/20/2017 AT 4:10 PM. TRAVELING SOUTH ON 16TH ST AND TURNING NORTH(LEFT) ONTO EAST BOUND WHARTON WHEELS ROAD TO GET ONTO STATE HWY 146, THE TRACTOR AND TRAILER TURNED OVER ON ITS PASSENGER SIDE AT 4:23 PM. ANDY OHLER, DISTRICT MANAGER, HARCROS DALLAS AT 4:51 THERE WAS AN INCIDENT. I CALLED ANDY MEDINA FOR A LOCATION. I WAS CLOSE BY AND ARRIVED ON SCENE AT APPROXIMATELY 5:10PM. MET ASST FIRE CHIEF DONALD LADD, LAPD OFFICER J. TRIPPER AND WALKED THE SCENE. TRUCK WAS LYING ON ITS SIDE - CAB WAS PARTIALLY ON STREET MOST OF THE TRAILER WAS LAYING ON THE GRASS. I KNEW WHAT WAS ON THE TRUCK WITHOUT NEEDING TO SEE THE BOL, AS IT HAD JUST LEFT OUR FACILITY (11 TOTES OF SODIUM ALUMINATE 38%). FLUIDS WERE POURING OVER THE CURB AND OUT THE ENGINE. THEY HAD ALREADY PLACED ABSORBENT ON THE STREET TO PREVENT FURTHER RUNOFF INTO THE STORM DRAIN. THEY ALREADY HAD AN SDS OF THE PRODUCT AND WERE NOT CONCERNED ABOUT A FIRE HAZARD. THEY ASK ABOUT OPENING THE BACK DOOR, I ADVISED THAT THEY DID NOT OPEN THE BACK DOOR WITHOUT PROPER PPE. THEY AGREED TO WAIT FOR HAZ MAT RESPONSE. WAS ASKED IF WE HAD RESPONDERS IN ROUTE - AT THAT POINT ADVISED THAT WE WERE CONTACTING PIER AND SHOULD HAVE RESPONDERS DIRECTLY. JORGE WITH HARCROS PASADENA CONTACTED PIER AND WAS TOLD 1-2 HOURS BEFORE THEY COULD UPDATE US ON AVAILABILITY. WHILE ON SITE WE MET GARY BABB OF RANGE 3 ENVIRONMENTAL WHO WAS READILY AVAILABLE AND WAS CAME AND PLACED MORE SECURE BLOCKS TO STORM DRAINS. RESPONDERS VACUUMED UP ALL THEY COULD GET OUT OF THE GRASS AND OFF THE STREET. THEY PUMPED OUT THE DIESEL TANKS - DURING THAT PROCESS WE ASKED ABOUT TRANSFERRING THE TOTES. THEY WERE USING A 1 INCH PUMP. THEY ASKED IF WE COULD PROVIDE CONTAINERS FOR TRANSFERRING THE PRODUCT, SO I WENT TO THE PLANT AND WITH THE HELP OF THE SECOND SHIFT BROUGHT 10 TOTES TO THE SITE WITH A TWO INCH PUMP AND HOSES. WE REMOVED THE FOUR TOTES THAT DID NOT RUPTURE AND PLACED THEM IN A ROLL OFF BOX AND TRANSPORTED TO THE PASADENA PLANT. THE TRACTOR AND TRAILER WERE UP-RIGHTED ABOUT 12:30 AM - EMPTY TOTES WERE REMOVED BEFORE EQUIPMENT WAS MOVED FROM THE SCENE. ADDITIONAL PRODUCT WAS VACUUMED UP. I LEFT APPROX 1:00 PM. I, JORGE GUERRA, WAREHOUSE MANAGER AT HARCROS PASADENA, WAS ON VACATION WHEN I RECEIVED A CALL FROM ANDY MEDINA AT 4:35 PM. I WAS ADVISED THAT HIS DRIVER HOWARD KNIGHT WAS JUST INVOLVED IN A ROLLOVER ACCIDENT. I IMMEDIATELY CALLED WAREHOUSE TO CHECK HOW LONG IT'S BEEN SINCE HE LEFT AND WHAT