



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-2016040029
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 03/04/2016
4. Time of Incident (use 24-hour time): 08:45
5. Enter National Response Center Report Number (if applicable): 1141996
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: CAROL STREAM
County: DU PAGE
State: IL
Zip Code: (if known): 60188
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
551 KIMBERLY DRIVE
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: HYDRITE CHEMICAL CO
Street: 300 N. PATRICK BLVD
City: BROOKFIELD
State: WI
Zip Code: 53045
Federal DOT Id Number: 100011
Hazmat Registration Number: 052112004014UW
11. Shipper/Officer:
Name: AMERICO CHEMICALS PRODUCTS, INC
Street: 551 KIMBERLY DRIVE
City: CAROL STREAM
State: IL
Zip Code: 60188
Waybill/Shipping Paper: MKND915
Hazmat Registration Number: 057351
12. Origin (if different from shipper address)
Street: 8622 N 87TH STREET
City: MILWAUKEE
State: WI
Zip Code: 53224
13. Destination:
Street: 551 KIMBERLY DRIVE
City: CAROL STREAM
State: IL
Zip Code: 60188
14. Proper Shipping Name of Hazardous Material: OXIDIZING LIQUID, CORROSIVE, N.O.S.
15. Technical/Trade Name: AMERICO PHOS 250
16. Hazardous Class/Division: Oxidizer
17. Identification Number: (E.g. UN2764, NA 2020) UN3098

- 18. Packing Group:** (if applicable) II
- 19. Quantity Released:** (Include Measurement Units) 2580 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:
IBC

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: - 128-Inner Packaging
How Failed: - 309-Punctured
Causes of Failure: - Inadequate Preparation for Transportation

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

Identification Markings: 31HA1/Y/9-15/USA/AA4494/3402/1710/1041

(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: IBC Material of Construction: Plastic Head Type (Drums only):	Packaging Type: Material of Construction:
27. Describe the package capacity and the quantity:	
Package Capacity: 2580 Liquid - Pound Amount in Package: 2580 Liquid - Pound 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: Serial Number: 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 #: False
Police Report #: False
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: \$ 2,371.00
Carrier Damage: \$ 380.00
Property Damage: \$ 0.00
Response Cost: \$ 22,590.00
Remediation/Cleanup Cost: \$ 3,200.00
(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?

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:

HYDRITE CHEMICAL CO. WAS THE CARRIER TRANSPORTING SEVERAL TOTES AND DRUMS OF CHEMICALS TO OUR CUSTOMER, WHO WAS THE SHIPPER, TO THE SHIPPERS RECEIVING LOCATION AT 551 KIMBERLY DRIVE, CAROL STREAM, ILLINOIS.

APPROXIMATELY 4 MILES FROM THE LOCATION, OUR DRIVER, GREG DUNFORD, WAS CUT-OFF BY A VEHICLE WHO CAME FROM THE REAR RIGHT, MOVED TO THE REAR LEFT, SPED UP AND PULLED IN FRONT OF THE TRAILER AT A STOP LIGHT. OUR DRIVER HIT THE BRAKES TO AVOID A COLLISION. HE DID NOT FEEL A SHIFT IN THE LOAD, NOR DID HE HEAR ANYTHING, THOUGH HE DID LOOK BEHIND HIM FOR EVIDENCE OF SKID MARKS. HE LOOKED AND DID NOT SEE SKID MARKS OR ANY LIQUID.

