



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-2006060356
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 05/05/2006
4. Time of Incident (use 24-hour time): 04:00
5. Enter National Response Center Report Number (if applicable): 796154
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: WILMINGTON
County: CLINTON
State: OH
Zip Code: (if known): 45177
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
145 HUNTER DRIVE
8. Mode of Transportation: Air
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: ABX AIR INC.
Street: 145 HUNTER DRIVE
City: WILMINGTON
State: OH
Zip Code: 45177
Federal DOT Id Number: Hazmat Registration Number: 060206550095OQ
11. Shipper/Officer:
Name: CRITERION CATALYST & TECHNOLOGIES
Street: 1001 N TODD AVE
City: AZUSA
State: CA
Zip Code: 91702
Waybill/Shipping Paper: 2932564854
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street:
City:
State:
Zip Code:
13. Destination:
Street: 909 PITNER AVE
City: EVANSTON
State: IL
Zip Code: 60202
14. Proper Shipping Name of Hazardous Material: MERCURY
15. Technical/Trade Name:
16. Hazardous Class/Division: Corrosive Material
17. Identification Number: (E.g. UN2764, NA 2020) UN2809

- 18. Packing Group:** (if applicable) III
- 19. Quantity Released:** (Include Measurement Units) 6 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:
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: - 104-Body; 129-Inner Receptacle

How Failed: - 307-Gouged or Cut; 307-Gouged or Cut

Causes of Failure: - Impact with Sharp or Protruding Object (e.g., nails); Impact with Sharp or Protruding Object (e.g., nails)

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

Identification Markings: 4G/Z30.6/S/95

(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: Box Material of Construction: Fiberboard Head Type (Drums only):	Packaging Type: Bottle Material of Construction: Plastic
27. Describe the package capacity and the quantity:	
Package Capacity: 40 Liquid - Pound Amount in Package: 40 Liquid - Pound Number in Shipment: 2 Number Failed: 1	Package Capacity: 7.7 Liquid - Pound Amount in Package: 7.7 Liquid - Pound Number in Shipment: 8 Number Failed: 1
28. Provide packaging construction and test information, as appropriate: Manufacturer: DFG GOLDSMITH CHEMICAL & METAL CORP Manufacture Date: Serial Number: Last Test Date: 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: 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
Police Report #: True
In-house cleanup: True
Other Cleanup: True

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: | \$ 0.00 |
| Carrier Damage: | \$ 0.00 |
| Property Damage: | \$ 0.00 |
| Response Cost: | \$ 284,038.00 |
| Remediation/Cleanup Cost: | \$ 290,225.00 |
- (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? 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? False

- 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)?

Air carrier cargo facility

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) |
| False | True |
| - Transport by air (subsequent flights) | - Initial transport by highway to cargo facility |
| True | True |
| - Transfer at sort center/cargo facility | |
| True | |

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:

On 05/05/2006 at 0400 EST, a spill was reported on aircraft tail N7O2AX, parking at gate B12, located at Abx Air, Inc., 145 Hunter Drive, Wilmington, Ohio 45177. Spill technicians Samuel Harner and Andrew Fries donned proper personal protective equipment and responded. The Hotline contacted Network Control Group and Aircraft Maintenance and advised of spill. Upon arrival of the spill scene, the technicians confirmed a mercury spill. The DHL network control group was contacted to advise confirmed mercury spill. The PNFMS (electronic pilot notification form system) was referenced and it was determined that inbound Flight 412, Tail N7O2AX, ONT to ILN contained a reportable quantity of mercury. Shipment was Awb# SOP 2932564854 ORD located in container #ONTO1. This was a 2 piece shipment containing a combined weight of 36.2 kg of mercury. This shipment was also referenced in the PNFMS for outbound Flight 797, Tail N767AX, ILN to ORD with the location of load position 3A1. Hazmat Hotline contacted John Keane, Ramp Manager at ORD and informed him of the possible leaking mercury shipment. The Hotline contacted HMHTTC Spill Response and reported the aircraft incident at ORD, requesting response. HMHTTC advised of an ETA 2 to 3 hours. ILN management conducted an area check of the Chicago load area in the haz sort and mercury was found. The NRC (National Response Center) was contacted to report the leaking mercury. Report # 796154 was assigned to ILN and Report # 796156 was reported to the aircraft at ORD. Hazmat response crews worked on spill mitigation at aircraft N7O2AX (aircraft located at ILN), aircraft N767AX (aircraft located at ORD), and building 207/208/209 (hazmat sort building). Response crews were also dispatched to the SOP station (origin station) and the ONT/ONR (ramp) station to conduct a check for possible mercury contamination. No mercury was found at SOP. Mercury was found at ONT/ONR ramp. Hazmat response crew mitigated mercury contamination at ONT/ONR. Upon arrival at the ORD ramp, response crews began clean up. The 2 piece mercury shipment was located. Upon investigation of the shipment, it was found that due to a slight gouge in the outer package and a slight gouge on one of the inner plastic bottles, Approximately 6 pounds of the mercury was lost, (4 lbs on N7O2AX, 1 lb on N767AX, and 1 lb on the ground and in the haz sort). This shipment originated out of SOP, trucking to ONT on Truck # 9027, flew into ILN from ONT on Flight 412, N7O2AX, went through the haz sort area and then reloaded onto Flight 797, N767AX, ILN to ORD. This incident was reported to the Western Pacific Region Federal Aviation Administration and the Great Lakes Region Federal Aviation Administration. Clean up crews continued to clean and do meter readings in all affected areas until they were released. SOP station was released on 5/5 with no contamination found. ONT/ONR station was released on 5/5 upon clearance by spill response team. Building 207/208/209 was released on 5/5 upon clearance by spill response team. Aircraft N7O2AX was released to maintenance on 5/17 upon clearance by spill response team. Aircraft N767AX was released to maintenance on 5/19 upon clearance by spill response team. This shipment was declared as Mercury, Class 8, Un2809, Pg III, RQ with the Shippers Declaration for Dangerous Goods attached. A supplemental report will be done with updated information regarding the material loss, carrier damage, property damage, response cost, remediation cost, and the Fire Dept / Police report numbers.

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:	THERESA ANTHONY
Contact's Title:	HAZARDOUS MATERIAL SPECIALIST
Business Name and Address:	ABX AIR, INC. 145 HUNTER DRIVE WILMINGTON OH 45177
E-mail Address:	THERESA.ANTHONY@ABXAIR.COM
Telephone Number:	(866)588-2002
Fax Number:	(937)383-4419
Hazmat Registration Number:	
Date:	05/23/2006
Preparer is:	Carrier