



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-2007090139
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
09/16/2007
4. Time of Incident (use 24-hour time):
13:00
5. Enter National Response Center Report Number (if applicable):
849115
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
- City: IDA
County: CADD0
State: LA
Zip Code: (if known): 71044
- Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
17901 US-71 Northbound
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
- Name: Flying J Inc.
Street: 1104 Country Hills Dr
City: OGDEN
State: UT
Zip Code: 84403
- Federal DOT Id Number:
- Hazmat Registration Number:
11. Shipper/Officer:
- Name: Petroleum Traders Corp
Street: 7110 Pointe Inverness Way
City: FORT WAYNE
State: IN
Zip Code: 46804
- Waybill/Shipping Paper:
- Hazmat Registration Number:
12. Origin (if different from shipper address)
- Street:
City:
State:
Zip Code:
13. Destination:
- Street:
City:
State:
Zip Code:
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) III
- 19. Quantity Released:** (Include Measurement Units) 20 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?** 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:

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: -
How Failed: -
Causes of Failure: -

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

Identification Markings: DOT 406

(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: Amount in Package: Number in Shipment: 1 Number Failed: 1	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: 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: \$ 300.00
Carrier Damage: \$ 70,000.00
Property Damage: \$ 0.00
Response Cost: \$ 5,000.00
Remediation/Cleanup Cost: \$ 3,707.00
(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? 9

37. Was the material involved in a crash or derailment?

True

If yes, provide the following information:

Estimated speed (mph): 55
Weather conditions: Clear
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:

The release was reported at 1756 hours EST on Monday, September 17, 2007 by Mr. Michael Baldwin, Safety Manager for Flying J Transportation, LLC and Mr.

Tom Moritz, Selective Risk Manager, HMHTTC Response, Inc. to Mr. Walter Hingle of the Louisiana State Police Transportation & Environmental Safety Section - Hazardous Materials Hotline. The notification was made due to an overturned MC-307 tank truck carrying diesel fuel located at 17901 Hwy 71N, Mira LA.

The release was reported at approximately 1310 hours (No Police Report yet has been issued) and lasted until 2030 hours when the fuel tanker was transferred. The tractor number was 1208 & the trailer number P227. The Caddo Parrish Sheriff, Hazmat, and Fire units responded for this overturned tanker. Once emergency crews arrived, the product leaking from the dome lids was contained into poly buckets.

The circumstances leading to the accident are still under investigation by the Caddo Parrish Sheriff's Office and the Safety Department for Flying J Transportation. The driver was transporting 7,950 gallons diesel fuel (CAS # 88334-30-5) UN1993, DOT Class 3, PG III, (MSDS Enclosed) from 4731 Viking Driver, Bossier City, LA 71111 to Highway 108 Texarkana AR 71854. The PRO # was 1888979. It is estimated approximately 20 gallons of diesel fuel was released through the dome lids at the on set of the incident. The Caddo Hazmat Unit attempted to seal the leak with the use of a Plug and Dike material around the leaking domes with no success. The response team then placed containment units under each of the three leaking dome lids. Additionally, a total of 5 gallons of oil and approximately 20 gallons of diesel fuel were lost from the tractor as a result of the accident.

Highway 71 was closed, according to Sgt. Mike Grey of the Caddo Parrish Sheriff & Hazmat Response Unit, from 1310 to 2157 hours. The response team from Highway 59 out of Texarkana, AR responded to the site to transfer the product and remediate the soil.

The response crew developed a safety plan to transfer the product from the damaged tanker to an awaiting tanker. The crew donned Nomex fire-gear and/or Nomex coveralls and initially, grounded and bonded the tankers. The response team then began drilling the tanker into each of the three compartments at 1700 hours and completed the drilling at 1800 hours. The response team began vacuuming product shortly thereafter and transferred to an awaiting Flying J tanker (Truck no. 1092 & Trailer no. P472). The transfer was completed at 2030 hours. The crew then stood-by until the wrecker company; Lloyd's Wrecker Service up-righted and removed the damaged T/T. The response team then secured the site with absorbent boom at either end of the spill to ensure containment until they returned the following day to excavate the contaminated soil.

The product had contaminated the soil in a 12'L x 4'W x 1'D. As noted earlier, the Parrish hazmat team did place containment buckets under the trailer where the product was being released to reduce the amount of product that contaminated the soil. There was no apparent ground water that was affected and at no time did the product enter any drains or surface water.

The response team from Highway 59 did excavate the contaminated site mentioned above the following day of the release. Prior to excavation, the response team called for an emergency mark out to the LA One Call. The response team came into contact with multiple cement bags placed in the ravine, used apparently by the LDOTD to keep the area from eroding and removed several of the bags with the soil. There were additional bags that remained at the request of the LADOTD. The response team spoke with Philip Marisa of the LA DEQ who approved the use of Micro Blaze on the area. The response team collected its soil sample in the excavated area and transported them to a state approved laboratory, Ana Lab in Kilgore, TX. The soil samples would be analyzed for TPH & BTEX (10005 Sample). The response team then sprayed the excavated area with Micro Blaze and then covered the area using soil from the surrounding area.

Approximately 5-6 yards of contaminated soil was excavated and recovered from the affected site and placed in to a dump truck for future disposition according to all federal and State of Louisiana regulations to the Upper SVV RSWMB Regional Landfill in Nashville, AR. According to our response team, the LA DOTD will return to the site to ensure that the site is landscaped according to their specifications.

This discharge was likely preventable, however, it is unknown at this time as to the cause of the accident. The investigation in to the accident has not been completed by either the Caddo Parrish Sheriff's Department or the Safety Department for Flying J. Once the accident report has been released and the Safety Team for Flying Jhas conducted an investigation, including the interview of the driver, a root cause and analysis will be provided.

At this time, it is known that the driver of the truck was airlifted to the LSU Medical Center in Shreveport,LA. The driver is currently under heavy sedation suffering from a broken leg and multiple lacerations and bruising and is still under observation.

A total of 7,826 gallons was transferred to another tanker and was delivered to the consignee noted above. The amount of actual fuel loss will be calculated by the electronics at the consignee's facility, stick method and the scale tickets.

Notification for this incident was made to the Department of Public Safety, Louisiana State Police; Transportation & Environmental Section- Hazardous Materials Hotline. Notification also was given to the National Response Center at 1745 hours on Monday, September 17 2007 - (Incident No. 849-115).

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:

PART VIII – CONTACT INFORMATION

Contact's Name:	Michael Baldwin
Contact's Title:	Safety Manager
Business Name and Address:	Flying J, Inc. 1104 Country Hills Drive OGDEN UT 84403
E-mail Address:	michael.baldwin@flyingj.com
Telephone Number:	801-624-1625
Fax Number:	
Hazmat Registration Number:	
Date:	10/11/2007
Preparer is:	Carrier