



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-2010040225
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 08/05/2009
4. Time of Incident (use 24-hour time): 14:00
5. Enter National Response Center Report Number (if applicable): 913927
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: KEYSTONE
County: SUMMIT
State: CO
Zip Code: (if known): 80435
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
COLORADO HWY 6 MILEPOST 223.5
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: MONUMENT OIL CO
Street: 102 NORTH AVENUE
City: GRAND JUNCTION
State: CO
Zip Code: 81501
Federal DOT Id Number: 118534
Hazmat Registration Number: 070309002007RT
11. Shipper/Officer:
Name: SUNCOR ENERGY
Street: 5801 BRIGHTON BLVD
City: COMMERCE CITY
State: CO
Zip Code: 80022
Waybill/Shipping Paper: 73228
Hazmat Registration Number: 061209551098R
12. Origin (if different from shipper address)
Street: 5801 BRIGHTON BLVD.,
City: COMMERCE CITY
State: CO
Zip Code: 80022
13. Destination:
Street: 923 EAST VICTORY WAY
City: CRAIG
State: CO
Zip Code: 81625
14. Proper Shipping Name of Hazardous Material: GASOLINE INCLUDES GASOLINE MIXED WITH ETHYL ALCOHOL, WITH NOT MORE THAN 10% ALCOHOL
15. Technical/Trade Name:
16. Hazardous Class/Division: Flammable - Combustible Liquid
17. Identification Number: (E.g. UN2764, NA 2020) UN1203

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 3500 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: - 150-Tank Shell

How Failed: - 303-Burst or Ruptured

Causes of Failure: - Vehicular Crash or Accident Damage

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

Identification Markings: UN1203

(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:
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:

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: | 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 000102009 001822
Police Report #: True 09088C02
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: \$ 21,000.00
Carrier Damage: \$ 22,000.00
Property Damage: \$ 20,000.00
Response Cost: \$ 15,000.00
Remediation/Cleanup Cost: \$ 60,000.00
(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:
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? 4

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

If yes, provide the following information:
Estimated speed (mph): 25
Weather conditions: CLEAR
Vehicle overturned? True
Vehicle left roadway/track? False

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:

E11 WAS DISPATCHED TO THE GENERAL AREA AS INDICATED WITH FOR THE REPORT OF A TANKER FIRE. AT THE INITIAL DISPATCH THE EXTENT AND EXACT LOCATION WERE UNCLEAR DUE TO LIMITED CELL PHONE COVERAGE IN THE AREA. A SHORT TIME EARLIER LD 4 (FARRELL) LEFT STA. 11 FOR DENVER VIA LOVELAND PASS. MOMENTS AFTER THE CALL WAS DISPATCHED, LD 4 ARRIVED ON SCENE AND REPORTED A FULLY INVOLVED TANKER TRUCK AT MM223. LD 3 (GREENE) AND BATTALION 8 (DAVIS) WENT ENROUTE FROM KEYSTONE E11 (BREWER) WENT ENROUTE FROM SUMMIT COVE AND E2 (ISEMINGER) WAS DIRECTED TO PICK UP THE TENDERS FROM STA. 10.

WHILE ENROUTE LD 4 ADVISED THAT HE HAD THE DRIVER WITH HIM WHO AT THE TIME APPEARED UNHARMED. ALSO ADVISED THAT THE TRUCK WAS CARRYING A LOAD OF FLAMMABLE LIQUID, A MIXTURE OF GAS AND DIESEL, WITH QUANTITIES VARYING. AT THAT TIME E8 (BELL) WAS REQUESTED TO RESPOND FROM DILLON TO PROVIDE MORE MANPOWER. E7 (HOEHN) CALLED FROM THE FRISCO AREA AND WAS DIRECTED TO REPORT TO STA. 8 FOR COVERAGE. BATTALLION 8 ARRIVED ON SCENE AND ASSUMED LOVELAND PASS COMMAND. LD 4 ADVISED 3800 GALS. OF DIESEL AND 3500 GALS. OF UNLEADED AND CONFIRMED TWO BLEVES SHORTLY AFTER HE ARRIVED ON SCENE. LD 3 ARRIVED A SHORT TIME LATER AND THE ICP WAS ESTABLISHED AND OBJECTIVES WERE ESTABLISHED.