WAS LOADED. I THEN RECEIVED A CALL FROM PETE LADELL FROM SAIA, HE ADVISED ME OF THE SITUATION AND LOCATION OF THE INCIDENT. I THEN BEGAN TO RECEIVE CALLS FROM DAN JOHNSON, VINAY NAIR AND ANDY OEHLER. I ADVISED THEM ALL THAT I WAS IN ROUTE TO OFFICE TO GET SOME NEEDED DOCUMENTS. I ARRIVED AT THE OFFICE AT 5:00 PM AND I RETRIEVED A COPY OF THE SDS AND DOT 5 PART DRUG TEST FORM. I THEN PLACED CALL TO AIG AT APPROXIMATELY 5:21 PM AND MADE THE INITIAL REPORT. I DROVE TO THE SCENE AND ARRIVED AT 5:30 PM AND AT THE SAME TIME KEVIN JOHNSTON WITH AIG CALLED ME BACK. I WAS IMMEDIATELY INTRODUCED TO GARY BABB WITH RANGE 3 ENVIRONMENTAL. I DISCUSSED WITH HIM THE SITUATION AT HAND, I PUT HIM IN TOUCH WITH AIG AND THE CONCLUSION WAS THAT THEY COULD POSSIBLY FIND US A LOCAL APPROVED COMPANY TO REACH OUT TO US. I ASKED GARY BABB HOW LONG BEFORE HE COULD HAVE A RECOVERY TEAM ON SITE AND HE SAID LESS THEN AN HOUR. I TOLD HIM THAT HE HAS THE JOB AND OUR PERMISSION TO PROCEED WITH ANY NECESSARY STEPS TO STOP THE FLOW AND TO DO THE CLEAN UP RECOVERY. I ADVISED KEVIN JOHNSTON THAT I AWARDED THE JOB TO RANGE 3 ENVIRONMENTAL AND HE AGREED UNDER THE CIRCUMSTANCES. AT THE POINT I LEFT THE SCENE TEMPORARILY TO TAKE HOWARD KNIGHT FOR A DOT DRUG AND ALCOHOL SCREEN. WE ARRIVED AT URGENT CARE CLINIC AT 6:15 PM AND HE WAS DRUG TESTED AT 6:35 PM. WE THEN RETURNED TO THE SCENE. TRUE TO GARY'S WORD THEY HAD AT LEAST 30 DIFFERENT PERSONNEL OUT THERE IN LESS THAN AN HOUR. THERE WAS A VAC TRUCK, A TRUCK WITH LIGHTING, A COMPRESSOR TRUCK FOR AIR, THERE WAS A BOBCAT EXCAVATOR, A ROLL OF BOX AND PLENTY OF HANDS. WE WERE ADVISED OF THE PLAN BY TRAVIS BISHOP OF HAZMAT INTERNATIONAL (THE SISTER COMPANY OF RANGE 3 ENVIRONMENTAL) THE PLAN WAS TO EMPTY THE FULL TOTES IN TO NEW CLEAN TOTES. THIS WAS FOR BOTH TRANSPORTATION REASONS AND TO EMPTY OUT THE DAMAGED TRAILER BEFORE UP-RIGHTING IT. WE ARRANGED FOR 10 TOTES TO BE BROUGHT OVER HERE BY ANDY OEHLER AND TWO OTHER SECOND SHIFT EMPLOYEES. THEY SHUTTLED THEM OVER HERE WITH SOME HOSES AND DIAPHRAGM PUMP. WHILE WAITING ON THE EQUIPMENT I TOOK IT UPON MYSELF TO ASSESS THE SITUATION AND TAKE PLENTY OF PICTURES. TOTES WERE PUMPED OUT AND WERE READY FOR TRANSPORT AT APPROXIMATELY 9:30 PM. BY 10:00 PM TOTES WERE LOADED AND IN ROUTE TO HARCROS PASADENA. THE STREET WAS SWEEPED WITH FLOOR DRY AND THEN THEY STARTED TO ADD THE STRAPS AND CHAINS TO TRACTOR AND TRAILER. BY 12:30 AM TRACTOR AND TRAILER WERE UP-RIGHTED.

