



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-2018100430
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
08/23/2018
4. Time of Incident (use 24-hour time):
23:30
5. Enter National Response Center Report Number (if applicable):
1222597
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: FRANKLIN BLUFFS
County: NORTH SLOPE
State: AK
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
DALTON HWY MILEPOST 382
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: COLVILLE TRANSPORT
Street: 360 EAST VAN HORN ROAD
City: FAIRBANKS
State: AK
Zip Code: 99701
Federal DOT Id Number: 1455914
Hazmat Registration Number: 051018550086A
11. Shipper/Officer:
Name: COLVILLE INC.
Street: 100 SAG RIVER RD
City: PRUDHOE BAY
State: AK
Zip Code: 99734
Waybill/Shipping Paper:
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street:
City:
State:
Zip Code:
13. Destination:
Street: 27 SAG RIVER ROAD
City: PRUDHOE BAY
State: AK
Zip Code: 99734
14. Proper Shipping Name of Hazardous Material: DIESEL FUEL
15. Technical/Trade Name:
16. Hazardous Class/Division: Flammable - Combustible Liquid
17. Identification Number: (E.g. UN2764, NA 2020) NA1993

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 1779 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? True

If yes, provide the Hazard Zone: C

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: - 150-Tank Shell

How Failed: - 310-Ripped or Torn

Causes of Failure: - Rollover Accident

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

Identification Markings: DOT 406 TANKER (HIGHWAY)

(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: 4400 Liquid - Gallon
Amount in Package:
Number in Shipment:
Number Failed:

Package Capacity:
Amount in Package:
Number in Shipment:
Number Failed:

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

Manufacturer:	BEALL	Manufacture Date:	11/20/2015
Serial Number:	ST-3261-16	Last Test Date:	11/28/2017
Material of Construction:	5454-H32AL (if Tank Car, CTMV, Portable Tank, or Cylinder)		
Design Pressure:	3.3 PSI (if Tank Car, CTMV, Portable Tank)		
Shell Thickness:	0.235 INCH (if Tank Car, CTMV, Portable Tank)		
Head Thickness:	0.23 INCH (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 #: False
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: \$ 10,260.00
Carrier Damage: \$ 121,586.00
Property Damage: \$ 0.00
Response Cost: \$ 30,261.00
Remediation/Cleanup Cost: \$ 20,000.00
(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?

True

If yes, how many? 1

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?

True

If yes, provide the following information:

Estimated speed (mph): 50
Weather conditions: HEAVY FOG
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:

ON 23 AUGUST 2018, AT 2321 HOURS A VEHICLE ACCIDENT OCCURRED AT MILE POST 382.5 ON THE DALTON HIGHWAY, RESULTING IN ROLLOVER OF A FUEL TANKER CARRYING 9,716 GALLONS OF ULTRA-LOW SULFUR DIESEL (ULSD) AND THE DEATH OF THE DRIVER. THE FORWARD PORTION OF THE TANKER WAS TORN DURING IMPACT WHERE SOME LEAKAGE OCCURRED. THERE WAS ALSO LEAKAGE FROM THE DOME LIDS, SINCE THE TANKER WAS LAYING ON IT'S SIDE. RESPONSE ACTIONS INCLUDED: REMOVING REMAINING FUEL FROM TANKER, DEPLOYING SORBENTS/BOOM, AND CAPTURING FUEL IN BUCKETS. INITIAL RESPONSE TIME OF PERSONNEL OCCURRED APPROXIMATELY 2 HOURS FOLLOWING TIME OF ACCIDENT (2321 HRS.) SEE ULSD INVENTORY DETAILS BELOW:

ORIGINAL VOLUME OF ULSD IN TANKER: 9,716 GALLONS
ULSD RECOVERED FROM TANKER: 7,937 GALLONS
ULSD SPILLED $9,716 - 7,937 = 1,779$ GALLONS
ULSD RECOVERED FROM SEPARATION TANK: 1,413 GALLONS
ULSD RECOVERED FROM ABORBS: 93 GALLONS
TOTAL VOLUME SPILLED: $9,716 - 1,413 - 93 = 273$ GALLONS

COORDINATION EFFORTS ARE ON-GOING AT THE SITE. REMOVAL OF CONTAMINATED SOIL AND INTEGRITY INSPECTION OF GAS PIPELINE AND FIBER OPTIC CABLES ARE CURRENTLY IN-WORK. COST OF RE-MEDIATION ARE UNKNOWN AT THIS TIME, BUT CAN BE PROVIDED ONCE CLEAN-UP EFFORTS ARE COMPLETE.

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:

LISTED BELOW ARE SOME CORRECTIVE ACTIONS/IMPROVEMENTS COLVILLE IS ACTIVELY WORKING:

1. INSTALLATION OF DOME LID CLAMPS FOR DOME LIDS ON THE TRANSPORT TANKER FLEET. DURING THE ROLLOVER, SOME OF THE ULSD DID SEEP OUT OF THE DOME LIDS, HOWEVER NONE OF THE DOME LIDS ACTUALLY FAILED. COLVILLE BELIEVES THAT DOME LID CLAMPS WOULD HAVE REDUCED LEAKAGE BY USING THESE DEVICES.
2. ACTIVE PARTICIPANTS AND HIGHLY ENGAGED WITH THE HAUL ROAD SAFETY GROUP (DALTON HIGHWAY) TO EXCHANGE ROAD AWARENESS INFORMATION
3. THE ROAD SURFACE OF THE DALTON HIGHWAY ALONG MP 382.5 WAS CONTRIBUTING FACTOR TO THE ACCIDENT. COLVILLE IS ACTIVELY ENGAGED WITH DEPARTMENT OF TRANSPORTATION AND DEDICATED WITH IMPROVING THE DALTON HIGHWAY, ALONG WITH INCREASED AWARENESS TO DRIVERS OF ROAD CONDITIONS.

PART VIII - CONTACT INFORMATION

Contact's Name:	HANK HERGLOTZ
Contact's Title:	SAFETY MANGER
Business Name and Address:	COLVILLE INC. 4300 B STREET SUITE 308 ANCHORAGE AK 99503
E-mail Address:	HHERGLOTZ@COLVILLEINC.COM
Telephone Number:	907-863-0571
Fax Number:	
Hazmat Registration Number:	051018550086A
Date:	10/24/2018
Preparer is:	Carrier

11/20/2015