



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-2016080037
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 04/06/2016
4. Time of Incident (use 24-hour time): 07:25
5. Enter National Response Center Report Number (if applicable):
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: RIALTO
County: SAN BERNARDINO
State: CA
Zip Code: (if known): 92377
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
2824 NORTH LOCUST AVE
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: ENGLUND EQUIPMENT COMPANY
Street: 11498 W BUCKEYE RD
City: CASHION
State: AZ
Zip Code: 85329
Federal DOT Id Number: 095333
Hazmat Registration Number:
11. Shipper/Officer:
Name: TESORO-GOLDEN EAGLE REFINERY
Street: 150 SOLANO WAY
City: PACHECO
State: CA
Zip Code: 94553
Waybill/Shipping Paper:
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street:
City:
State:
Zip Code:
13. Destination:
Street: 302 MIDWAY ROAD
City: FREEPORT
State: TX
Zip Code: 77541
14. Proper Shipping Name of Hazardous Material: SELF-HEATING SOLID, INORGANIC, N.O.S.
15. Technical/Trade Name: SELF HEATING SOLID INORGANIC N.O.S (SPENT CATALYST)
16. Hazardous Class/Division: Spontaneously Combustible
17. Identification Number: (E.g. UN2764, NA 2020) UN3190

18. Packing Group: (if applicable) II

19. Quantity Released: (Include Measurement Units) 1000 Solid - Pound

20. Was the material shipped as a hazardous waste? True
If yes, provide the EPA Manifest Number: 002421229 GBF

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: -
How Failed: -
Causes of Failure: - Commodity Self-Ignition

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

Identification Markings: NO MARKINGS GIVEN-4.2 UN3190

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

27. Describe the package capacity and the quantity:

Single Package or Outer Packaging:	Single Package or Inner Packaging (if any):
------------------------------------	---

Package Capacity:	1000 Solid - Pound	Package Capacity:
Amount in Package:	1000 Solid - Pound	Amount in Package:
Number in Shipment:	16	Number in Shipment:
Number Failed:	3	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: | True | - 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 #: 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: \$ 0.00
Carrier Damage: \$ 14,960.00
Property Damage: \$ 0.00
Response Cost: \$ 98,497.00
Remediation/Cleanup Cost: \$ 23,504.00
(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?

True

If yes, provide the following information:

Total number of general public evacuated: 10
Total number of employees evacuated: 0
Total evacuated: 10
Duration of the evacuation: 8

36. Was a major transportation artery or facility closed?

True

If yes, how many? 8

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:
INTRODUCTION

ON MAY 6, 2016, A TRACTOR AND TRAILER OPERATED BY ENGLAND EQUIPMENT COMPANY (ENGLUND) OF CASHION, ARIZONA, WAS PARKING FOR DRIVER DOWN TIME AT SENNETT TRAILER IN RIALTO, CALIFORNIA. WHEN THE TRACTOR AND TRAILER WERE PARKED, THE DRIVER OBSERVED SOLID MATERIAL LEAKING FROM THE FRONT OF THE TRAILER. LMH ENVIRONMENTAL, INC. WAS AUTHORIZED BY GREAT WEST CASUALTY COMPANY, THE INSURER FOR ENGLUND, TO DIRECT THE ENVIRONMENTAL CLEANUP OF THE SITE.

BACKGROUND

SITE LOCATION AND DESCRIPTION

THE SPILL SITE IS LOCATED ON THE STREET IN FRONT OF 2824 NORTH LOCUST AVENUE, RIALTO, CALIFORNIA. THE FACILITY AT THIS LOCATION IS A TRAILER STORAGE YARD. THE SITE LOCATION IS INDICATED ON THE EXCERPT OF A USGS MAP ON FIGURE 1. AN AERIAL VIEW OF THIS LOCATION DOWNLOADED FROM GOOGLE EARTH IS PROVIDED IN FIGURE 2. A STREET VIEW OF THIS LOCATION DOWNLOADED FROM GOOGLE EARTH IS PROVIDED ON FIGURE 3.

