



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-2011100265
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 09/21/2011
4. Time of Incident (use 24-hour time): 18:00
5. Enter National Response Center Report Number (if applicable): 991703
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: SUFFOLK
County: SUFFOLK CITY
State: VA
Zip Code: (if known): 23434
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
RT. 58 HOLLAND ROAD
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: ENVIRONMENTAL OPTIONS, INC.
Street: 720 ENERGY BLVD.
City: Rocky Mount
State: VA
Zip Code: 24151
Federal DOT Id Number: 280618
Hazmat Registration Number: 052709008021RT
11. Shipper/Officer:
Name: MCKEE CRAFT
Street: 404 SANDY STREET
City: Fairmont
State: NC
Zip Code: 28340
Waybill/Shipping Paper: 00113841GBF
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street:
City:
State:
Zip Code:
13. Destination:
Street: 4550 SPRING GROVE AVE
City: CINCINNATI
State: OH
Zip Code: 45232
14. Proper Shipping Name of Hazardous Material: ORGANIC PEROXIDE TYPE D, LIQUID
15. Technical/Trade Name: METHYL ETHYL KETONE PEROXIDE
16. Hazardous Class/Division: Organic Peroxide
17. Identification Number: (E.g. UN2764, NA 2020) UN3105

18. Packing Group: (if applicable) II

19. Quantity Released: (Include Measurement Units) 0.1 Liquid - Gallon

20. Was the material shipped as a hazardous waste? True
If yes, provide the EPA Manifest Number: 001138H10GBF

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: - 103-Basic Material
How Failed: -
Causes of Failure: - Commodity Self-Ignition; Fire, Temperature, or Heat

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

Identification Markings:

(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: Drum Material of Construction: Plastic Head Type (Drums only): Removable	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: 15 Liquid - Gallon Amount in Package: 5 Liquid - Gallon Number in Shipment: 3 Number Failed:	Package Capacity: Amount in Package: Number in Shipment: Number Failed:

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

Manufacturer:	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: | False | - Fire: | True |
| - 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 VA0203420216
In-house cleanup: False
Other Cleanup: False

32. Damages Was the total damage cost more than \$500? False

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: \$ 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? 5.5

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?

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:

Hazardous Materials Incident Synopsis

Events of September 21, 2011

On September 21, 2011 Environmental Options, Inc. picked up three containers of lab packed chemicals from the former McKee Craft facility located at 404 Sandy St, Fairmont, NC, 28340. The facility is presently in bankruptcy and Community South Lending of Tennessee is overseeing the facility closure which includes removal of wastes abandoned by McKee Craft. Steve Gross of Community South contacted Global Environmental Assurance to provide waste removal services. Jimmy Beliveau, Global Environmental Assurance, PO Box 337, St. George, SC 29477 packaged the material for shipment and contacted Environmental Options, Inc. to transport to the disposal facility. At the point of pick-up Key McKee signed the manifest certifying that the waste was "classified, packaged, marked and labeled/placarded and are in all aspects in proper condition for transport according to applicable international and national government regulations." As determined later, this was not the case. During the investigation of the incident it was determined the materials were improperly packaged and prepared for shipment by Global Environmental Assurance (Jimmy Beliveau). Specifically the following has been determined:

1. The MEKP containers contained holes and were placed in the containers with packing material.
2. Improper packing materials-the absorbent seemed to be a residential kitty litter containing odor control crystals which would be incompatible with MEKP. This incompatibility would cause an exothermic reaction if the two came in contact with one another which would be highly likely when containers with holes were placed in the drums.
3. The items were placed on top of the packing material not surrounded by and cushioned to prevent breakage or leaking and to maintain the container in an upright position during transport.
4. A creme hardener containing 30-60% benzoyl peroxide was packed with the MEKP and would be incompatible with the MEKP and should have been packaged separately.

It is our belief that the fire on our vehicle was a direct result of improper packaging by Global Environmental Assurance (Jimmy Beliveau). Key McKee also certified by his signature that the material was properly packaged.

During transport the driver of the transport vehicle noticed smoke coming from the rear of his trailer and pulled to the side of the road. A police officer from the Suffolk Police department pulled in behind him. The Suffolk Fire department was notified and responded along with the Portsmouth and Chesapeake Hazmat teams. The Hazmat team made entry into the trailer and determined that 2 drums of organic peroxides had been on fire but at this point the fire was out and the situation was stable. A private company, PetroChem was contracted to complete the repacking of materials and to insure that all remaining containers were not compromised during the incident. Upon entry into the truck by PetroChem it was documented that the following were melted as a result of the fire: one 15 gallon blue poly drum (almost completely empty), one 85 gallon overpack, and one poly tote. One 85 gallon metal overpack had been scorched. All of the drums affected were located at the rear of the trailer and were easy to segregate from the rest of the load. Segregation was completed and the load secured. After conferring with the DOT officer on site, the decision was made to move the trailer to another site one-quarter of a mile down the road to complete the repackaging of wastes and drums affected by the fire. PetroChem personnel repackaged the materials. During this process, heat was still being generated by the peroxides so they were placed in poly drums and watered down to prevent any further reactions. PetroChem transferred these drums to their truck to prevent any possible reaction with other drums on Environmental Options' trailer. The vehicle was then ready to move. At no point other than the smoke from the reaction did any release into the environment occur. Everything was contained within the trailer.

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:

WE ARE CHANGING OUR PROCEDURES TO REQUIRE ALL BROKERS TO PROVIDE US WITH COPIES OF ALL PAPERWORK TWO DAYS PRIOR TO OUR PICKING UP THEIR CLIENTS WASTE. (SEE ATTACHMENT III)
WE WILL NO LONGER PICK-UP FOR TRANSPORT LAB PACKED MATERIAL FROM ANY SITE THAT WAS NOT PACKAGED BY ENVIRONMENTAL OPTIONS, INC. PERSONNEL. (SEE ATTACHMENT III)
WE WILL NO LONGER DO BUSINESS WITH GLOBAL ENVIRONMENTAL ASSURANCE, THE BROKER RESPONSIBLE FOR PACKING THE MATERIAL INVOLVED IN THE INCIDENT. (SEE ATTACHMENT IV)

PART VIII – CONTACT INFORMATION

Contact's Name:	PAMELA B. WESTGATE
Contact's Title:	PRESIDENT
Business Name and Address:	ENVIRONMENTAL OPTIONS, INC. 720 ENERGY BLVD., ROCKY MOUNT VA 24151
E-mail Address:	PWESTGATE@ENVIRONMENTALOPTIONS.COM
Telephone Number:	540-483-3920
Fax Number:	540-483-3855

Hazmat Registration Number:

Date:

Preparer is:

Carrier