



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-2007090031
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
08/07/2007
4. Time of Incident (use 24-hour time):
07:30
5. Enter National Response Center Report Number
(if applicable):
844762
6. If you submitted a report to another Federal DOT agency, enter
the agency and report number:
7. Location of Incident:
- City: N/A; COSGROVE REST AREA
County: UNKNOWN
State: NV
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
MP 158; I-80 SW of Winnemucca
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
- Name: Burlington Environmental Inc.
Street: 1629 E. Alexander Ave.
City: TACOMA
State: WA
Zip Code: 98421
Federal DOT Id Number: 262568
Hazmat Registration Number: 060807551068P
11. Shipper/Officer:
- Name: Northwest Etch Technology
Street: 2601 S. Hood St.
City: TACOMA
State: WA
Zip Code: 98409
Waybill/Shipping Paper: 64576-07 (BOL)
Hazmat Registration Number: n/a
12. Origin (if different from shipper address)
- Street:
City:
State:
Zip Code:
13. Destination:
- Street: 2095 Newlands Ave
City: FERNLEY
State: NV
Zip Code: 89408
14. Proper Shipping Name of Hazardous Material: FERRIC CHLORIDE, SOLUTION
15. Technical/Trade Name:
16. Hazardous Class/Division: Corrosive Material
17. Identification Number: (E.g. UN2764, NA 2020) UN2582

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 100 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: - 133-Liquid Line

How Failed: - 308-Leaked

Causes of Failure: - Corrosion - Interior

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

Identification Markings: MC 307-312

(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: 5000 Liquid - Gallon
Amount in Package: 3500 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: Thompson

Serial Number: 2862

Material of Construction: mild steel (if Tank Car, CTMV, Portable Tank, or Cylinder)

Design Pressure: 40 PSI (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: 01/01/1989

Last Test Date: 08/17/2006

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 #: True unknown
In-house cleanup: False
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: \$ 18,000.00
Property Damage: \$ 0.00
Response Cost: \$ 1,000.00
Remediation/Cleanup Cost: \$ 26,000.00
(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?

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?

True

If yes, provide the following information:

Total number of general public evacuated: 15
Total number of employees evacuated: 0
Total evacuated: 15
Duration of the evacuation: 24

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:

Driver was proceeding westbound on I-80 approximately 25 miles southwest of Winnemucca, NV, when he noticed a mist trailing his vehicle in the rearview mirror. Driver pulled off freeway at Exit 158 (Cosgrove Rest Area), turned left under the freeway overpass, and proceeded to the rest area where he parked the vehicle.

Of the estimated <100 gallons of ferric chloride solution that spilled to the roadway, the majority of it was located under the overpass. A thin trail of material was also spilled on the access road to the rest area. No material was released to the land or waterways. The active leak ceased when the driver parked the vehicle.

The driver notified a Nevada Highway Patrol officer that was in the vicinity, and the NHP closed the rest stop and access road. Vehicles that were parked in the rest area were not allowed to leave because they would have to have driven through the spilled material (the rest stop has only one road as a means of ingress/egress). Drivers of the quarantined vehicles were transported to Winnemucca and were provided with hotel rooms for the duration of the cleanup.

An emergency response contractor was brought in to neutralize the spilled material with sodium bicarbonate solution and water. The roadway was pressure washed and decontamination liquids were collected with a vac truck. The remaining liquid on the tanker was offloaded into poly totes, and all materials were transported to PSC's hazardous waste facility in Fernley, NV.

Upon inspection, a small corrosion hole was found in the bottom 90-degree elbow of the tanker's standpipe. It is assumed that liquid movement in the tank had allowed material to enter the standpipe, and the material was released through the hole. The tanker has been taken out of service, and is currently being repaired in Tacoma, WA.

Notification of the incident was provided immediately to the Nevada Department of Environmental Protection, EPA Region 9, and to the NRC (report #844762).

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 tanker was taken out of service and is currently being repaired. Periodic thickness testing will be undertaken to ensure the tanker's integrity is maintained.

PART VIII - CONTACT INFORMATION

Contact's Name:	Keith Lund
Contact's Title:	Env. Affairs Manager
Business Name and Address:	Burlington Environmental, Inc. a wholly owned subsidiary of Philip Services Cor 18000 72nd Ave S., #217 KENT WA 98032
E-mail Address:	klund@pscnow.com
Telephone Number:	425-227-6120
Fax Number:	
Hazmat Registration Number:	
Date:	09/06/2007
Preparer is:	Carrier

01/01/1989