



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-1994060006
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
04/07/1994
4. Time of Incident (use 24-hour time):
:
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: CLEVELAND
County: CUYAHOGA
State: OH
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
CLEVELAND HOPKINS AIRPORT 5701
8. Mode of Transportation: Air
9. Transportation Phase: In Transit
10. Carrier/Reporter:
- Name: FEDERAL EXPRESS CORP
Street: 2900 BUSINESS PARK BLDG C
City: MEMPHIS
State: TN
Zip Code: 38118
Federal DOT Id Number:
Hazmat Registration Number:
11. Shipper/Officer:
- Name: EASTMAN CHEMICAL CO
Street: 1601 LEE RD BLDG 701
City: ROCHESTER
State: NY
Zip Code: 14606
Waybill/Shipping Paper: 3372519394
Hazmat Registration Number:
12. Origin (if different from shipper address)
- Street:
City:
State:
Zip Code:
13. Destination:
- Street: 969 19 RD
City: FRUITA
State: CO
Zip Code: 81521
14. Proper Shipping Name of Hazardous Material: OTHER REGULATED SUBSTANCES, LIQUID, N.O.S.
15. Technical/Trade Name: BUTYL SULFIDE
16. Hazardous Class/Division: Miscellaneous Hazardous Material
17. Identification Number: (E.g. UN2764, NA 2020) NA3082

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 0.0625 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? True

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:

Non-Bulk

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: - 109-Closure (e.g., Cap, Top, or Plug)

How Failed: -

Causes of Failure: - Defective Component or Device; Loose Closure, Component, or Device

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: 0.264172 Liquid - Gallon
Amount in Package:
Number in Shipment: 1
Number Failed: 1

Package Capacity: 0.264172 Liquid - Gallon
Amount in Package:
Number in Shipment: 1
Number Failed: 1

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

Manufacturer: NOT REPORTED BY CARRIER
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: | True | - 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?

False

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: \$ 50.00
(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:

FLT 1263 DEPARTED ROCHESTER NY ENROUTE TO MEMPHIS TN. SHORTLY AFTER DEPARTURE, THE CREW SMELLED A STRONG SULPHUR ODOR. CREW DECLARED AN EMERGENCY AND DIVERTED TO CLEVELAND HOPKINS AIRPORT. ONCE REALIZING THEY MAY HAVE A POTENTIALLY TOXIC INHALATION HAZARD, THE CREW WENT ON OXYGEN. UPON ARRIVAL AT CLEVELAND, THEY TAXIED THE AIRCRAFT TO THE FEDERAL EXPRESS RAMP WHERE CLEVELAND AIRPORT'S CRASH FIRE RESCUE TEAM WAS AWAITING THEIR ARRIVAL. THIS CREW DEBRIEFED THE CREW AND STARTED REVIEWING THE DANGEROUS GOODS FLT MANIFESTS. ADDITIONALLY, THEY WERE GATHERING INFORMATION ABOUT THE HAZARDS. SOME 2 1/2 HOURS LATER, THEY BOARD THE AIRCRAFT. WITHIN A SHORT AMOUNT OF TIME, THEY HAD DETERMINED THAT THE ODOR WAS NOT COMING FROM THE AIRCRAFT'S DANGEROUS GOODS CONTAINER. THE CRASH FIRE RESCUE TEAM WAS UNLOADED CHECKING INSIDE EACH OF THE AIRCRAFT'S FREIGHT CONTAINERS. IN POSITION 7, THE PROBLEM PACKAGE WAS LOCATED. THE PACKAGE WAS BUTYL SULFIDE WHICH IS NOT LISTED BY NAME AS A DANGEROUS GOOD. ADDITIONALLY THE MSDS WAS EVENTUALLY OBTAINED WHICH DID NOT IDENTIFY ANY HAZARD WHICH WOULD DIRECTLY CLASSIFY THE MATERIAL AS A DANGEROUS GOOD. THE MSDS DID IDENTIFY THE MATERIAL AS A CONT "STINCH" EMITTING MATERIAL. EASTMAN DID NOT REGULATE THIS MATERIAL AS A DANGEROUS GOOD. HOWEVER, CHEMICAL PRODUCT LINE WAS PURCHASED 1/1/94 BY FISHER SCIENTIFIC WHICH ARE THE CURRENT OWNERS OF ALL EASTMAN CHEMICAL PRODUCTS. I SPOKE TO FISHER SCIENTIFIC (WHO PROVIDED THE MSDS IN THE FIRST PLACE), WHO STATED THAT AS FAR AS THEY ARE CONCERNED, FUTURE SHIPMENTS WOULD BE SHIPPED AS "OTHER REGULATED SUBSTANCE LIQUID, NOS". AFTER REVIEWING THIS INCIDENT AND TALKING WITH THE CREW AND EMPLOYEES WHO CONTAINED THE SPILL, I AGREE THIS SHOULD BE SENT AS A REGULATED SUBSTANCE LIQUID, NOS. THE SMELL IS REPORTED TO BE SO STRONG THAT IT IS NAUSEATING AND WOULD AFFECT CREW'S CAPABILITY OF OPERATING THE AIRCRAFT. WHAT CONCERNS ME MOST IS HOW MANY OTHER "APPARENT" NON-REGULATED MATERIALS COULD ALSO CAUSE THIS PROBLEM.

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: PAT OPPENHEIMER
Contact's Title: SR DG SPECIALIST
Business Name and Address:

E-mail Address:
Telephone Number: 9013693697
Fax Number:
Hazmat Registration Number:
Date: 04/14/1994
Preparer is: