



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-2006060294
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
04/13/2006
4. Time of Incident (use 24-hour time):
13:30
5. Enter National Response Center Report Number (if applicable):
793945
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: PARKTON
County: BALTIMORE
State: MD
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
I-83 Northbound at Mile Mkr 33
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: ECOFLO, Inc.
Street: 2750 Patterson Street
City: GREENSBORO
State: NC
Zip Code: 27407
Federal DOT Id Number: 310422
Hazmat Registration Number: 0531065500050
11. Shipper/Officer:
Name: NSWC Indian Head Div c/o PDO Bldg
Street: 101 Strauss Ave
City: INDIAN HEAD
State: MD
Zip Code: 20640
Waybill/Shipping Paper: 06159
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street:
City:
State:
Zip Code:
13. Destination:
Street: 2750 Patterson Street
City: GREENSBORO
State: NC
Zip Code: 27407
14. Proper Shipping Name of Hazardous Material: OXIDIZING LIQUID, CORROSIVE, N.O.S.
15. Technical/Trade Name: NITROFORM (WATER 70-
16. Hazardous Class/Division: Oxidizer
17. Identification Number: (E.g. UN2764, NA 2020) UN3098

18. Packing Group: (if applicable)	III
19. Quantity Released: (Include Measurement Units)	170 Liquid - Gallon
20. Was the material shipped as a hazardous waste?	True
If yes, provide the EPA Manifest Number:	1109182
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; 128-Inner Packaging
How Failed:	- 308-Leaked; 311-Structural
Causes of Failure:	- Corrosion - Interior; Corrosion - Interior

26a. Provide the packaging identification markings, if available.
Identification Markings: 1A2/Y1.2/100/USA/M5661/06RL
(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	Packaging Type:	
Material of Construction:	Steel	Material of Construction:	
Head Type (Drums only):	Removable		
27. Describe the package capacity and the quantity:			
Single Package or Outer Packaging:		Single Package or Inner Packaging (if any):	
Package Capacity:	55 Liquid - Gallon	Package Capacity:	30 Liquid - Gallon
Amount in Package:	30 Liquid - Gallon	Amount in Package:	30 Liquid - Gallon
Number in Shipment:	20	Number in Shipment:	20
Number Failed:	6	Number Failed:	6
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: | 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 unknown
Police Report #: True unknown
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: \$ 0.00
Carrier Damage: \$ 10,000.00
Property Damage: \$ 5,000.00
Response Cost: \$ 70,000.00
Remediation/Cleanup Cost: \$ 30,000.00
(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?

False

If yes, provide the following information:

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

36. Was a major transportation artery or facility closed?

True

If yes, how many? 12

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:

ECOFLO arrived at Indian Head Naval Weapons Center (Indian Head, MD) for the removal of 20 containers of nitroform waste. Nitroform consists of 70-75% water, 30-35% of trinitromethane, and <1% urea as a stabilizer. Each container was a 30-gallon metal drum with a plastic liner and each appeared to be in good condition (non-leaking). Containers were overpacked into 55-gallon metal open head drums for transport to ECOFLO's facility in York, PA. In route six of the original twenty drums began to react creating an acid cloud (nitric acid is a precursor to trinitromethane). Three drums reacted completely. Three drums reacted partially. Fourteen drums did not react. The six drums that reacted had inner containers inverted into the overpacked outer container.

Reaction occurred for several hours (four to five) with local, State and private HAZMAT firms on hand. Residuals were neutralized (with soda ash) and/or flushed with water by the local and State HAZMAT teams. Following the completion of the reaction, ECOFLO's private contractor (HMHTTC) consolidated solid residuals and debris generated during the reaction and overpacked all 20 containers into 95-gallon poly salvage drums. All drums and waste were reloaded onto ECOFLO's vehicle for completion of trip to ECOFLO's York, PA yard for further testing and evaluation.

The inner plastic containers on the 30-gallon drums are suspected to have failed that caused the contents to release and react with the two outer containers (the 30 gallon and the 55 gallon metal drums).

14 of the drums that were not involved in the reaction were returned to Navy facility at Indian Head, MD on Friday June 16, 2006

The three drums that reacted totally along with the debris from the initial cleanup was shipped to ECOFLO in Greensboro, NC for disposal

The three drums that partially reacted were consolidated into one 30-gallon poly drum on Friday, June 16, 2006 and await final disposition by the Navy.

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:

Investigation into the actual composition of this material (primary component is trinitromethane) is ongoing. It is critical to receive current data on age of this material and up-to-date analysis reflecting the amount of stabilizer added (and date added) to confirm or determine stability.

During the overpacking process, containers should be overpacked in an upright manner.

Overpacks/outer containers should always be suitable for the contents of inner containers regardless of the condition of the inner container.

PART VIII – CONTACT INFORMATION

Contact's Name:	Kenn Webb
Contact's Title:	Manager, Field Services
Business Name and Address:	ECOFLO, Inc. 2750 Patterson Street GREENSBORO NC 27407
E-mail Address:	kwebb@ecoflo.com
Telephone Number:	336-855-7925
Fax Number:	336-855-4139
Hazmat Registration Number:	053106-550-005
Date:	06/28/2006
Preparer is:	Carrier