THE DRIVER PROCEEDED TO THE DELIVERY LOCATION AT 551 KIMBERLY DRIVE. HE PULLED FORWARD TO THE RIGHT, AND THEN BACKED IN OVER A HUMP AND DOWN THE CONTAINMENT DOCK. HE WALKED AROUND THE FRONT OF HIS TRUCK TOWARDS THE DOCK, AND THE CUSTOMER HAD ALREADY OPENED THE OVERHEAD DOOR. THE CUSTOMER NOTICED SOME DRIPS WHICH STARTED TO LEAK MORE AS THE DRIVER WAS WALKING UP AND TOLD THE DRIVER. THE DRIVER PULLED FORWARD TO CHANGE THE PITCH OF THE TRAILER, AND PUT SOME CONTAINERS UNDER THE CORNERS OF THE TRAILER. SIMULTANEOUSLY, THE CUSTOMER LAID NUMEROUS BAGS OF FLOOR DRY ON THE SPILLED MATERIAL, ON THE DOCK AREA AND ON TOP OF THE SEWER COVER. ONCE THE TRAILER WAS PULLED FORWARD, THE RELEASE WAS LARGELY DRIPS INTO CONTAINERS FROM THE CORNERS OF THE TRAILER. THE LIQUID APPEARED TO BE LARGELY CONTAINED IN THE TRAILER.

THE DRIVER CALLED THE HYDRITE PLANT TO NOTIFY US OF THE RELEASE. CHRIS KRUK, HYDRITE WAREHOUSE SUPERVISOR, CALLED TO PROTECTIVELY REPORT THE SPILL TO THE NRC. TERRY FONS AND DAVE KRESS, REGIONAL OPERATIONS MANAGER, CALLED R3 ENVIRONMENTAL TO HAVE THEM RESPOND TO THE SPILL. R3 INITIATED MOBILIZATION AND CALLED HAZCHEM ENVIRONMENTAL CORP. TO ASSIST IN THE RELEASE CONTAINMENT AND CLEAN-UP DUE TO THEIR PROXIMITY. THERE WAS NO OBSERVED LIQUID ON KIMBERLY DRIVE.

R3 WAS ON SITE AT 10:33 AM. THEY DISCUSSED THE MATERIALS ON THE BOL, THE SDSS AND TESTED THE PH OF THE MATERIAL, WHICH WAS ALKALINE. THERE WERE NO FREE LIQUIDS IN THE ABSORBANT PLACED ON THE CONCRETE DOCK. THEY FIRST CLEANED UP THE ABSORBANT MATERIAL AND PUT IT INTO A 55 GALLON DRUM. NEXT THEY EXPOSED A STORM SEWER CROCK IN THE DOCK AREA THAT HAD BEEN COVERED BY A DRAIN MAT AND THE CLAY ABSORBANT. THE STANDING LIQUID WAS BELOW THE DRAIN OUTLET PIPE IN THE BASIN. THE PH WAS > 13 S.U. THE RESPONDERS THEN CHECKED THE ADJACENT DOWNSTREAM STORM WATER BASIN, ON THE EXTERIOR OF THE DOCK, AND IT HAD A PH OF 7. IT DID NOT APPEAR THAT ANY MATERIAL HAD BEEN RELEASED TO THE STORM SEWER.

THE RESPONDERS CALLED IN A VACUUM TRUCK TO EMPTY THE DOWNSTREAM BASIN, THE DOCK BASIN AND TO REMOVE THE LIQUID IN THE NOSE OF THE TRAILER.

UPON DONNING PPE AND ENTRY INTO THE TRAILER, THE RESPONDERS NOTED THAT LIQUID HAD ACCUMULATED IN THE NOSE OF THE TRAILER. THEY WORKED AT SCRAPING UP SOLID PRECIPITATE FROM THE TRAILER FLOOR. IT WAS NOTED THAT SOME OF THE PALLETS USED AS SPACERS HAD BEEN FORCED FORWARD AND SOME WERE SEVERELY DAMAGED. THE RESPONDERS NOTIFIED HYDRITE AT 12:27 PM THAT THEY MATERIAL HAD COMPROMISED WHAT APPEARED TO BE 3 TOTES. AT THIS POINT, HYDRITE DETERMINED THAT THE RELEASE EXCEEDED THE REPORTABLE QUANTITY FOR POTASSIUM HYDROXIDE. CATHERINE HAY-BASSETT CALLED THE NRC TO NOTIFY THEM, TALKED TO THE ILLINOIS EPA, AND CALLED IEMA, WHO COLLECTED A VARIETY OF INFORMATION AND ASSIGNED THE INCIDENT NUMBER LISTED ABOVE.

