



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-2004100690
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
07/21/2004

4. Time of Incident (use 24-hour time):
17:00

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: ESCONDIDO
County: SAN DIEGO
State: CA
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
POST MILE 15-SD 3700 (HWY 15)

8. Mode of Transportation: Highway

9. Transportation Phase: In Transit

10. Carrier/Reporter:

Name: HAZARDOUS WASTE TRANSP SVC
Street: 10600 SOUTH PAINTER AVENUE
City: SANTA FE SPRINGS
State: CA
Zip Code: 90670
Federal DOT Id Number: MC452191-P
Hazmat Registration Number:

11. Shipper/Officer:

Name: CASPIAN INC
Street: 4951 RUFFIN ROAD
City: SAN DIEGO
State: CA
Zip Code: 92123
Waybill/Shipping Paper: 23846106
Hazmat Registration Number:

12. Origin (if different from shipper address)

Street:
City:
State:
Zip Code:

13. Destination:

Street: 5375 SOUTH BOYLE AVENUE
City: LOS ANGELES
State: CA
Zip Code: 90058

14. Proper Shipping Name of Hazardous Material: CORROSIVE LIQUID, ACIDIC, INORGANIC, N.O.S.

15. Technical/Trade Name: CHROMIUM

16. Hazardous Class/Division: Corrosive Material

17. Identification Number: (E.g. UN2764, NA 2020) UN3264

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 3200 Liquid - Gallon

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

21. Is this a Toxic by Inhalation (TIH) material?
If yes, provide the Hazard Zone:

22. Was the material shipped under an Exemption, Approval, or Competent Authority Certificate?
If yes, provide the Exemption, Approval, or CA number:

23. Was this an undeclared hazardous materials shipment?

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: - Incompatible Product

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

Identification Markings:

(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: 6000 Liquid - Gallon
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: ACRO TANK CO
Serial Number: 1A91142282
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: 12/03/2003

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: | True | - Environmental Damage: | False |
| - No Release: | False | | |

31. Emergency Response: The following entities responded to the incident: (Check all that apply)

Fire/EMS Report #:
Police Report #:
In-house cleanup:
Other Cleanup:

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:	\$ 66,000.00
Property Damage:	\$ 0.00
Response Cost:	\$ 0.00
Remediation/Cleanup Cost:	\$ 500,000.00

(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:
Responders:
General Public:

33b. Were there human fatalities that did not result from the hazardous material?

False

If yes, how many?

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:
Responders:
General Public:

Non-Hospitalized:

(e.g.: On site first aid or Emergency Room observation and release)

Employees:
Responders:
General Public:

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: 0
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:

HTS WAS CONTRACTED BY A THIRD PARTY, (U.S. FILTER) WHO REQUESTED A STAINLESS STEEL TANKER, CREATED THE PAPERWORK, AND PROFILED THE WASTE FROM CASPIAN. SEE ATTACHMENT FOR THE SEQUENCE OF EVENTS. TO PREVENT THIS FROM HAPPENING AGAIN HTS WILL REQUIRE COPIES OF ANY ANALYTICAL AND/OR SAMPLE PRIOR TO ANY BULK SHIPMENT. REPORTED TO WORK AT 0700 - HOOKED UP TRACTOR 341 TO SS TRL. 016 - PRE-TRIPED - PUT ON 5 LOADING 2" CHEMICAL HOSE AS REQUESTED - CHECKED TO MAKE SURE I HAD SS FITTINGS - MISSING 3-2 SS FITTING. TOLD KIRT AND WE LOOK AROUND AND COULDN'T FIND ONE - CALLED AROUND TO FIND ONE - I WENT TO HOSE MAN TO PICK ONE UP AT 0800 - THEY DIDN'T HAVE ONE SO CALLED IN AT 0900 AND KIRT HAD FOUND ONE AND WOULD BE IN YARD AT 1000. WENT BACK TO YARD AND WAITED FOR FITTING TO ARRIVE - IN YARD USED TRA 335 DROPPED MUD TANK IN WASH RACK - HOOKED UP TO AN 21,000 CROWN TANK FOR ANOTHER DRIVER TO DEL. LATER. 3-2 SS FITTING ARRIVED AND I LEFT FOR SAN DIATO AT 1030. ARRIVED ON SITE AT 1245, CASPIAN INC 4957 RUFFIN RD. AN WORKER AT CASPIAN SAW ME AND DIRECTED ME TO FOLLOW HIM IN HIS CAR TO SITE: WAS DIRECTED TO LOADING SITE. CALLED DISPATCH AT 1300 LET THEM KNOW I WAS ON SITE. WAS TOLD THEY WERE NOT QUITE READY - SO DID PAPER WORK. THEY HAD THERE OWN HOSE AND PUMP SET UP. STARTED LOADING AT ABOUT 1330. WE LOADED THROUGH REAR DOME OF TRAILER FROM TANK INSIDE BUILDING. I PUT HOSE INTO REAR DOME - TANK WAS EMPTY & CLEAN. I TIED HOSE TO TANK AND THEY STARTED PUMPING. LIQUID WAS RUSTY BROWN COLOR. WHILE LOADING I FELT TANK AND IT DID NOT GET HOT - ONLY WARM TO TOUCH. USING AN AIR PUMP IT PULSES AND YOU COULD SEE RED VAPORS AT DIFFERENT TIMES FROM DOME. THE TWO MEN LOADING ME WERE MANING THE HOSE AND PUMP. AFTER EMPTYING TANK FROM INSIDE BUILDING THEY MOVED POLY TOTE BINS FROM OUTSIDE TO INSIDE BUILDING IN SHADE AND WHERE HOSE WERE. ABOUT 1500 PUMPED OUT OF TOTE BINS. ABOUT AFTER 3/4 OF 1ST TOTE WAS PUMPED GOT CLOGGED UP AND THEY CHANGED AIR PUMPS. - CONTINUED TO PUMP OUT REMAINING OF 1ST TOTE AND THEN PUMPED OUT 4 MORE TOTE BINS. THE LIQUID WAS THE SAME COLOR AS TANK INSIDE OF THE FIRST TOTE BIN AS I REPOSITIONED THE HOSE IN TANK SO IT WOULD NOT BE IN LIQ SO IT WOULDN'T BE A MESS WHEN WE WERE FINISHED SO HOSE WOULDN'T BE DRIPPING WHEN REMOVED. WHEN FINISHED WITH TOTE BINS THEY PUMPED AND SMALL AMOUNT OF WATER TO CLEAR HOSE. I REMOVED HOSE FROM TRAILER AND TIGHTEN DOME LID DOWN - LIQUID WAS RUSTY BROWN IN COLOR. FELT TANK AND WAS ONLY WARM AND TANKER WAS IN SUNLITE ALL AFTERNOON TEMP. IN MID 80'S. MOVE TRA-TRL OUT OF THAT POSITION TO MAKE ROOM FOR ANOTHER TRUCK TO GET IN TO PICK UP ROLL OFF BINS. CHECKED LIQ LEVEL AND AIR WEIGHT OVAGE. WEIGHT WAS OK AND TANK HAD APP. 3200 GALS IN IT. OWNER OR BOSS SIGNED MANIFEST & LAND BAND FORM. GAVE HIM COPIES AND ONE OF THE MEN WHO LOADED ME GAVE ME AN CHECK FOR US FILTERS. CALLED HTS & TOLD THEM I WAS LOADED AND LEAVING. PLACARD LOAD AND LEFT AT 1630. TRAVELED NORTH ON RUFFIN TO C52 EAST BOUND RAMP. CONTINUED ON 52 AND PASTED I-15. GOT OFF AT NEXT OFF RAMP. CROSSED OVER C52 AND STOPPED BEFORE ON RAMP IN WIDE AREA AND CHECKED TRAILER - WAS NOT HOT - NO LEAKS AND TIRES WERE OK. TURNED ON TO ON RAMP WEST BOUND ON C52 TO I15 NORTH