E11 ARRIVED ON SCENE AND WAS DIRECTED TO APPROACH THE SITE AND GIVE SPECIFICS ON RUNOFF, EXTENT OF FIRE INVOLVEMENTS TO VEGETATION AND ESTABLISH A DROP TANK SETUP FOR THE SHUTTLE OPERATION. THE OBJECTIVE WAS TO CONTAIN RUNOFF INTO THE WATERSHED AND APPLY FOAM AS NEEDED TO THE BRUSH AT THE BOTTOM OF THE SLOPE WHERE THE RUNOFF WAS BURNING. E11 WAS DESIGNATED AS SUPPRESSION AND PROCEEDED UP TO THE SITE. LD 2 AND LD 3 ARRIVED ON SCENE A SHORT TIME LATER AND WERE ASKED TO ASSIST WITH MEDIA, FS, ENVIRONMENTAL HEALTH, DENVER WATER, AND ALL OTHER NOTIFICATION AS DEEMED NECESSARY. EVENTUALLY LD 1 WOULD RETURN TO THE BASIN AREA TO ASSIST WITH COMMUNICATIONS AND LD 2 WOULD BE REASSIGNED TO A SMOKE SIGHTING NORTH OF SILVERTHORNE.

E8 ARRIVED ON SCENE AND WAS BRIEFED VIA FACE-TO-FACE ON THE OBJECTIVES. THEY WERE ASSIGNED TO ASSIST WITH SETTING UP THE DROP TANK, ADVANCING HOSELINES AND MITIGATING AND RUNOFF AS DIRECTED BY THE CO ON E11. THE TENDERS ARRIVED A SHORT TIME LATER. LD 3 ADVISED OF THEIR TRAFFIC PATTERN AND FILL SITE. THE DROP TANK WAS SET UP AND ALL CREWS WERE IN PLACE TO MITIGATE ANY EXPOSURES.

CSP HAZ-MAT ARRIVED ON SCENE AND WAS BRIEFED ON THE SITUATION. AFTER A THOROUGH WALKTHROUGH OF THE SITE, HE CONFIRMED OUR "LET IT BURN" STRATEGY AND REQUESTED AN ENGINE AND TENDERS REMAIN ON SCENE WHILE THE REMAINING PRODUCT BURNED OFF. AT THAT TIME E8 WAS RELEASED TO RETURN TO STA. 8 FOR COVERAGE WHICH IN TURN RELEASED E7. THE DRIVER OF THE TRUCK WAS CHECKED OUT BY SCA 3 AND LATER RELEASED TO A FD CHAPLAIN DESIGNEE AS ARRANGED BY LD 1. LD PIO (LIPSHER) ARRIVED ON SCENE AND DEALT WITH THE MAJORITY OF THE MEDIA CONTACTS.

THERE WERE 4 SANDBAGS AND 1 TRAFFIC CONE USED FOR THE CONSTRUCTION OF THE UNDERFLOW DAM. DENVER WATER LEFT A BAG OF BOOMS ON SITE WHICH WERE NOT USED AND WILL BE RETURNED TO DAVE MARTINEZ. COMMAND WAS TRANSFERRED TO E11 WITH A NOTIFICATION TO CSP. LD 3 AND BATTALION 8 CLEARED SCENE.

MATT BREWER WILL BE GIVEN ACCESS ON 8/10/09 TO ADDEND TO THIS REPORT CAPTURING EXTINGUISHMENT AND OUR FINAL ACTIONS BEFORE THE SCENE WAS TURNED OVER TO CSP.