THE VACUUM TRUCK ARRIVED AND THE CLEAN CROCK AND CONTAINMENT CROCK WERE PUMPED OUT. THEN THE STANDING LIQUID WAS PUMPED FROM THE NOSE OF THE TRAILER. A SECOND HYDRITE TRANSPORTATION TRAILER ARRIVED ON SITE TO LOAD RECOVERED PRODUCT CONTAINERS.

CLAY ABSORBANT WAS USED TO SOLIDIFY SOME SEMI-SOFT PRECIPITATE ON THE TRAILER FLOOR, AND IT WAS SWEEPED UP AND PUT INTO POLY DRUMS AND CUBIC YARD BOXES. BROKEN CONTAMINATED WOOD FROM PALLETS WERE STAGED ON THE CONCRETE DOCK PAD. THE WOOD WAS PACKAGED INTO CUBIC YARD BOXES. AT THIS POINT, THE LIQUID AND SOLIDIFIED MATERIAL HAD BEEN LARGELY REMOVED FROM THE TRAILER. THE CUSTOMER ALLOWED THE RESPONDERS TO BACK INTO THE CUSTOMER DOCK TO OFF-LOAD PRODUCT CONTAINERS.

PLASTIC SHEETING AND PLYWOOD WERE LAID PRIOR TO UNLOADING THE TRAILER CONTENTS ONTO THE CUSTOMER'S INTERIOR DOCK TO PREVENT CONTAMINATION DURING CONTAINER MOVEMENT.

THREE TOTES WERE DAMAGED WHEN PIECES OF WOOD FROM THE PALLETS PUNCTURED THE INNER BOTTLES OF THE TOTES. THE FEET ON THOSE 3 TOTES WERE ALSO DISTORTED AND DAMAGED. THE TOTES, INCLUDING THE 3 DAMAGED TOTES, WERE REMOVED, WIPED OFF, FULLY WRAPPED IN PLASTIC AND TRANSFERRED TO THE CLEAN HYDRITE TRAILER.

A 275 GALLON TOTE OF AMERICO PHOS 250 SUSTAINED 4 INCH AND 3 INCH CRACKS AND A 2 INCH HOLE WHEN IT WAS PUNCTURED ON THE SIDE BY PIECES OF WOOD FROM PALLETS USED AS DUNNAGE. APPROXIMATELY 200 LBS WAS LEFT IN THE TOTE.

A 330 GALLON TOTE OF AMERICO SPRAY CLEAN NE2103AL WAS CRACKED (APPROXIMATELY 4 INCHES IN LENGTH NEAR THE BOTTOM ON THE SIDE OF THE TOTE) AND HAD A 2 INCH HOLE NEARBY WHICH LEAKED ALL BUT 180 LBS FROM THE TOTE.

A 330 GALLON TOTE OR AMERICO ELECTRO LV84 WAS PUNCTURED AT THE BOTTOM (A 2 INCH CRACK AND 3 INCH HOLE) AND RELEASED THE TOTE CONTENTS.

THE RESIDUAL IN THE DAMAGED TOTES WERE PUMPED OUT, AND THE DAMAGED AND FULL TOTES WERE WIPED OFF, FULLY WRAPPED IN PLASTIC AND TRANSFERRED TO THE CLEAN HYDRITE TRAILER.

THE CREW CONTINUED TO CLEAN OUT THE TRAILER FLOOR WHICH HAD BEEN COVERED WITH ABSORBANT AND CONTAINERIZED THE MATERIAL. THE DRUMS WERE TAKEN OFF THEIR PALLETS, WIPED OFF, AND REPALLETIZED

THE CLEAN TRAILER CONTAINING THE CLEANED CONTAINERS WAS SECURED, PLACARDED AND RELEASED FROM THE SITE, AND WAS SENT TO THE HYDRITE CHEMICAL CO. FACILITY IN UNIVERSITY PARK, ILLINOIS FOR MANAGEMENT OF THE MATERIALS AND EMPTY TOTES.