ON RAMP ABOUT 1/2 FROM C52 - CONTINUED NORTH ON I-15 TRAFFIC WAS RUSH HOUR SO STOP AND GO TRAFFIC TO HWY 78 AND TRAFFIC OPENED UP. CONTINUED ON I-15 N AFTER ABOUT AN MILE AND 1/2. TWO CARS SIGNALLED TO ME THAT SOMETHING WAS WRONG SO I LOOKED FOR A WIDE SPOT ON SHOULDER TO PULL OVER AND CHECK THING OUT. PULLED OVER NORTH OF DEER SPRITS RD. WHEN I GOT OUT TR - TANK WAS LEAKING OUT OF TOP OF FRONT DOME & MIDDLE DOWIE. RETURNED TO CAR & CALLED KIRT AT OUR OFFICE THAT I HAD A MAJOR SPILL. AS I WAS GETTING OUT OF THE TK ANOTHER TK HAD STOPPED AND THOUGH I WAS ON FIRE AND CAME UP WITH FIRE EXT. ALSO AN CAR HAD STOPPED AND SAID HE CALLED 911 AND I HAD SPRAYED HIS CAR HE ASKED WHAT IT WAS I SAID IT WAS CHROMIUM AND HE SHOULD WASH IT OFF AS SOON AS POSSIBLE. THE TIME WAS AROUND 1720-1730 - WITHIN MINUTES A CHP CAR WAS ON SCENE. I ASKED HIM FOR AN SHOVEL TO DIKE RUN OFF. HE GOT SHOVEL OUT OF HIS TRUCK. AND GAVE IT TO THE OTHER TK. DRIVER, AS I WAS GETTING THE MANIFEST OUT OF TK AND GAVE IT TO CHP OFFICER. AND DRIVER'S LICENSE. THE TANKER WAS SENDING AN SMALL OF RED VAPORS OUT OF TOP OF TANK. WIND WAS BLOWING FROM WEST AND CARRYING VAPORS AWAY FROM US. I WAS TOLD TO STAY BY CHP CAR. IN A VERY SHORT TIME TWO FIRE TKS ARRIVED AND MOVED US BACK FURTHER - AND WAITED FOR SAN DIAGO HAZ MAT TEAM TO ARRIVE - IN THE MEANTIME CHP HAD ARRIVED AND CLOSED I 15 NORTH & SOUTH BOUND AS WELL AS OLD 395. ANOTHER CHP ARRIVED AND TOOK OVER FROM THE FIRST ONE NAMED LINDA. I GAVE HER AN STATEMENT AND SHE MADE OUT AN REPORT AND GAVE ME LICENSE BACK - GAVE STATEMENTS TO SAN DIAGO HAZ MAT. CDF - FISH & GAME ALSO - NCR CLEAN UP TEAM ARRIVED. ABOUT 2000 AND STARTED SET UP. THEY ASK ABOUT TANKER CONFIGURATION AND I TOLD THEM AS WELL AS S.D. HAZ MAT THROUGH OUT THE NITE WAS ASKED DIFFERENT QUESTIONS ABOUT TANKER BY DIFFERENT AGENCIES. AROUND 0500 WAS TOLD TO GET READY TO MOVE TRA-TRL OUT OF CONTAMINATED AREA SO TRL COULD BE LOADED ON LOW BAY TRAILER BY AN WRECKER. AROUND 0800 MOVED TRAILER OUT OF AREA TO ANOTHER SPOT DIRECTED BY CAL-TRANS. DROPPED TRL, AND MOVED TRACTOR OUT OF THE WAY - WAITED FOR TRAILER TO BE LOADED INTO LOW BAY AND FOLLOWED THEM FOR ABOUT 1/2 - 3/4 MILE. THEY HAD TO PULLOVER BECAUSE LIQUID WAS COMING OUT OF TANKER. CLEAN-UP TEAM REMOVED LIQ. AND CLEANED UP SPOTS IT WAS DROPPED. WAITED FOR S.D. HAZ MAT TO ARRIVE. - AFTER THEY ARRIVED THEY SUITED UP TO LEVEL A AND CHECKED OUT TANKER TO SEE IF THEY COULD FIND OUT HOW MUCH LIQ. WAS IN IT. THEY ASKED ME TO DIRECT AND ANSWER THEIR QUESTIONS AS THERE WERE TO OPEN DOME LID. THEY ASK ABOUT SCRUBBER POT AND BLEEDER VALVE ALSO ABOUT HOSE FROM DOME LID TO BLEEDER VALVE AND LOCATION OF BLEEDER VALVE. I HAD DRAWN AN FIG. OF TANKER BEFORE HAND SO THEY WOULD KNOW WHAT THEY WERE LOOKING AT. AS THEY OPENED DOME IT EXPELLED A SMALL AMOUNT OF VAPOR AND THEY CLOSED LID. BRAD & DAVE ARRIVED SHORTLY AFTER THIS AND I WAS TOLD I COULD LEAVE. I GOT BACK TO HTS YARD AT 1630 AND LEFT FOR HOME ABOUT 1700.

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: RONALD J LEAHY
Contact's Title: OWNER
Business Name and Address:

E-mail Address:
Telephone Number: 562-906-2633
Fax Number:
Hazmat Registration Number:
Date: 09/30/2004
Preparer is: