



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-2018090605
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
09/15/2018
4. Time of Incident (use 24-hour time):
21:00
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: DENTON
County: DAVIDSON
State: NC
Zip Code: (if known): 27239
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
2730 Shiptontown Road
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
- Name: ECO-ENERGY, LLC
Street: 6100 TOWER CIR STE 500
City: FRANKLIN
State: TN
Zip Code: 37067-1466
Federal DOT Id Number: 2257271
Hazmat Registration Number: 0225271
11. Shipper/Officer:
- Name: ECO-ENERGY, LLC
Street: 6100 TOWER CIR STE 500
City: FRANKLIN
State: TN
Zip Code: 37067-1466
Waybill/Shipping Paper: 0110228
Hazmat Registration Number: 062218550577A
12. Origin (if different from shipper address)
- Street: 18846 N.C. Highway 8
City: DENTON
State: NC
Zip Code: 27239
13. Destination:
- Street: 6907 West Market Street
City: Greensboro
State: NC
Zip Code: 27409
14. Proper Shipping Name of Hazardous Material: DENATURED ALCOHOL
15. Technical/Trade Name:
16. Hazardous Class/Division: Flammable - Combustible Liquid
17. Identification Number: (E.g. UN2764, NA 2020) NA1987

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 368 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: -

How Failed: -

Causes of Failure: -

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

Identification Markings: DOT 406

(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: 9200 Liquid - Gallon
Amount in Package: 7902 Liquid - Gallon
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: HEIL
Serial Number: 7H81371
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: 10/26/2015
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 #: True
Police Report #: True NC6024711
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: \$ 200.00
Carrier Damage: \$ 225,000.00
Property Damage: \$ 0.00
Response Cost: \$ 20,000.00
Remediation/Cleanup Cost: \$ 50,000.00
(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?

True

If yes, how many? 4

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

True

If yes, provide the following information:

Estimated speed (mph): 63
Weather conditions: Wet road, rain
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:

Just after 9pm CST on 9/15/18 dispatcher Bobby Salyer received a text from driver Jeff Wright that read, 'accident'. He then received a call from 911 dispatch letting Bobby know that an ambulance was en route to Jeff. Meanwhile, dispatcher Bill Couch contacted Morgan letting him know that she needed to call Bobby. Morgan reached out to Bobby, who, while on the line with Morgan, received a subsequent call from a responding officer, Officer Hubbard. Bobby provided Morgan with Officer Hubbard's number. Officer Hubbard connected Morgan with Sargeant Gates, and local Emergency Responder Alton Haines. She was informed that there was a slow leak and that a response unit was needed. (It would later be discovered that there was another breach in the tanker.) Morgan utilized AIG's PIER program to get a unit on site. PIER's resource, Clean Harbors, led by District Manager Brian Overmyer, was sent on-site. During this time, Bobby updated Morgan that Jeff suffered a broken cheekbone, but was okay. Regarding vehicle damage, at this point, the truck and trailer are considered totaled.

On 9/16, Brian Overmyer reported to Morgan that Clean Harbors was able to vacuum off approximately 7000 gallons of product from the tanker truck, up from the original report of 6500 gallons. Based on this information, it was initially estimated that between 300 and 900 gallons of product was released.

The morning of 9/17/18, Morgan was notified by Alton Haines and resident Michael Floyd that the incident occurred on and near properties with wells. Eco would contract with environmental consultants to perform soil and water monitoring at the site. Rich Luzinski, terminal coordinator Cara Waters, and Morgan worked together to collect documents such as truck and trailer registration, Peoplenet logs, BOL, and engine data. Peoplenet data indicates that Jeff was not in violation of any DOT HOS regulations. Engine data indicates, within the two minutes prior to the accident, Jeff was driving between 48 and 63 mph. Prior to reading 0 mph, the last five seconds of the onboard event recorder indicate 63, 53, 47, 35, 41 mph. Later that morning, Rich Luzinski and Morgan Greenwood called Jeff Wright. Jeff indicated he was in pain and that he had lost his hearing aide and glasses. He also said that the seatbelt did not catch. He had a broken cheekbone and eye socket and stitches in his forehead. He had been released from the hospital at approximately 7am CST. Rich asked Jeff what happened that night and Jeff expressed that if there had been a sign at that curve 'this wouldn't have happened'. Jeff told Rich 'ask any driver, everyone knows about that curve'. Rich asked what the speed limit was, Jeff indicated he did not know. Rich asked how the conditions were and Jeff said the road was wet. Rich asked Jeff if he felt he was driving at a safe speed given the conditions (tropical storm from Hurricane Florence). Jeff again referenced the curve.

On 9/18/18, Morgan received the post-accident Driver/Vehicle Examination Report. Sgt. Benjamin Gates cited Jeff for exceeding safe speed for conditions, CFR 392.2MI.

On 9/19/18, Morgan learned from Sgt. Gates that the speed limit in that location is 55mph. Alton Hanes of Davidson County called Morgan and informed her that a total of 368 gallons were spilled. This is based on final vac truck information Alton received from Clean Harbors (7534 gallons pulled off).

Morgan is working with AIG's PIER program and contractor WCD Group to have a series of soil and water testing done at three properties near the accident. That testing began 9/19/18. She has been in contact with NC Department of Environmental Quality and has been asked to keep that agency apprised of testing results.

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:

For Eco-Energy, this incident confirms that speed management must be an integral part of our driver training and disciplinary program. Part of this training must also reference weather-appropriate speed management. I will be working on a revamped speed management training to deliver to our drivers and also work with driver managers to expedite the disciplinary process for speeding infractions.

PART VIII – CONTACT INFORMATION

Contact's Name:	Morgan Greenwood
Contact's Title:	Environmental and Safety Manager
Business Name and Address:	ECO-ENERGY, LLC 6100 TOWER CIR STE 500 FRANKLIN TN 37067-1466
E-mail Address:	morgang@eco-energy.com
Telephone Number:	(615)721-7002
Fax Number:	
Hazmat Registration Number:	
Date:	09/21/2018
Preparer is:	Carrier

10/26/2015