MATT BREWER 8/10/09

ONCE I WAS GIVEN COMMAND I CONDUCTED ANOTHER FACE-TO-FACE WITH CSP'S HAZ-MAT CONTACT AND CONFIRMED HIS ACTION PLAN. HE ESTIMATED THAT BASED ON THE REMAINDER OF FUEL LEFT IN THE TANKER THAT THE FIRE SHOULD BURN OUT IN APPROXIMATELY 90 TO 120 MINUTES. AT WHICH TIME HE WANTED ENGINE 11 TO COOL THE REMAINS OF THE FIRE SO IT COULD BE TOWED FROM THE SCENE. COMMAND BRIEF REMAINING LDFR PERSONNEL OF THE ACTION PLAN AND EVALUATED THE CONDITIONS OF THE VEGETATION BELOW THE FIRE. SATISFIED THAT THERE WAS NO FURTHER THREAT TO THE VEGETATION IN THE AREA, COMMAND REQUESTED THE LINE THAT HAD BEEN STAGED BELOW THE FIRE BE PULLED BACK TO THE ROAD SURFACE AND PLACED FOR LATER EXTINGUISHMENT/COOLING OF THE TANKER. PREVIOUSLY A SECOND LINE HAD BEEN STAGED ON THE FAR SIDE OF THE FIRE FOR EXPOSURE PROTECTION. THE SECOND LINE WAS REMOVED AND ALL UNNECESSARY EQUIPMENT WAS PUT BACK IN SERVICE. AT THAT TIME COMMAND SENT FF ADAMS BELOW THE FIRE TO EVALUATE THE UNDERFLOW DAM. FF ADAMS REPORTED TO COMMAND THAT THE DAM WAS IN EFFECTIVE AND FELT THAT IT COULD BE REINFORCED WITH THE MATERIALS AT HIS LOCATION. FF ADAMS CONFIRMED THAT THE DAM WAS FUNCTIONAL AND HE RETURNED TO STAGING.

APPROXIMATELY ONE HOUR LATER THE FIRE HAD DIED DOWN AND FLAMES WERE LOCALIZED TO THE TIRES OF THE TANKER. COMMAND WAS GIVEN THE ORDER FROM CSP TO PROCEED WITH EXTINGUISHMENT/COOLING OF THE TANKER. COMMAND SENT FF WAESCHE AND FF LAURINA WITH FULL PPE TO BEGIN OPERATIONS WITH AN 1 3/4" HANDLINE. AFTER COOLING THE FRONT OF THE TANKER FF WAESCHE AND FF LAURINA REPOSITIONED TO THE OUTSIDE OF THE GUARD RAIL TO CONTINUE EFFECTIVE OPERATIONS. AT THAT TIME, COMMAND CALLED FF'S BACK TO THE BURNED SIDE OF THE GUARD RAIL. COMMAND MADE CONTACT WITH CDOT ON SCENE AND REQUESTED THAT THEY USE THEIR FRONT END LOADER TO PULL THE TANKER FROM THE GUARD RAIL SO FF'S COULD SAFELY CONTINUE OPERATION. CDOT AGREED AND BEGAN PUTTING THE FRONT END LOADER INTO POSITION. COMMAND MET WITH CSP AND ADVISED HIM OF CDOT'S ACTIONS.

ENGINEER BRADLEY MADE CONTACT WITH COMMAND AND ADVISED THAT HE WAS UNABLE TO PROVIDE CLASS A FOAM TO THE HANDLINE DUE TO A CLOG IN THE SYSTEM. HE WAS ABLE TO PROVIDE CLASS B FOAM FOR APPROXIMATELY 5-10 MINUTES WHICH WAS ENOUGH TO EFFECTIVELY EXTINGUISH/COOL THE BURNING TIRES.

AFTER FINAL OVERHAUL OF THE TANKER, CSP WAS SATISFIED, AND ADVISED THAT WE COULD BEGIN BREAKING DOWN HANDLINES WHILE HE CONTINUED INVESTIGATION. FF ADAMS WAS AGAIN SENT DOWN TO EVALUATE THE CONDITION OF THE UNDERFLOW DAM. FF ADAMS ADVISED THAT WAS EFFECTIVE.

ONCE ALL APPARATUS WAS PUT BACK IN SERVICE "LOVELAND PASS" COMMAND WAS TERMINATED AND ALL LDFR PERSONNEL CLEARED THE SCENE WITHOUT FURTHER INCIDENT. IN ALL APPROXIMATELY 500-600 GALLONS OF WATER WAS USED. ONE LDFR TRAFFIC CONE REMAINED ON SCENE THAT WAS USED FOR THE UNDERFLOW DAM.