THE INITIAL TRAILER WAS SWEEPED AGAIN AND SPRAYED WITH A MILD CITRIC ACID SOLUTION TO NEUTRALIZE SURFACE AREAS.

AT 06:47 PM, THE CUSTOMER REQUESTED THAT WE LEAVE THE INSIDE OF THEIR PLANT SO PERSONNEL COULD GO HOME, AND TO RESUME WORK ON MARCH 7TH AT 6 AM. THE CREW WIPED OFF THE UNDERCARRIAGE OF THE TRAILER BODY, TIRES AND AREAS WHERE THERE HAD BEEN VISIBLE DRIPS. THE RESIDUAL CLAY ABSORBENT ON THE CONCRETE DOCK PAD WAS COLLECTED.

THE LIQUID IN THE VACUUM TRAILER WAS TESTED WITH STARCH POTASSIUM-IODIDE AND FOUND TO HAVE NO OXIDIZER POTENTIAL. THE MATERIAL (HIGH PH) WAS SENT TO BEAVER OIL FOR USE IN PH NEUTRALIZATION. (IT ARRIVED AT BEAVER OIL ON 3/5/16.)

THE CREW RETURNED TO THE PROJECT SITE ON MARCH 7TH TO COMPLETE THE DECONTAMINATION OF THE CUSTOMERS DOCK.

THE PLASTIC SHEETING AND WOOD WERE LOADED INTO CUBIC YARD BOXES. THE INTERIOR DOCK WAS MOPPED CLEAN, AND WHEELS, FORKS AND THE UNDERCARRIAGE OF THE FORKLIFTS WERE CLEANED.

THE EXTERIOR DOCK, STORM SEWER BASIN AND DRIVE SURFACE WAS SPRAYED WITH CITRIC ACID, PRESSURE WASHED AND COLLECTED INTO A 55-GALLON DRUM. THE PH WAS NEUTRAL UPON COMPLETION.

THE WASTE MATERIALS WERE SHIPPED TO TRADEBE TREATMENT AND RECYCLING LOCATED IN EAST CHICAGO. IN.

IN TOTAL, 4 CUBIC HARD BOXES OF NON-REGULATED DEBRIS, 17 EA. 55-GALLON POLY DRUMS OF DEBRIS AND 1 55-GALLON DRUM OF NEUTRAL WASH WATER WERE PROFILED AND SHIPPED TO TRADEBE TREATMENT AND RECYCLING. IN ADDITION, 800 GALLONS OF CAUSTIC PRODUCT WAS SHIPPED TO BEAVER OIL COMPANY FOR USE IN PH ADJUSTMENT (BOL 160213-1). THERE WAS NO RELEASE TO THE ENVIRONMENT AND NO INJURIES.

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 WAREHOUSE PERSON AND THE DRIVER WERE EACH GIVEN DISCIPLINARY ACTION FOR INFREQUENTLY PREPARING THE SHIPMENT FOR TRANSPORT. IN ADDITION, ALTERNATE DUNNAGE IS BEING INVESTIGATED THAT WILL ENHANCE SECUREMENT WITHOUT ADDING AS MUCH WEIGHT.

PART VIII – CONTACT INFORMATION

Contact's Name:	CATHERINE HAY BASSETT
Contact's Title:	MANAGER, TECH REG SERVICES
Business Name and Address:	HYDRITE CHEMICALS 7300 W. BRADLEY ROAD MILWAUKEE WI 53223
E-mail Address:	CATH.HAYBASSETT@HYDRITE.COM
Telephone Number:	414 354 3750
Fax Number:	414 586 2025
Hazmat Registration Number:	
Date:	03/30/2016
Preparer is:	Carrier