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:

NO COMMENTS PROVIDED.

PART VIII – CONTACT INFORMATION

Contact's Name:	MIKE O'DELL
Contact's Title:	HAZARDOUS MATERIAL REGULATORY MANAGER
Business Name and Address:	HARCROS CHEMICALS INC 5200 SPEAKER ROAD KANSAS CITY KS 66106

E-mail Address:	MODELL@HARCROS.COM
Telephone Number:	913 621 7766
Fax Number:	913 621 7819
Hazmat Registration Number:	
Date:	01/29/2018
Preparer is:	Carrier

09/01/2017



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

Hazardous Materials Incident Report

Form Approval OMB No. 3137-0039

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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-2018010237
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 12/20/2017
4. Time of Incident (use 24-hour time): 16:30
5. Enter National Response Center Report Number (if applicable): 1200214
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: LAPORTE
County: HARRIS
State: TX
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
1500 WARTON WHEELS RD STATE HW
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: HARCROS CHEMICALS INC.
Street: 5200 SPEAKER RD
City: KANSAS CITY
State: KS
Zip Code: 66106-1048
Federal DOT Id Number: 980774
Hazmat Registration Number: 050416550042YA
11. Shipper/Officer:
Name: HARCROS CHEMICALS INC
Street: 5200 SPEAKER ROAD
City: KANSAS CITY
State: KS
Zip Code: 66106
Waybill/Shipping Paper: 167247703
Hazmat Registration Number: 050416550042YA
12. Origin (if different from shipper address)
Street: 4606 NEW WEST DRIVE
City: PASADENA
State: TX
Zip Code: 77507
13. Destination:
Street: DINWIDDLE ROAD
City: JAI
State: ZZ
Zip Code: 88252
14. Proper Shipping Name of Hazardous Material: SODIUM ALUMINATE, SOLUTION
15. Technical/Trade Name: SODIUM ALUMINATE 38%
16. Hazardous Class/Division: Corrosive Material
17. Identification Number: (E.g. UN2764, NA 2020) UN1819

18. Packing Group: (if applicable) II

19. Quantity Released: (Include Measurement Units) 14848 Liquid - Pound

20. Was the material shipped as a hazardous waste? False
If yes, provide the EPA Manifest Number:

21. Is this a Toxic by Inhalation (TIH) material? False
If yes, provide the Hazard Zone:

22. Was the material shipped under an Exemption, Approval, or Competent Authority Certificate? False
If yes, provide the Exemption, Approval, or CA number:

23. Was this an undeclared hazardous materials shipment? False

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:
IBC

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: -

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

Identification Markings: UN31HA1/Y/9-17/USA/M4118/3800KG/2038KG/1

(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: 330 Liquid - Gallon
Amount in Package: 302 Liquid - Gallon
Number in Shipment: 11
Number Failed: 7

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

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

Manufacturer: MAUSER
Serial Number:
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: 09/01/2017
Last Test Date:

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 #: False
Police Report #: True TX52BH9DCU6C
In-house cleanup: False
Other Cleanup: False

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: \$ 6,901.00
Carrier Damage: \$ 116,759.00
Property Damage: \$ 0.00
Response Cost: \$ 0.00
Remediation/Cleanup Cost: \$ 27,759.00
(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: 0
Responders: 0
General Public: 0

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

False

If yes, how many? 0

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: 0
Responders: 0
General Public: 0

Non-Hospitalized:

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

Employees: 0
Responders: 0
General Public: 0

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): 43
Weather conditions: dry
Vehicle overturned? True
Vehicle left roadway/track? True

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:

ANDY MEDINA, OPERATIONS MANAGER, HARCROS DALLAS: HOWARD KNIGHT LEFT THE PASADENA BRANCH ON 12/20/2017 AT 4:10 PM. TRAVELING SOUTH ON 16TH ST AND TURNING NORTH(LEFT) ONTO EAST BOUND WHARTON WHEELS ROAD TO GET ONTO STATE HWY 146, THE TRACTOR AND TRAILER TURNED OVER ON ITS PASSENGER SIDE AT 4:23 PM. ANDY OHLER, DISTRICT MANAGER, HARCROS DALLAS AT 4:51 THERE WAS AN INCIDENT. I CALLED ANDY MEDINA FOR A LOCATION. I WAS CLOSE BY AND ARRIVED ON SCENE AT APPROXIMATELY 5:10PM. MET ASST FIRE CHIEF DONALD LADD, LAPD OFFICER J. TRIPPER AND WALKED THE SCENE. TRUCK WAS LYING ON ITS SIDE - CAB WAS PARTIALLY ON STREET MOST OF THE TRAILER WAS LAYING ON THE GRASS. I KNEW WHAT WAS ON THE TRUCK WITHOUT NEEDING TO SEE THE BOL, AS IT HAD JUST LEFT OUR FACILITY (11 TOTES OF SODIUM ALUMINATE 38%). FLUIDS WERE POURING OVER THE CURB AND OUT THE ENGINE. THEY HAD ALREADY PLACED ABSORBENT ON THE STREET TO PREVENT FURTHER RUNOFF INTO THE STORM DRAIN. THEY ALREADY HAD AN SDS OF THE PRODUCT AND WERE NOT CONCERNED ABOUT A FIRE HAZARD. THEY ASK ABOUT OPENING THE BACK DOOR, I ADVISED THAT THEY DID NOT OPEN THE BACK DOOR WITHOUT PROPER PPE. THEY AGREED TO WAIT FOR HAZ MAT RESPONSE. WAS ASKED IF WE HAD RESPONDERS IN ROUTE - AT THAT POINT ADVISED THAT WE WERE CONTACTING PIER AND SHOULD HAVE RESPONDERS DIRECTLY. JORGE WITH HARCROS PASADENA CONTACTED PIER AND WAS TOLD 1-2 HOURS BEFORE THEY COULD UPDATE US ON AVAILABILITY. WHILE ON SITE WE MET GARY BABB OF RANGE 3 ENVIRONMENTAL WHO WAS READILY AVAILABLE AND WAS CAME AND PLACED MORE SECURE BLOCKS TO STORM DRAINS. RESPONDERS VACUUMED UP ALL THEY COULD GET OUT OF THE GRASS AND OFF THE STREET. THEY PUMPED OUT THE DIESEL TANKS - DURING THAT PROCESS WE ASKED ABOUT TRANSFERRING THE TOTES. THEY WERE USING A 1 INCH PUMP. THEY ASKED IF WE COULD PROVIDE CONTAINERS FOR TRANSFERRING THE PRODUCT, SO I WENT TO THE PLANT AND WITH THE HELP OF THE SECOND SHIFT BROUGHT 10 TOTES TO THE SITE WITH A TWO INCH PUMP AND HOSES. WE REMOVED THE FOUR TOTES THAT DID NOT RUPTURE AND PLACED THEM IN A ROLL OFF BOX AND TRANSPORTED TO THE PASADENA PLANT. THE TRACTOR AND TRAILER WERE UP-RIGHTED ABOUT 12:30 AM - EMPTY TOTES WERE REMOVED BEFORE EQUIPMENT WAS MOVED FROM THE SCENE. ADDITIONAL PRODUCT WAS VACUUMED UP. I LEFT APPROX 1:00 PM. I, JORGE GUERRA, WAREHOUSE MANAGER AT HARCROS PASADENA, WAS ON VACATION WHEN I RECEIVED A CALL FROM ANDY MEDINA AT 4:35 PM. I WAS ADVISED THAT HIS DRIVER HOWARD KNIGHT WAS JUST INVOLVED IN A ROLLOVER ACCIDENT. I IMMEDIATELY CALLED WAREHOUSE TO CHECK HOW LONG IT'S BEEN SINCE HE LEFT AND WHAT WAS LOADED. I THEN RECEIVED A CALL FROM PETE LADELL FROM SAIA, HE ADVISED ME OF THE SITUATION AND LOCATION OF THE