REPORT COMPLETED BY: TRAVIS DAVIS ON 08/05/2009 AT 22:25

INCIDENT REVIEW STATUS REVIEWED AND ACCEPTED ON AUG 11, 2009 9:27AM BY TRAVIS DAVIS, NOT YET REVIEWED BY CARLINA DUGGAN, NOT YET REVIEWED BY KELLY WAGNER

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:

DRIVER WAS TERMINATED. COMPANY HAS RETRAINED DRIVERS ON MOUNTAIN DRIVING TO REITERATE SAFETY IS COMPANY'S MAIN CONCERN.

PART VIII – CONTACT INFORMATION

Contact's Name:	C. PAUL BROWN
Contact's Title:	VICE PRESIDENT
Business Name and Address:	MONUMENT OIL COMPANY 102 NORTH AVENUE GRAND JUNCTION CO 81501
E-mail Address:	PAUL.BROWN@MONUMENTOIL.COM
Telephone Number:	970-245-3440
Fax Number:	970-245-2625
Hazmat Registration Number:	
Date:	09/01/2009
Preparer is:	Carrier



U.S. Department of Transportation
Research and Special Programs Administration

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INSTRUCTIONS

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PART I - REPORT TYPE

1. Incident Id: I-2010040225
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 08/05/2009
4. Time of Incident (use 24-hour time): 14:00
5. Enter National Response Center Report Number (if applicable): 913927
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: KEYSTONE
County: SUMMIT
State: CO
Zip Code: (if known): 80435
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
COLORADO HWY 6 MILEPOST 223.5
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: MONUMENT OIL CO
Street: 102 NORTH AVENUE
City: GRAND JUNCTION
State: CO
Zip Code: 81501
Federal DOT Id Number: 118534
Hazmat Registration Number: 070309002007RT
11. Shipper/Officer:
Name: SUNCOR ENERGY
Street: 5801 BRIGHTON BLVD
City: COMMERCE CITY
State: CO
Zip Code: 80022
Waybill/Shipping Paper: 73228
Hazmat Registration Number: 061209551098R
12. Origin (if different from shipper address)
Street: 5801 BRIGHTON BLVD.,
City: COMMERCE CITY
State: CO
Zip Code: 80022
13. Destination:
Street: 923 EAST VICTORY WAY
City: CRAIG
State: CO
Zip Code: 81625
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)

19. Quantity Released: (Include Measurement Units) 3800 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: - 150-Tank Shell

How Failed: - 303-Burst or Ruptured

Causes of Failure: - Vehicular Crash or Accident Damage

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

Identification Markings: NA1993

(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:
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:

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: | 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 000102009 001822
Police Report #: True 09088C02
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: \$ 21,000.00
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Response Cost: \$ 15,000.00
Remediation/Cleanup Cost: \$ 60,000.00
(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:
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? 4

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

If yes, provide the following information:

Estimated speed (mph): 25
Weather conditions: CLEAR
Vehicle overturned? True
Vehicle left roadway/track? False

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) |
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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:

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WHILE ENROUTE LD 4 ADVISED THAT HE HAD THE DRIVER WITH HIM WHO AT THE TIME APPEARED UNHARMED. ALSO ADVISED THAT THE TRUCK WAS CARRYING A LOAD OF FLAMMABLE LIQUID, A MIXTURE OF GAS AND DIESEL, WITH QUANTITIES VARYING. AT THAT TIME E8 (BELL) WAS REQUESTED TO RESPOND FROM DILLON TO PROVIDE MORE MANPOWER. E7 (HOEHN) CALLED FROM THE FRISCO AREA AND WAS DIRECTED TO REPORT TO STA. 8 FOR COVERAGE. BATTALLION 8 ARRIVED ON SCENE AND ASSUMED LOVELAND PASS COMMAND. LD 4 ADVISED 3800 GALS. OF DIESEL AND 3500 GALS. OF UNLEADED AND CONFIRMED TWO BLEVES SHORTLY AFTER HE ARRIVED ON SCENE. LD 3 ARRIVED A SHORT TIME LATER AND THE ICP WAS ESTABLISHED AND OBJECTIVES WERE ESTABLISHED.