DESCRIPTION OF SPILLED MATERIAL

THE MATERIAL SPILLED AT THE SITE WAS A SPENT CATALYST SHIPPED BY TESORO CORPORATION FROM ITS TESORO GOLDEN EAGLE REFINERY IN MARTINEZ, CALIFORNIA, FOR DISPOSAL. THE USDOT DESCRIPTION ON THE ORIGINAL MANIFEST IS UN3190, HAZARDOUS WASTE SELF-HEATING SOLID INORGANIC, NOS (NOT OTHERWISE SPECIFIED), (SPENT CATALYST), 4.2, PG II. THE MATERIAL WAS FURTHER DESCRIBED ON THE MANIFEST UNDER ADDITIONAL INFORMATION AS 'SPENT NIMO CATALYST.' THIS MATERIAL IS USED IN PETROLEUM REFINERIES TO REMOVE SULFUR FROM REFINED PRODUCTS SUCH AS GASOLINE, JET FUEL, KEROSENE, DIESEL FUEL, AND FUEL OILS. THE PURPOSE OF REMOVING THE SULFUR IS TO REDUCE THE SULFUR DIOXIDE (SO₂) EMISSIONS THAT RESULT FROM USING THOSE FUELS IN AUTOMOTIVE OR OTHER VEHICLES, AND IN RESIDENTIAL AND INDUSTRIAL FURNACES. A NIMO CATALYST IS TYPICALLY AN ALUMINA BASE IMPREGNATED WITH A COMBINATION OF NICKEL AND MOLYBDENUM (CALLED NICKEL-MOLY OR NIMO) USED FOR SPECIFIC DIFFICULT-TO-TREAT FEED STOCKS, SUCH AS THOSE CONTAINING A HIGH LEVEL OF CHEMICALLY-BOUND NITROGEN.

CATALYSTS SUCH AS THIS WILL IGNITE SPONTANEOUSLY IN AIR AT OR BELOW 55 C (130F) AND ARE REFERRED TO AS PYROPHORIC MATERIAL. PYROPHORIC MATERIALS ARE OFTEN WATER-REACTIVE AND WILL IGNITE WHEN THEY CONTACT WATER OR HUMID AIR. THEY CAN BE HANDLED SAFELY IN ATMOSPHERE OF ARGON OR (WITH A FEW EXCEPTIONS) NITROGEN. MOST PYROPHORIC FIRES SHOULD BE EXTINGUISHED WITH A CLASS D FIRE EXTINGUISHER FOR BURNING METALS.

THE CARGO WAS BEING SHIPPED TO GULF CHEMICAL AND METAL IN FREEPORT, TEXAS, FOR RECYCLING. A COPY OF THE ORIGINAL MANIFEST IS INCLUDED IN APPENDIX A. GULF CHEMICAL AND METAL TREATS NICKEL-MOLY CATALYST AND PRODUCES TECHNICAL -GRADE AND CHEMICAL-GRADE NICKEL-COBALT ALLOYS THAT ARE REUSED IN CHEMICAL AND METALLURGICAL APPLICATIONS BY CATALYST PRODUCERS AND STEEL MANUFACTURERS.

EMERGENCY RESPONSE

THE TRANSPORTER CONSISTED OF A TRUCK AND ONE TRAILER. THE MATERIAL WAS OBSERVED LEAKING FROM THE FRONT OF THE TRAILER BY THE DRIVER WHEN HE WAS LEAVING THE SITE AFTER BEING PARKED FOR DOWNTIME. APPARENTLY AT LEAST ONE CONTAINER OF THE MATERIAL HAD OVERHEATED, MELTED OR BURNED THROUGH THE SHIPPING CONTAINER, REACTED OR BURNED THROUGH THE WOODEN TRAILER FLOOR, AND WAS LEAKING ONTO THE PAVEMENT SURFACE BENEATH THE TRAILER. THE TRAILER WAS PARKED ON THE STREET, AND THE TRUCK WAS UNHITCHED AND REMOVED.

THE CARGO WAS PACKAGED INTO "COUGAR BAGS," OR COUGAR CATALYST AND CHEMICAL CONTAINERS MANUFACTURED BY PACKAGE CORP, OF ABOUT 1,000 POUNDS EACH FOR SHIPMENT. COUGAR BAGS ARE COMPOSITE CATALYST CONTAINERS DESIGNED SPECIFICALLY FOR THE TRANSPORTATION OF FRESH AND SPENT CATALYSTS. IT WAS ESTIMATED THAT ABOUT 1,000 POUNDS OF THE CARGO HAD LEAKED FROM THE FRONT OF THE TRAILER ONTO THE PAVEMENT.

THE RIALTO FIRE DEPARTMENT (RFD) WAS CONTACTED AND DISPATCHED TO THE SCENE. AFTER OBTAINING PRELIMINARY INFORMATION, RFD CONTACTED THE SAN BERNARDINO FIRE DISTRICT, OFFICE OF THE FIRE MARSHALL, HAZARDOUS MATERIALS DIVISION, (OFM HAZMAT) FOR ASSISTANCE. IN ADDITION TO THE UNUSUAL CARGO AND HAZARDOUS PROPERTIES, THERE WERE QUESTIONS REGARDING THE PROPER SHIPPING AND POTENTIAL FOR CATASTROPHIC AND ADVERSE HAZARDS. THE SAN BERNARDINO COUNTY HAZARDOUS MATERIALS DIVISION (SBCHMD) OFFICERS RESPONDED AND AIDED IN MITIGATION AND RELEASE CONTROL OF THE WASTE.

LMH RETAINED DOUBLE BARREL ENVIRONMENTAL SERVICES, A HAZARDOUS WASTE CONTRACTOR, TO RESPOND TO THE SITE AND CONTACTED MR. BRIAN OTTER, THE SBCHMD SUPERVISOR ON SITE. RFD AND SBCHMD INITIALLY WANTED TO MOVE THE TRAILER FROM UNDER THE POWER LINES AND LET IT BURN. AT THAT TIME, ONE OF THE SBCHMD OFFICERS OBSERVED THAT THE CARGO AND THE TRAILER HAD IGNITED AND WERE ACTIVELY BURNING. THERE WAS HIGH DEGREE OF URGENCY IN OFFLOADING THE

TRAILER TO AVOID A LARGE FIRE AND IMPINGEMENT ON OVERHEAD POWER LINES.

SBCHMD UTILIZED THE WINCH SYSTEM ON THE SQUAD TO OFFLOAD 13 OF THE 16 COUGAR BAGS OF THE CARGO FROM THE TRAILER BEFORE THEY BECAME ENGULFED IN THE FIRE, AVOIDING A SIGNIFICANT FIRE WITH HAZARDOUS SMOKE EMISSIONS AND POTENTIAL HAZARDOUS RUNOFF. WHEN THE FIRE WAS UNDER CONTROL AND DOUBLE BARREL WAS ONSITE, SBCHMD WAS RELEASED BUT WAS CALLED BACK A HALF-HOUR LATER WHEN THE WASTE REIGNITED. SBCHMD DIRECTED THE HAZARDOUS MATERIALS RESPONSE AND COORDINATED WITH ENGLUND AND DOUBLE BARREL OPERATIONS TO ENSURE THAT ALL RELEVANT AND RESPONSIBLE PARTIES WERE INCLUDED IN THE OPERATION, THAT THEIR CONCERNS WERE HEARD, AND THAT THEIR OBLIGATIONS AND RESPONSIBILITIES RELATING A SUCCESSFUL AND SAFE OPERATION WERE MET.

SITE REMEDIATION

THE CAUSE OF THE PRODUCT RELEASE WAS DAMAGE TO ONE OR TWO OF THE COUGAR BAGS DUE TO A HOLE MADE BY A FORKLIFT DURING LOADING OR WOOD ON THE PALLET RUBBING ON THE BAGS. RFD AND DOUBLE BARREL PERSONNEL STARTED THE UNLOADING OF THE UNDAMAGED MATERIAL FROM THE REAR OF THE TRAILER. WHILE UNLOADING WAS UNDERWAY, ANOTHER FIRE DEPARTMENT CREW WAS CONTAINING AND ATTEMPTING TO CONTROL THE MATERIAL REACTING ON THE ROADWAY AND IN THE FRONT OF THE TRAILER. A COPY OF THE DOUBLE BARREL EMERGENCY RESPONSE REPORT WITH SITE PHOTOS IS INCLUDED IN APPENDIX B.