INCIDENT. I THEN BEGAN TO RECEIVE CALLS FROM DAN JOHNSON, VINAY NAIR AND ANDY OEHLER. I ADVISED THEM ALL THAT I WAS IN ROUTE TO OFFICE TO GET SOME NEEDED DOCUMENTS. I ARRIVED AT THE OFFICE AT 5:00 PM AND I RETRIEVED A COPY OF THE SDS AND DOT 5 PART DRUG TEST FORM. I THEN PLACED CALL TO AIG AT APPROXIMATELY 5:21 PM AND MADE THE INITIAL REPORT. I DROVE TO THE SCENE AND ARRIVED AT 5:30 PM AND AT THE SAME TIME KEVIN JOHNSTON WITH AIG CALLED ME BACK. I WAS IMMEDIATELY INTRODUCED TO GARY BABB WITH RANGE 3 ENVIRONMENTAL. I DISCUSSED WITH HIM THE SITUATION AT HAND, I PUT HIM IN TOUCH WITH AIG AND THE CONCLUSION WAS THAT THEY COULD POSSIBLY FIND US A LOCAL APPROVED COMPANY TO REACH OUT TO US. I ASKED GARY BABB HOW LONG BEFORE HE COULD HAVE A RECOVERY TEAM ON SITE AND HE SAID LESS THEN AN HOUR. I TOLD HIM THAT HE HAS THE JOB AND OUR PERMISSION TO PROCEED WITH ANY NECESSARY STEPS TO STOP THE FLOW AND TO DO THE CLEAN UP RECOVERY. I ADVISED KEVIN JOHNSTON THAT I AWARDED THE JOB TO RANGE 3 ENVIRONMENTAL AND HE AGREED UNDER THE CIRCUMSTANCES. AT THE POINT I LEFT THE SCENE TEMPORARILY TO TAKE HOWARD KNIGHT FOR A DOT DRUG AND ALCOHOL SCREEN. WE ARRIVED AT URGENT CARE CLINIC AT 6:15 PM AND HE WAS DRUG TESTED AT 6:35 PM. WE THEN RETURNED TO THE SCENE. TRUE TO GARY'S WORD THEY HAD AT LEAST 30 DIFFERENT PERSONNEL OUT THERE IN LESS THAN AN HOUR. THERE WAS A VAC TRUCK, A TRUCK WITH LIGHTING, A COMPRESSOR TRUCK FOR AIR, THERE WAS A BOBCAT EXCAVATOR, A ROLL OF BOX AND PLENTY OF HANDS. WE WERE ADVISED OF THE PLAN BY TRAVIS BISHOP OF HAZMAT INTERNATIONAL (THE SISTER COMPANY OF RANGE 3 ENVIRONMENTAL) THE PLAN WAS TO EMPTY THE FULL TOTES IN TO NEW CLEAN TOTES. THIS WAS FOR BOTH TRANSPORTATION REASONS AND TO EMPTY OUT THE DAMAGED TRAILER BEFORE UP-RIGHTING IT. WE ARRANGED FOR 10 TOTES TO BE BROUGHT OVER HERE BY ANDY OEHLER AND TWO OTHER SECOND SHIFT EMPLOYEES. THEY SHUTTLED THEM OVER HERE WITH SOME HOSES AND DIAPHRAGM PUMP. WHILE WAITING ON THE EQUIPMENT I TOOK IT UPON MYSELF TO ASSESS THE SITUATION AND TAKE PLENTY OF PICTURES. TOTES WERE PUMPED OUT AND WERE READY FOR TRANSPORT AT APPROXIMATELY 9:30 PM. BY 10:00 PM TOTES WERE LOADED AND IN ROUTE TO HARCROS PASADENA. THE STREET WAS SWEEPED WITH FLOOR DRY AND THEN THEY STARTED TO ADD THE STRAPS AND CHAINS TO TRACTOR AND TRAILER. BY 12:30 AM TRACTOR AND TRAILER WERE UP-RIGHTED.

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:

NO COMMENTS PROVIDED.

PART VIII – CONTACT INFORMATION

Contact's Name:	MIKE O'DELL
Contact's Title:	HAZARDOUS MATERIAL REGULATORY MANAGER
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Hazmat Registration Number:	
Date:	01/29/2018
Preparer is:	Carrier

09/01/2017