E11 ARRIVED ON SCENE AND WAS DIRECTED TO APPROACH THE SITE AND GIVE SPECIFICS ON RUNOFF, EXTENT OF FIRE INVOLVEMENTS TO VEGETATION AND ESTABLISH A DROP TANK SETUP FOR THE SHUTTLE OPERATION. THE OBJECTIVE WAS TO CONTAIN RUNOFF INTO THE WATERSHED AND APPLY FOAM AS NEEDED TO THE BRUSH AT THE BOTTOM OF THE SLOPE WHERE THE RUNOFF WAS BURNING. E11 WAS DESIGNATED AS SUPPRESSION AND PROCEEDED UP TO THE SITE. LD 2 AND LD 3 ARRIVED ON SCENE A SHORT TIME LATER AND WERE ASKED TO ASSIST WITH MEDIA, FS, ENVIRONMENTAL HEALTH, DENVER WATER, AND ALL OTHER NOTIFICATION AS DEEMED NECESSARY. EVENTUALLY LD 1 WOULD RETURN TO THE BASIN AREA TO ASSIST WITH COMMUNICATIONS AND LD 2 WOULD BE REASSIGNED TO A SMOKE SIGHTING NORTH OF SILVERTHORNE.

E8 ARRIVED ON SCENE AND WAS BRIEFED VIA FACE-TO-FACE ON THE OBJECTIVES. THEY WERE ASSIGNED TO ASSIST WITH SETTING UP THE DROP TANK, ADVANCING HOSELINES AND MITIGATING AND RUNOFF AS DIRECTED BY THE CO ON E11. THE TENDERS ARRIVED A SHORT TIME LATER. LD 3 ADVISED OF THEIR TRAFFIC PATTERN AND FILL SITE. THE DROP TANK WAS SET UP AND ALL CREWS WERE IN PLACE TO MITIGATE ANY EXPOSURES.

CSP HAZ-MAT ARRIVED ON SCENE AND WAS BRIEFED ON THE SITUATION. AFTER A THOROUGH WALKTHROUGH OF THE SITE, HE CONFIRMED OUR "LET IT BURN" STRATEGY AND REQUESTED AN ENGINE AND TENDERS REMAIN ON SCENE WHILE THE REMAINING PRODUCT BURNED OFF. AT THAT TIME E8 WAS RELEASED TO RETURN TO STA. 8 FOR COVERAGE WHICH IN TURN RELEASED E7. THE DRIVER OF THE TRUCK WAS CHECKED OUT BY SCA 3 AND LATER RELEASED TO A FD CHAPLAIN DESIGNEE AS ARRANGED BY LD 1. LD PIO (LIPSHER) ARRIVED ON SCENE AND DEALT WITH THE MAJORITY OF THE MEDIA CONTACTS.

THERE WERE 4 SANDBAGS AND 1 TRAFFIC CONE USED FOR THE CONSTRUCTION OF THE UNDERFLOW DAM. DENVER WATER LEFT A BAG OF BOOMS ON SITE WHICH WERE NOT USED AND WILL BE RETURNED TO DAVE MARTINEZ. COMMAND WAS TRANSFERRED TO E11 WITH A NOTIFICATION TO CSP. LD 3 AND BATTALION 8 CLEARED SCENE.

MATT BREWER WILL BE GIVEN ACCESS ON 8/10/09 TO ADDEND TO THIS REPORT CAPTURING EXTINGUISHMENT AND OUR FINAL ACTIONS BEFORE THE SCENE WAS TURNED OVER TO CSP.

MATT BREWER 8/10/09

ONCE I WAS GIVEN COMMAND I CONDUCTED ANOTHER FACE-TO-FACE WITH CSP'S HAZ-MAT CONTACT AND CONFIRMED HIS ACTION PLAN. HE ESTIMATED THAT BASED ON THE REMAINDER OF FUEL LEFT IN THE TANKER THAT THE FIRE SHOULD BURN OUT IN APPROXIMATELY 90 TO 120 MINUTES. AT WHICH TIME HE WANTED ENGINE 11 TO COOL THE REMAINS OF THE FIRE SO IT COULD BE TOWED FROM THE SCENE. COMMAND BRIEF REMAINING LDFR PERSONNEL OF THE ACTION PLAN AND EVALUATED THE CONDITIONS OF THE VEGETATION BELOW THE FIRE. SATISFIED THAT THERE WAS NO FURTHER THREAT TO THE VEGETATION IN THE AREA, COMMAND REQUESTED THE LINE THAT HAD BEEN STAGED BELOW THE FIRE BE PULLED BACK TO THE ROAD SURFACE AND PLACED FOR LATER EXTINGUISHMENT/COOLING OF THE TANKER. PREVIOUSLY A SECOND LINE HAD BEEN STAGED ON THE FAR SIDE OF THE FIRE FOR EXPOSURE PROTECTION. THE SECOND LINE WAS REMOVED AND ALL UNNECESSARY EQUIPMENT WAS PUT BACK IN SERVICE. AT THAT TIME COMMAND SENT FF ADAMS BELOW THE FIRE TO EVALUATE THE UNDERFLOW DAM. FF ADAMS REPORTED TO COMMAND THAT THE DAM WAS IN EFFECTIVE AND FELT THAT IT COULD BE REINFORCED WITH THE MATERIALS AT HIS LOCATION. FF ADAMS CONFIRMED THAT THE DAM WAS FUNCTIONAL AND HE RETURNED TO STAGING.