U.S. Department of Transportation
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5. Enter National Response Center Report Number (if applicable): 1141996
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: CAROL STREAM
County: DU PAGE
State: IL
Zip Code: (if known): 60188
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
551 KIMBERLY DRIVE
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: HYDRITE CHEMICAL CO
Street: 300 N. PATRICK BLVD
City: BROOKFIELD
State: WI
Zip Code: 53045
Federal DOT Id Number: 100011
Hazmat Registration Number: 052112004014UW
11. Shipper/Officer:
Name: AMERICO CHEMICALS PRODUCTS, INC
Street: 551 KIMBERLY DRIVE
City: CAROL STREAM
State: IL
Zip Code: 60188
Waybill/Shipping Paper: MKND915
Hazmat Registration Number: 057351
12. Origin (if different from shipper address)
Street: 8622 N 87TH STREET
City: MILWAUKEE
State: WI
Zip Code: 53224
13. Destination:
Street: 511 KIMBERLY DRIVE
City: CAROL STREAM
State: IL
Zip Code: 60188
14. Proper Shipping Name of Hazardous Material: TOXIC SOLID, INORGANIC, N.O.S.
15. Technical/Trade Name: AMERICO SPRAY CLEAN NE210AL
16. Hazardous Class/Division: Poisonous Materials
17. Identification Number: (E.g. UN2764, NA 2020) UN3288

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 #: False
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: \$ 2,371.00
Carrier Damage: \$ 380.00
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Response Cost: \$ 22,590.00
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(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?

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.

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R3 WAS ON SITE AT 10:33 AM. THEY DISCUSSED THE MATERIALS ON THE BOL, THE SDSS AND TESTED THE PH OF THE MATERIAL, WHICH WAS ALKALINE. THERE WERE NO FREE LIQUIDS IN THE ABSORBANT PLACED ON THE CONCRETE DOCK. THEY FIRST CLEANED UP THE ABSORBANT MATERIAL AND PUT IT INTO A 55 GALLON DRUM. NEXT THEY EXPOSED A STORM SEWER CROCK IN THE DOCK AREA THAT HAD BEEN COVERED BY A DRAIN MAT AND THE CLAY ABSORBANT. THE STANDING LIQUID WAS BELOW THE DRAIN OUTLET PIPE IN THE BASIN. THE PH WAS > 13 S.U. THE RESPONDERS THEN CHECKED THE ADJACENT DOWNSTREAM STORM WATER BASIN, ON THE EXTERIOR OF THE DOCK, AND IT HAD A PH OF 7. IT DID NOT APPEAR THAT ANY MATERIAL HAD BEEN RELEASED TO THE STORM SEWER.

THE RESPONDERS CALLED IN A VACUUM TRUCK TO EMPTY THE DOWNSTREAM BASIN, THE DOCK BASIN AND TO REMOVE THE LIQUID IN THE NOSE OF THE TRAILER.

UPON DONNING PPE AND ENTRY INTO THE TRAILER, THE RESPONDERS NOTED THAT LIQUID HAD ACCUMULATED IN THE NOSE OF THE TRAILER. THEY WORKED AT SCRAPING UP SOLID PRECIPITATE FROM THE TRAILER FLOOR. IT WAS NOTED THAT SOME OF THE PALLETS USED AS SPACERS HAD BEEN FORCED FORWARD AND SOME WERE SEVERELY DAMAGED. THE RESPONDERS NOTIFIED HYDRITE AT 12:27 PM THAT THEY MATERIAL HAD COMPROMISED WHAT APPEARED TO BE 3 TOTES. AT THIS POINT, HYDRITE DETERMINED THAT THE RELEASE EXCEEDED THE REPORTABLE QUANTITY FOR POTASSIUM HYDROXIDE. CATHERINE HAY-BASSETT CALLED THE NRC TO NOTIFY THEM, TALKED TO THE ILLINOIS EPA, AND CALLED IEMA, WHO COLLECTED A VARIETY OF INFORMATION AND ASSIGNED THE INCIDENT NUMBER LISTED ABOVE.

