



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: E-2008110122
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 10/20/2008
4. Time of Incident (use 24-hour time): 13:10
5. Enter National Response Center Report Number (if applicable): 887706
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: SYLMAR
County: LOS ANGELES
State: CA
Zip Code: (if known): 91342
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
13101 Sepulveda Blvd
8. Mode of Transportation: Rail
9. Transportation Phase: Unloading
10. Carrier/Reporter:
Name: City of L.A. Dept. of Water & Power
Street: 13101 Sepulveda Blvd
City: SYLMAR
State: CA
Zip Code: 91342
Federal DOT Id Number:
Hazmat Registration Number:
11. Shipper/Officer:
Name: PENCO
Street: P.O. Box 600
City: SAN FELIPE
State: TX
Zip Code: 77473
Waybill/Shipping Paper:
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street: MOSAIC
City: UNCLE SAM
State: LA
Zip Code: 70792
13. Destination:
Street: 13101 Sepulveda Blvd
City: SYLMAR
State: CA
Zip Code: 91342
14. Proper Shipping Name of Hazardous Material: FLUOROSILICIC ACID
15. Technical/Trade Name: Fluorosilicic Acid
16. Hazardous Class/Division: Corrosive Material
17. Identification Number: (E.g. UN2764, NA 2020) UN1778

- 18. Packing Group:** (if applicable) II
- 19. Quantity Released:** (Include Measurement Units) 2762 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:

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: - 115-Discharge Valve or Coupling

How Failed: - 313-Vented

Causes of Failure: - Human Error

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

Identification Markings: GATX 062603

(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: 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: 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: 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 #: False
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: \$ 3,000.00
Carrier Damage: \$ 500.00
Property Damage: \$ 1,500.00
Response Cost: \$ 30,000.00
Remediation/Cleanup Cost: \$ 30,000.00
(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: 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?

True

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

Hospitalized (Admitted Only):

Employees: 1
Responders: 0
General Public: 0

Non-Hospitalized:

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

Employees: 4
Responders: 0
General Public: 0

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

True

If yes, provide the following information:

Total number of general public evacuated: 0
Total number of employees evacuated: 15
Total evacuated: 15
Duration of the evacuation: 2

36. Was a major transportation artery or facility closed?

False

If yes, how many? 0

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

False

If yes, provide the following information:

Estimated speed (mph): 0
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:

At approximately 1255 hours, we experienced a fluorosilicic acid (FSA) spill from a railcar connection at the Los Angeles Aqueduct Filtration Plant. Water Treatment Operators were offloading FSA from the railcar to an onsite storage tank. This process requires using air pressure, and when one of the operators manipulated the product hose, it disconnected and the railcar starting vented FSA out of the piping located on top of the car. The Control Room Operator had all non-essential personnel clear the area and at approximately 1310 hours, while the Plant Engineer (Vee Miller) contacted 911 Emergency Services to report a HAZMAT incident with potentially injured employees. The Control Room Operator notified Corporate Environmental Services, who subsequently made all appropriate notifications to appropriate agencies, including USEPA and CA OES. DWP employees deployed containment devices and absorbent pillows to contain the spill within the railcar area and there were NO offsite releases of chemical.

Los Angeles Fire Department arrived on site at approximately 1330 hours, deployed their HAZMAT team, conducted decontamination procedures on affected Water Treatment personnel, and transported five DWP personnel to local hospitals as a precautionary measure. Los Angeles Police Department and DWP Security Services personnel secured the LAAFP perimeter to keep out onlookers and non-essential personnel. LAFD reported back on the extent of the contaminated area and turned the site back over to DWP and County Fire Department for HAZMAT cleanup at approximately 1545 hours.

At approximately 1600 hours three employees called the LAAFP and requested pickup at the hospital so they could return to the plant and collect their personal effects. The hospital had examined the employees and released them without restrictions. At approximately 1705 hours, the fourth employee was released from medical care after First Aid Treatment. The fifth employee is had some respiratory damage and was hospitalized for three days.

At approximately 1630 hours, LAAFP personnel and DWP ISS Hazmat Cleanup personnel began work on securing equipment and cleaning up any remaining FSA in the area. Please note that most of the FSA evaporated, while some soaked into the adjacent soil. County Fire Department representatives were on site and approved of our approach to cleanup the spill.

Key Facts:

Spill of between 2500-3000 gallons of FSA.

Five employees sent to hospital. Three released after examination, one given first aid and released, one hospitalized for three days due to respiratory damage.

Minor release to water way, but containment immediately undertaken and no damage to any environmentally sensitive areas.

Spill area fully contained with absorbent materials and all drainage channels dyked to prevent any offsite migration.

LAFD HAZMAT and LAPD responded on site to respond to the spill.

HAZMAT cleanup by DWP personnel in progress as approved by LA County Fire.

WQO personnel worked with LAFD, LAPD and LA County to deal with the issue, providing support personnel and operations assistance as necessary.

No disruption in treatment operations of the Plant occurred.

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:

DWP investigation indicates an employee tried to adjust or remove 2-inch cam-lock connection in order to stop minor dripping leak of FSA even though the railcar was pressurized to 20-30 psi and approximately half-empty. Other employees warned the employee in question not to manipulate the fitting; however, it appears he ignored their warnings. Remedial actions will include potential disciplinary action, additional training and review of existing Standard Operating Procedures to determine if there are any deficiencies. At this point, all mechanical equipment checks out and was in proper working order at the time of the incident. Mechanical failure was not a root cause, rather a deliberate unsafe act by an employee led to the release.

PART VIII – CONTACT INFORMATION

Contact's Name:	Vee Miller
Contact's Title:	Plant Engineer
Business Name and Address:	City of L.A. Dept. of Water & Power 13101 Sepulveda Blvd SYLMAR CA 91342
E-mail Address:	vee.miller@ladwp.com
Telephone Number:	818-771-6014
Fax Number:	818-771-6012
Hazmat Registration Number:	
Date:	11/18/2008

Preparer is:

Carrier