



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-2010080349
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
04/06/2010
4. Time of Incident (use 24-hour time):
13:20
5. Enter National Response Center Report Number (if applicable):
936295
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: CHAMPAIGN
County: CHAMPAIGN
State: IL
Zip Code: (if known): 61820
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
CORNER OF 1100E & 2100 N.
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: ILLINI FS INC
Street: 1509 EAST UNIVERSITY AVENUE
City: URBANA
State: IL
Zip Code: 61802-
Federal DOT Id Number: 214862
Hazmat Registration Number: 052510008005SU
11. Shipper/Officer:
Name: ILLINI FS INC
Street: 1509 EAST UNIVERSITY AVENUE
City: URBANA
State: IL
Zip Code: 61802-
Waybill/Shipping Paper:
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street: 1806 E. LEVERETT ROAD
City: CHAMPAIGN
State: IL
Zip Code: 61822
13. Destination:
Street:
City:
State:
Zip Code:
14. Proper Shipping Name of Hazardous Material: AMMONIA ANHYDROUS
15. Technical/Trade Name: ANHYDROUS AMMONIA
16. Hazardous Class/Division: Poisonous Gas
17. Identification Number: (E.g. UN2764, NA 2020) UN1005

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 1600 Gas - 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:

Portable Tank

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: - 127-Inlet (Loading) Valve

How Failed: - 304-Cracked

Causes of Failure: - Vehicular Crash or Accident Damage

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

Identification Markings: DOT 1005 PLACARDS/ANHYDROUS AMMONIA MARK

(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: 2000 Gas - Gallon
Amount in Package: 1600 Gas - 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: AMERICAN WELDING & TANK
Serial Number: 6SS000524/943607
Material of Construction: STEEL (if Tank Car, CTMV, Portable Tank, or Cylinder)
Design Pressure: 250 (if Tank Car, CTMV, Portable Tank)
Shell Thickness: 0.271 INCH (if Tank Car, CTMV, Portable Tank)
Head Thickness: (if Tank Car, CTMV)
Service Pressure: (if Cylinder)

Manufacture Date: 01/01/2000
Last Test Date:

If valve or device failed:

Type: FRONT LIQUID W/D
Model: AL479
Manufacturer: SQUIBB/TAYLOR

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: | False | - 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 #: True
Police Report #: True
In-house cleanup: False
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: \$ 2,000.00
Carrier Damage: \$ 0.00
Property Damage: \$ 0.00
Response Cost: \$ 0.00
Remediation/Cleanup Cost: \$ 0.00
(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?

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): 30
Weather conditions: DRY
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:

Anhydrous ammonia — 2000 gal nurse tank release 4-6-2010 — Leverett Facility

Illini ES Safety & Regulatory Administrator, Pat Titus, was at the Leverett plant when a phone call from Gary "Rodney" White came in to Dave Jarvis, plant manager. White indicated he had been struck by a vehicle and the accident was at the intersection of Prospect & Hensley Rd. Dave Jarvis and Pat Titus went out to the accident scene. En route, Dave finds out from White that product is escaping and Rodney thought his thumb was broken. Titus calls in to Gala Alwood at the Urbana office to begin calling the three regulatory agencies. Titus phones Safety Mgr., John Warriner, (voicemail) and lets him know about the accident.

When Titus and Jarvis come on the scene of the accident, the road in front of Rodney was blocked off by the local township truck that was beyond the intersection about 130 feet. Jarvis and Titus are second on the scene and put the flashers on to slow traffic from the east. Titus checks with White to assess his injuries. He was upwind from the truck in the field and was holding his head. He indicated his injuries were his right thumb and some abrasions/redness on his left forearm. Titus asked if the redness was burning—he said "no." White mentioned he could not open the driver's door to get out. The other driver came over to ask White if he was okay. White sees a NH3 vapor cloud forming and tells driver to get clear of the area as he is carrying hazardous materials. White crawls out of the truck through the rolled-down window. Jarvis surveyed the accident scene where the truck was hit in the front and nosed down into the ditch. It remained upright whereas the NH3 tank was on its side covering the roadway. NH3 was still escaping at the front from a broken liquid valve. The other pickup truck is in the ditch as well. White indicated the other pickup truck barely stopped at the stop sign. White did not have a stop sign and had right of way. By the time White realized the other truck was coming into the Illini FS truck path, it was too late to stop truck & nurse tank. The truck, with the damage to the front, deployed both air bags. By now the Champaign County Sheriffs Department and the Thomasboro Fire Department are on the scene. White is transported to Carle Emergency Room for treatment by Arrow Ambulance. Safety Mgr. John Warriner and Asst. Operations Manager, Steve Dollins arrive. General Manager, Roger Read, arrives to the accident scene as well. The decision is made to try to transfer the product from the damaged tank via transfer pump to another tank. The transfer pump hoses are not long enough to accommodate a tank with valves barely off the ground. Transfer is not attempted. The pickup truck is separated from the nurse tank. The decision is then made to have Road Ready use their crane lift to pull the nurse tank over, righting it back on all four wheels and then assess the scene. This process took about 1-1/2 hours. The right front rim of the tank running gear is severely damaged and the integrity of the running gear is in question. To help in the recovery process, the TED was readying to spray water on the NH3 vapor cloud. Both Warriner and Titus ask the TED to keep water to a minimum to avoid environmental concerns. As this process was occurring, for the safety of the Road Ready crew, the Thomasboro FD sprayed a fine mist on the NH3 cloud to hold it at bay from the response crew. After completion of the job, the Thomasboro Fire Department indicated that about 1000 gallons of water was used to contain the cloud. After the tank is upright, the decision is made by Warriner/Dollins/Jarvis to take the tank back in to the Leverett plant, using Reynolds Towing Service. It takes about another hour for the tank to be maneuvered onto the hoist of the Reynolds trailer flatbed. The intersection was opened up at about 5:00 p.m.

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 FAILURE OF THE ROLL CAGE WAS A CONCERN OF OURS. WE CONTACTED THE TANK SUPPLIER TO NOTIFY THEM OF THE ACCIDENT.

PART VIII – CONTACT INFORMATION

Contact's Name:	PAT TITUS
Contact's Title:	SAFETY & REGULATORY ADMINISTRATION
Business Name and Address:	ILLINI FS DIVISION OF GROWMARK, INC. 1000 E, WILSON STREET TUSCOLA IL 61953
E-mail Address:	PTITUS@ILLINIFS.COM
Telephone Number:	217-253-2348
Fax Number:	217-253-4977
Hazmat Registration Number:	
Date:	
Preparer is:	Facility owner/operator

01/01/2000