THE VACUUM TRUCK ARRIVED AND THE CLEAN CROCK AND CONTAINMENT CROCK WERE PUMPED OUT. THEN THE STANDING LIQUID WAS PUMPED FROM THE NOSE OF THE TRAILER. A SECOND HYDRITE TRANSPORTATION TRAILER ARRIVED ON SITE TO LOAD RECOVERED PRODUCT CONTAINERS.

CLAY ABSORBANT WAS USED TO SOLIDIFY SOME SEMI-SOFT PRECIPITATE ON THE TRAILER FLOOR, AND IT WAS SWEEPED UP AND PUT INTO POLY DRUMS AND CUBIC YARD BOXES. BROKEN CONTAMINATED WOOD FROM PALLETS WERE STAGED ON THE CONCRETE DOCK PAD. THE WOOD WAS PACKAGED INTO CUBIC YARD BOXES. AT THIS POINT, THE LIQUID AND SOLIDIFIED MATERIAL HAD BEEN LARGELY REMOVED FROM THE TRAILER. THE CUSTOMER ALLOWED THE RESPONDERS TO BACK INTO THE CUSTOMER DOCK TO OFF-LOAD PRODUCT CONTAINERS.

PLASTIC SHEETING AND PLYWOOD WERE LAID PRIOR TO UNLOADING THE TRAILER CONTENTS ONTO THE CUSTOMER'S INTERIOR DOCK TO PREVENT CONTAMINATION DURING CONTAINER MOVEMENT.

THREE TOTES WERE DAMAGED WHEN PIECES OF WOOD FROM THE PALLETS PUNCTURED THE INNER BOTTLES OF THE TOTES. THE FEET ON THOSE 3 TOTES WERE ALSO DISTORTED AND DAMAGED. THE TOTES, INCLUDING THE 3 DAMAGED TOTES, WERE REMOVED, WIPED OFF, FULLY WRAPPED IN PLASTIC AND TRANSFERRED TO THE CLEAN HYDRITE TRAILER.

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A 330 GALLON TOTE OF AMERICO SPRAY CLEAN NE2103AL WAS CRACKED (APPROXIMATELY 4 INCHES IN LENGTH NEAR THE BOTTOM ON THE SIDE OF THE TOTE) AND HAD A 2 INCH HOLE NEARBY WHICH LEAKED ALL BUT 180 LBS FROM THE TOTE.

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THE RESIDUAL IN THE DAMAGED TOTES WERE PUMPED OUT, AND THE DAMAGED AND FULL TOTES WERE WIPED OFF, FULLY WRAPPED IN PLASTIC AND TRANSFERRED TO THE CLEAN HYDRITE TRAILER.

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THE EXTERIOR DOCK, STORM SEWER BASIN AND DRIVE SURFACE WAS SPRAYED WITH CITRIC ACID, PRESSURE WASHED AND COLLECTED INTO A 55-GALLON DRUM. THE PH WAS NEUTRAL UPON COMPLETION.

THE WASTE MATERIALS WERE SHIPPED TO TRADEBE TREATMENT AND RECYCLING LOCATED IN EAST CHICAGO. IN.

IN TOTAL, 4 CUBIC HARD BOXES OF NON-REGULATED DEBRIS, 17 EA. 55-GALLON POLY DRUMS OF DEBRIS AND 1 55-GALLON DRUM OF NEUTRAL WASH WATER WERE PROFILED AND SHIPPED TO TRADEBE TREATMENT AND RECYCLING. IN ADDITION, 800 GALLONS OF CAUSTIC PRODUCT WAS SHIPPED TO BEAVER OIL COMPANY FOR USE IN PH ADJUSTMENT (BOL 160213-1). THERE WAS NO RELEASE TO THE ENVIRONMENT AND NO INJURIES.

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 WAREHOUSE PERSON AND THE DRIVER WERE EACH GIVEN DISCIPLINARY ACTION FOR INFREQUENTLY PREPARING THE SHIPMENT FOR TRANSPORT. IN ADDITION, ALTERNATE DUNNAGE IS BEING INVESTIGATED THAT WILL ENHANCE SECUREMENT WITHOUT ADDING AS MUCH WEIGHT.

