



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-2012040177  
2. This is to report: A

### PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 12/06/2011  
4. Time of Incident (use 24-hour time): 10:00  
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: COALINGA  
County: FRESNO  
State: CA  
Zip Code: (if known): 93210  
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:  
8. Mode of Transportation: Highway  
9. Transportation Phase: In Transit  
10. Carrier/Reporter:  
Name: VERDEGAAL BROS., INC.  
Street: 13555 11TH AVE  
City: Hanford  
State: CA  
Zip Code: 93230-9591  
Federal DOT Id Number: 637633  
Hazmat Registration Number: 051111551094T  
11. Shipper/Offendor:  
Name: VERDEGAAL BROS., INC.  
Street: 13555 11TH AVE  
City: HANFORD  
State: CA  
Zip Code: 93230-9591  
Waybill/Shipping Paper: 2450  
Hazmat Registration Number: 051111551094T  
12. Origin (if different from shipper address)  
Street: 13555 11TH AVE  
City: HANFORD  
State: CA  
Zip Code: 93230-9591  
13. Destination:  
Street: 13555 S. 11TH AVE.  
City: HANFORD  
State: CA  
Zip Code: 93230  
14. Proper Shipping Name of Hazardous Material: SULFURIC ACID  
15. Technical/Trade Name: SULFURIC ACID  
16. Hazardous Class/Division: Corrosive Material  
17. Identification Number: (E.g. UN2764, NA 2020) UN1830

- 18. Packing Group:** (if applicable) II
- 19. Quantity Released:** (Include Measurement Units) 46 Liquid - Gallon
- 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:**

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: - 144-Pressure Relief Valve or Device - Reclosing  
How Failed: - 308-Leaked  
Causes of Failure: - Valve Open

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

Identification Markings: DOT 407

(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:**

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

**Single Package or Inner Packaging (if any):**

Packaging Type:  
Material of Construction:

**27. Describe the package capacity and the quantity:**

**Single Package or Outer Packaging:**

Package Capacity: 2500 Liquid - Gallon  
Amount in Package: 1400 Liquid - Gram  
Number in Shipment: 1  
Number Failed: 1

**Single Package or Inner Packaging (if any):**

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

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

|                            |                                                                 |                   |            |
|----------------------------|-----------------------------------------------------------------|-------------------|------------|
| Manufacturer:              | WEST MARK                                                       | Manufacture Date: | 03/01/2003 |
| Serial Number:             | 33181                                                           | Last Test Date:   | 09/08/2011 |
| Material of Construction:  | STAINLESS STEEL (if Tank Car, CTMV, Portable Tank, or Cylinder) |                   |            |
| Design Pressure:           | 35 (if Tank Car, CTMV, Portable Tank)                           |                   |            |
| Shell Thickness:           | 0.188 INCH (if Tank Car, CTMV, Portable Tank)                   |                   |            |
| Head Thickness:            | 0.25 INCH (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:      | Transport Index: |
| 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 #: True 14620  
Police Report #: True 11-12-10  
In-house cleanup: True  
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: \$ 72.00  
Carrier Damage: \$ 49,906.00  
Property Damage: \$ 0.00  
Response Cost: \$ 14,438.00  
Remediation/Cleanup Cost: \$ 0.00  
(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:  
Duration of the evacuation:

### 36. Was a major transportation artery or facility closed?

True

If yes, how many? 8

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

True

If yes, provide the following information:

Estimated speed (mph): 35  
Weather conditions: SUNNY/DRY  
Vehicle overturned? True  
Vehicle left roadway/track? False

## 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:

Verdegaal Brothers, Inc. company driver was driving a combination rig, Truck 23, which had a cargo tank, and a pull trailer with a cargo tank, transporting a load of 93% sulfuric acid. Driver was west-bound on State Highway 198, just west of the town of Coalinga, in Fresno County. The driver looked in the mirror and saw his pull trailer leaning to the right, as he came to a curve going to the left. The trailer kept leaning to the right. The trailer went all the way over, onto its side. A few seconds later, the truck starting leaning to the right too. Truck 23 also laid over on the right side.

There never was a leak from the liquid load in the pull trailer cargo tank.

700 pounds or 45½ gallons of sulfuric acid leaked from the truck cargo tank. This was determined by re-weighing the load, following the incident, in Truck 22 at Verdegaal Brothers' truck scale.

When Verdegaal Brothers' HazMat responders arrived at the scene with a vacuum tanker, the crew connected a hose to vacuum the sulfuric acid from the three-inch bottom outlet, which was towards the top of the overturned vehicle. The sulfuric acid was to be vacuumed into Truck 22, which was also a vacuum tanker. With the responders created a vacuum from Tank 22, sulfuric acid did not transfer. The sulfuric acid liquid level was below the level of the three-inch bottom outlet, because the truck was on its side.

There is a ball in a cage in a canister at the front of the cargo tank. This is designed to prevent the cargo tank from being overfilled. When the three-inch valve and cam lock at the rear was opened, in the first attempt to vacuum the contents, the cargo? Tank was vented to ambient pressure. Vacuum was started from another truck, to remove the sulfuric acid from the cargo tank. When the vacuum was started, the ball was no longer in position at the top of the cage and sulfuric acid started to siphon out through the canister and bottom hose to the ground. When this started to occur, Verdegaal Brothers responders shut off the air valve on the green three-inch line. The toggle switch on the air line, which opens the top valve, was at the open position. This was not initially noticed because the switch was on the side of the truck lying on the ground. With closing the air switch and valve, sulfuric acid stopped siphoning out and no additional acid was released.

With the help of two tow trucks, the pull trailer, still with its load of sulfuric acid, was unhitched and pulled upright. The sulfuric acid in the trailer was transferred into Truck 22. Truck 23 was righted on its axles after the sulfuric acid was vacuumed out of the cargo tank. Truck 23 was towed to Verdegaal Brothers' yard in Hanford. The driver was not injured. State Highway 198 was partially closed to traffic from approximately 10 AM to 6 PM.

## 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:

The air actuation switches have since been reversed, to where the off position is to the rear. It was not considered when the switches were mounted that the truck would tip over, and the forward momentum would cause the switch to flip to the open position. By reversing the switch, it is less likely to open if the cargo tank is on its side and moving forward. The switch is also spring loaded with pressure to keep it in the closed position.

Drivers are currently instructed if there is a problem, break the air line from the switch to the valve, with a pair of dykes or a knife, or pull it off with their hand, and the lack of air pressure will prevent the air vent on top from opening.

Drivers have since been instructed that is forbidden for loaded company trucks to travel on State Highway 198 between Coalinga and San Lucas.

Verdegaal Brothers drivers have subsequently received four hours of truck driver simulator training at College of Sequoias, on driving skills.

## PART VIII – CONTACT INFORMATION

|                             |                                                                 |
|-----------------------------|-----------------------------------------------------------------|
| Contact's Name:             | JIM GREGORY                                                     |
| Contact's Title:            | AGRONOMIST                                                      |
| Business Name and Address:  | VERDEGAAL BROTHERS, INC.<br>13555 S. 11TH AVE. HANFORD CA 93230 |
| E-mail Address:             | jgregory@verdegaalbrothers.com                                  |
| Telephone Number:           | 559-582-8104                                                    |
| Fax Number:                 | 559-582-4274                                                    |
| Hazmat Registration Number: | 589-582-4274                                                    |
| Date:                       | 04/03/2012                                                      |
| Preparer is:                | Carrier                                                         |

03/01/2003