APPROXIMATELY ONE HOUR LATER THE FIRE HAD DIED DOWN AND FLAMES WERE LOCALIZED TO THE TIRES OF THE TANKER. COMMAND WAS GIVEN THE ORDER FROM CSP TO PROCEED WITH EXTINGUISHMENT/COOLING OF THE TANKER. COMMAND SENT FF WAESCHE AND FF LAURINA WITH FULL PPE TO BEGIN OPERATIONS WITH AN 1 3/4" HANDLINE. AFTER COOLING THE FRONT OF THE TANKER FF WAESCHE AND FF LAURINA REPOSITIONED TO THE OUTSIDE OF THE GUARD RAIL TO CONTINUE EFFECTIVE OPERATIONS. AT THAT TIME, COMMAND CALLED FF'S BACK TO THE BURNED SIDE OF THE GUARD RAIL. COMMAND MADE CONTACT WITH CDOT ON SCENE AND REQUESTED THAT THEY USE THEIR FRONT END LOADER TO PULL THE TANKER FROM THE GUARD RAIL SO FF'S COULD SAFELY CONTINUE OPERATION. CDOT AGREED AND BEGAN PUTTING THE FRONT END LOADER INTO POSITION. COMMAND MET WITH CSP AND ADVISED HIM OF CDOT'S ACTIONS.

ENGINEER BRADLEY MADE CONTACT WITH COMMAND AND ADVISED THAT HE WAS UNABLE TO PROVIDE CLASS A FOAM TO THE HANDLINE DUE TO A CLOG IN THE SYSTEM. HE WAS ABLE TO PROVIDE CLASS B FOAM FOR APPROXIMATELY 5-10 MINUTES WHICH WAS ENOUGH TO EFFECTIVELY EXTINGUISH/COOL THE BURNING TIRES.

AFTER FINAL OVERHAUL OF THE TANKER, CSP WAS SATISFIED, AND ADVISED THAT WE COULD BEGIN BREAKING DOWN HANDLINES WHILE HE CONTINUED INVESTIGATION. FF ADAMS WAS AGAIN SENT DOWN TO EVALUATE THE CONDITION OF THE UNDERFLOW DAM. FF ADAMS ADVISED THAT WAS EFFECTIVE.

ONCE ALL APPARATUS WAS PUT BACK IN SERVICE "LOVELAND PASS" COMMAND WAS TERMINATED AND ALL LDFR PERSONNEL CLEARED THE SCENE WITHOUT FURTHER INCIDENT. IN ALL APPROXIMATELY 500-600 GALLONS OF WATER WAS USED. ONE LDFR TRAFFIC CONE REMAINED ON SCENE THAT WAS USED FOR THE UNDERFLOW DAM.

REPORT COMPLETED BY: TRAVIS DAVIS ON 08/05/2009 AT 22:25

INCIDENT REVIEW STATUS REVIEWED AND ACCEPTED ON AUG 11, 2009 9:27AM BY TRAVIS DAVIS, NOT YET REVIEWED BY CARLINA DUGGAN, NOT YET REVIEWED BY KELLY WAGNER

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:

DRIVER WAS TERMINATED. COMPANY HAS RETRAINED DRIVERS ON MOUNTAIN DRIVING TO REITERATE SAFETY IS COMPANY'S MAIN CONCERN.

PART VIII – CONTACT INFORMATION

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Date:	09/01/2009
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