PART VIII – CONTACT INFORMATION

Contact's Name:	CATHERINE HAY BASSETT
Contact's Title:	MANAGER, TECH REG SERVICES
Business Name and Address:	HYDRITE CHEMICALS 7300 W. BRADLEY ROAD MILWAUKEE WI 53223
E-mail Address:	CATH.HAYBASSETT@HYDRITE.COM
Telephone Number:	414 354 3750
Fax Number:	414 586 2025
Hazmat Registration Number:	
Date:	03/30/2016
Preparer is:	Carrier



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-2016040029
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 03/04/2016
4. Time of Incident (use 24-hour time): 08:45
5. Enter National Response Center Report Number (if applicable): 1141996
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: CAROL STREAM
County: DU PAGE
State: IL
Zip Code: (if known): 60188
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
551 KIMBERLY DRIVE
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: HYDRITE CHEMICAL CO
Street: 300 N. PATRICK BLVD
City: BROOKFIELD
State: WI
Zip Code: 53045
Federal DOT Id Number: 100011
Hazmat Registration Number: 052112004014UW
11. Shipper/Officer:
Name: AMERICO CHEMICALS PRODUCTS, INC
Street: 551 KIMBERLY DRIVE
City: CAROL STREAM
State: IL
Zip Code: 60188
Waybill/Shipping Paper: MKND915
Hazmat Registration Number: 057351
12. Origin (if different from shipper address)
Street: 8622 N 87TH STREET
City: MILWAUKEE
State: WI
Zip Code: 53224
13. Destination:
Street: 551 KIMBERLY DRIVE
City: CAROL STREAM
State: IL
Zip Code: 60188
14. Proper Shipping Name of Hazardous Material: CORROSIVE LIQUID, BASIC, INORGANIC, N.O.S.
15. Technical/Trade Name: AMERICO ELECTRO LV84
16. Hazardous Class/Division: Corrosive Material
17. Identification Number: (E.g. UN2764, NA 2020) UN3266

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 3825 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:

IBC

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: - 128-Inner Packaging

How Failed: - 309-Punctured

Causes of Failure: - Inadequate Preparation for Transportation

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

Identification Markings: 31HA1/Y/07 15/USA/+AA5805/3855/2075 1250

(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:

Packaging Type: IBC
Material of Construction: Plastic
Head Type (Drums only):

Single Package or Inner Packaging (if any):

Packaging Type:
Material of Construction:

27. Describe the package capacity and the quantity:

Single Package or Outer Packaging:

Package Capacity: 3825 Liquid - Pound
Amount in Package: 3825 Liquid - Pound
Number in Shipment:
Number Failed:

Single Package or Inner Packaging (if any):

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

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

Manufacturer:
Serial Number:
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:

Manufacture Date:
Last Test Date:

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 #: False
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: \$ 2,371.00
Carrier Damage: \$ 380.00
Property Damage: \$ 0.00
Response Cost: \$ 22,590.00
Remediation/Cleanup Cost: \$ 3,200.00
(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?

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:

HYDRITE CHEMICAL CO. WAS THE CARRIER TRANSPORTING SEVERAL TOTES AND DRUMS OF CHEMICALS TO OUR CUSTOMER, WHO WAS THE SHIPPER, TO THE SHIPPERS RECEIVING LOCATION AT 551 KIMBERLY DRIVE, CAROL STREAM, ILLINOIS.

APPROXIMATELY 4 MILES FROM THE LOCATION, OUR DRIVER, GREG DUNFORD, WAS CUT-OFF BY A VEHICLE WHO CAME FROM THE REAR RIGHT, MOVED TO THE REAR LEFT, SPED UP AND PULLED IN FRONT OF THE TRAILER AT A STOP LIGHT. OUR DRIVER HIT THE BRAKES TO AVOID A COLLISION. HE DID NOT FEEL A SHIFT IN THE LOAD, NOR DID HE HEAR ANYTHING, THOUGH HE DID LOOK BEHIND HIM FOR EVIDENCE OF SKID MARKS. HE LOOKED AND DID NOT SEE SKID MARKS OR ANY LIQUID.