MR. JEFF SHAFFER, ENGLUND SAFETY MANAGER, HAD CONTACTED TESORO, THE GENERATOR OF THE SPENT CATALYST, FOR FURTHER ASSISTANCE. TESORO MADE ADDITIONAL NOTIFICATIONS AND HAD A CREW FROM CAT-SPEC LTD., A SPECIALTY REFINERY SERVICES AND ENERGY COMPANY, SENT TO THE SITE WITH SPECIALIZED EQUIPMENT AND CONTAINERS TO SAFELY CLEAN UP AND CONTAINERIZE THE UNDAMAGED CARGO FOR TRANSPORT TO THE ORIGINAL RECYCLING DESTINATION.

CAT-SPEC USED A HIGH-CAPACITY TRAILER-MOUNTED VACUUM TO REMOVE UNDAMAGED LOOSE CATALYST MATERIAL FROM THE TRAILER AND FROM THE PAVEMENT. CARGO IN THE 3 DAMAGED COUGAR BAGS WAS REPACKAGED, AND SPENT CATALYST MATERIAL PICKED UP FROM THE PAVEMENT WAS PACKAGED INTO CATALYST BINS FROM CHEP CATALYST AND CHEMICAL. ALL OF THE SPENT CATALYST IN COUGAR BAGS WAS REPACKAGED IN CHEP CATALYST BINS FOR SAFETY REASONS. THE MATERIAL THAT WAS UNDAMAGED AND REPACKAGED WAS SENT TO THE ORIGINAL DESTINATION OF GULF CHEMICAL AND METAL IN FREEPORT, TEXAS, UNDER TWO NEW MANIFESTS. COPIES OF THESE MANIFESTS ARE INCLUDED WITH THE ORIGINAL MANIFEST IN APPENDIX A.

DISPOSAL

ALL SOLID WASTE MATERIAL INCLUDING CONTAMINATED EMPTY BAGS, BURNED TRAILER DEBRIS, AND A SMALL AMOUNT OF EXCAVATED SOIL FROM THE ROADWAY SHOULDER WERE LOADED INTO A ROLL OFF BIN AND TRANSPORTED TO THE US ECOLOGY SITE IN BEATTY, NEVADA, UNDER HAZARDOUS WASTE MANIFEST #013430057 JJK. THE WASTE LIQUID FROM FIRE-FIGHTING OPERATIONS WAS REMOVED FROM THE SITE BY DOUBLE BARREL USING A VACUUM TRUCK TRANSFERRED INTO TWO TOTES. THE TOTES CONTAINING A TOTAL OF 500 GALLONS OF WATER WERE TRANSPORTED TO US ECOLOGY UNDER HAZARDOUS WASTE MANIFEST #01343005 JJK. COPIES OF THESE MANIFESTS AND THE US ECOLOGY WEIGHT TICKET FOR THE ROLL OFF BIN ARE INCLUDED IN APPENDIX C.

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:

ENGLUND EQUIPMENT COMPANY WILL NO LONGER TRANSPORT COUGAR BAGS OF ANY KIND.

BASED ON DISCUSSIONS WITH PERSONNEL ON SITE, DOCUMENTATION OF CLEANUP ACTIVITIES PROVIDED BY SBCHMD AND DOUBLE BARREL, AND MANIFESTS FOR DISPOSAL OF WASTES AND FOR SHIPPING OF RECOVERED CARGO, LMH HAS CONCLUDED THAT THERE WAS NO ENVIRONMENTAL IMPACT TO THE SITE OR SURROUNDINGS.

LMH RECOMMENDS NO ADDITIONAL ACTIVITIES.

PART VIII – CONTACT INFORMATION

Contact's Name:	JEFF SHAFFER
Contact's Title:	DIRECTOR OF SAFETY
Business Name and Address:	ENGLUND EQUIPMENT COMPANY 11498 W BUCKEYE ROAD CASHION AZ 85329
E-mail Address:	JEFFS@SAFETYCP.COM
Telephone Number:	623 866 8788
Fax Number:	
Hazmat Registration Number:	
Date:	07/29/2016
Preparer is:	Carrier