THE DRIVER PROCEEDED TO THE DELIVERY LOCATION AT 551 KIMBERLY DRIVE. HE PULLED FORWARD TO THE RIGHT, AND THEN BACKED IN OVER A HUMP AND DOWN THE CONTAINMENT DOCK. HE WALKED AROUND THE FRONT OF HIS TRUCK TOWARDS THE DOCK, AND THE CUSTOMER HAD ALREADY OPENED THE OVERHEAD DOOR. THE CUSTOMER NOTICED SOME DRIPS WHICH STARTED TO LEAK MORE AS THE DRIVER WAS WALKING UP AND TOLD THE DRIVER. THE DRIVER PULLED FORWARD TO CHANGE THE PITCH OF THE TRAILER, AND PUT SOME CONTAINERS UNDER THE CORNERS OF THE TRAILER. SIMULTANEOUSLY, THE CUSTOMER LAID NUMEROUS BAGS OF FLOOR DRY ON THE SPILLED MATERIAL, ON THE DOCK AREA AND ON TOP OF THE SEWER COVER. ONCE THE TRAILER WAS PULLED FORWARD, THE RELEASE WAS LARGELY DRIPS INTO CONTAINERS FROM THE CORNERS OF THE TRAILER. THE LIQUID APPEARED TO BE LARGELY CONTAINED IN THE TRAILER.

THE DRIVER CALLED THE HYDRITE PLANT TO NOTIFY US OF THE RELEASE. CHRIS KRUK, HYDRITE WAREHOUSE SUPERVISOR, CALLED TO PROTECTIVELY REPORT THE SPILL TO THE NRC. TERRY FONS AND DAVE KRESS, REGIONAL OPERATIONS MANAGER, CALLED R3 ENVIRONMENTAL TO HAVE THEM RESPOND TO THE SPILL. R3 INITIATED MOBILIZATION AND CALLED HAZCHEM ENVIRONMENTAL CORP. TO ASSIST IN THE RELEASE CONTAINMENT AND CLEAN-UP DUE TO THEIR PROXIMITY. THERE WAS NO OBSERVED LIQUID ON KIMBERLY DRIVE.

R3 WAS ON SITE AT 10:33 AM. THEY DISCUSSED THE MATERIALS ON THE BOL, THE SDSS AND TESTED THE PH OF THE MATERIAL, WHICH WAS ALKALINE. THERE WERE NO FREE LIQUIDS IN THE ABSORBANT PLACED ON THE CONCRETE DOCK. THEY FIRST CLEANED UP THE ABSORBANT MATERIAL AND PUT IT INTO A 55 GALLON DRUM. NEXT THEY EXPOSED A STORM SEWER CROCK IN THE DOCK AREA THAT HAD BEEN COVERED BY A DRAIN MAT AND THE CLAY ABSORBANT. THE STANDING LIQUID WAS BELOW THE DRAIN OUTLET PIPE IN THE BASIN. THE PH WAS > 13 S.U. THE RESPONDERS THEN CHECKED THE ADJACENT DOWNSTREAM STORM WATER BASIN, ON THE EXTERIOR OF THE DOCK, AND IT HAD A PH OF 7. IT DID NOT APPEAR THAT ANY MATERIAL HAD BEEN RELEASED TO THE STORM SEWER.

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Contact's Name:	CATHERINE HAY BASSETT
Contact's Title:	MANAGER, TECH REG SERVICES
Business Name and Address:	HYDRITE CHEMICALS 7300 W. BRADLEY ROAD MILWAUKEE WI 53223
E-mail Address:	CATH.HAYBASSETT@HYDRITE.COM
Telephone Number:	414 354 3750
Fax Number:	414 586 2025
Hazmat Registration Number:	
Date:	03/30/2016
Preparer is:	Carrier