



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-2026060788
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:
06/25/2026
4. Time of Incident (use 24-hour time):
21:02
5. Enter National Response Center Report Number (if applicable):
1466129
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: BEAVER
County: BEAVER
State: UT
Zip Code: (if known): 84713
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
646 West 1400 North
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: CLEAN HARBORS ENVIRONMENTAL SERVICES, INC.
Street: 42 LONGWATER DR
City: NORWELL
State: MA
Zip Code: 02061
Federal DOT Id Number: 180743
Hazmat Registration Number: 060923550192FH
11. Shipper/Officer:
Name: TSMC ARIZONA CORPORATION
Street: 5088 W INNOVATION CIR
City: PHOENIX
State: AZ
Zip Code: 85083
Waybill/Shipping Paper:
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street:
City:
State:
Zip Code:
13. Destination:
Street: 11600 North Aptus Rd
City: GRANTSVILLE
State: UT
Zip Code: 84029
14. Proper Shipping Name of Hazardous Material: HYDROGEN, PEROXIDE, AQUEOUS SOLUTIONS WITH NOT LESS THAN 8 PERCENT BUT LESS THAN 20 PERCENT HYDROGEN PEROXIDE (STABILIZED AS NECESSARY)
15. Technical/Trade Name: Waste Hydrogen Peroxide
16. Hazardous Class/Division: Oxidizer
17. Identification Number: (E.g. UN2764, NA 2020) UN2984

18. Packing Group: (if applicable) III

19. Quantity Released: (Include Measurement Units) 20000 Liquid - Pound

20. Was the material shipped as a hazardous waste? True
If yes, provide the EPA Manifest Number: 020685605FLE

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: - 144-Pressure Relief Valve or Device - Reclosing
How Failed: - 313-Vented
Causes of Failure: - Over-pressurized

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

Identification Markings: DOT-407

(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: 7000 Liquid - Gallon Amount in Package: 27300 Liquid - Pound 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:	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: | |
| - Explosion: | | - Material Entered Waterway/Storm Sewer: | |
| - Vapor (Gas) Dispersion: | True | - Environmental Damage: | |
| - No Release: | False | | |

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

- Fire/EMS Report #: True
Police Report #: True
In-house cleanup: True
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: \$ 0.00
Property Damage: \$ 0.00
Response Cost: \$ 40,000.00
Remediation/Cleanup Cost: \$ 55,000.00
(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?

True

If yes, provide the following information:

Total number of general public evacuated: 30
Total number of employees evacuated: 5
Total evacuated: 35
Duration of the evacuation: 8

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:

At 2145ET on June 24, 2026, Sergeant Barrett of the Utah Highway Patrol called to report that a Clean Harbors Semi Tanker Truck, is sitting behind the Days Inn off of exit 112 in Beaver UT and is currently leaking an unknown chemical. Has been leaking and spreading for a while across several hundred ft, has sprayed into a dry riverbed, no drain impact. Soil impact, asphalt, concrete. Clean Harbors dispatched a 5-man team.

- At 2229 ET on June 24, 2026, Clean Harbors Environmental Services (CHES) in Salt Lake City, UT was contacted and was preparing a 5-man team to respond to the spill.
- At 2229 ET
- At 0340 ET June 25, 2026, CHES arrived at the scene and began their hazard assessment.
- At 0535 ET CHES reported that several vehicles were in the path of the released material and will be wiped down.
- At 0630 ET CHES reported that they are barricading off the area and monitoring the pressure inside of the tanker.
- At 0755 ET CHES reported that they had the are barricaded and that the pressure readings on the tanker are at zero.
- At 1057 ET CHES reported that they had completed cleaning off the 3 impacted vehicles.
- At 1217 ET it was determined that the remainder of the Hydrogen Peroxide will be pumped off the tanker and into totes.
- At 1411 ET it was confirmed that totes will be arriving at the site today.
- At 1702 ET additional crew with extra materials arrived. They set boom down in the downstream position of the spill in the dry creek bed in the event of a significant rain event.
- At 2018 ET the totes arrived, and the crew is preparing to offload the tanker overnight while also performing a surface scrapping of the site.
- At 0006 ET on June 26, 2026, offloading of the tanker into totes commenced.
- At 0701 ET CHES reported that they had completed unloading the tanker into 6 totes, and had all impacted gravel placed into a roll off bin.
- At 1146 ET a new CHES arrived at the site for a shift change.
- At 1506 ET CHES was suited up and rinsing out the inside of the tanker.
- At 1822 ET CHES reported that they had finished rinsing out the tanker and generated an additional tote of impacted wash water and were beginning to perform excavation work on the impacted soil.
- At 2045 ET CHES reported that they were holding off on further excavation till they finished loading the trailer that will take the totes for disposal.
- At 2205 ET CHES reported that they had completed loading the trailer.
- At 2250 ET CHES reported that they had completed cleaning the impacted asphalt and trash bins in the area and that the excavation will continue through the night.
- At 0756 ET on June 27, 2026, CHES reported that the tanker should be able to move soon and after that they will clean the area under where the tanker was.
- At 1120 CHES started working on the trench on the North side removing impacted shrubs and grass.
- At 1339 ET CHES reported that a tow truck had arrived and removed the tanker from the site.
- At 1450 ET CHES reported that the excavation is still ongoing.
- At 2136 ET 1 more roll off bin arrived on site with another 2 in route.
- At 2313 ET CHES was removing the impacted soil from where the tanker had been sitting.
- At 0046 ET on June 28, 2026, CHES reported that they were still excavating the area.
- At 0351 ET CHES reported that they needed to stop work due to heavy smoke from the nearby wildfire.
- At 0915 ET CHES confirmed that several more areas needed to be remediated.
- At 1100 ET CHES reported that the cleanup has slowed down as the majority of the site has been cleaned or excavated.
- At 1735 ET CHES reports that they have completed work for the day and will return in the morning to continue remediation work.
- At 1120 ET on June 29, 2026, CHES confirmed that all impacted areas and surfaces where excavation does not need to take place have already been cleaned. They are currently waiting for 811 to come to the site and mark for any potential utility strikes if further excavation is required.
- At 2206 ET CHES reported that 811 never arrived to clear the area, but a member of the department of water marked out water lines that were 100' outside of the current excavation zone.

- At 1132 ET on June 30, 2026, 811 came to the site and confirmed that there are no utilities below the area if further excavation is required. CHES took samples from the excavated material for waste profiling and confirmation samples from the excavated area to test if further excavation will be required. Five Roll off bins of excavated material were left at the site till profiling can be completed.

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:

No comments provided

PART VIII – CONTACT INFORMATION

Contact's Name:	Jacob Hicks
Contact's Title:	Project Manager
Business Name and Address:	EMERGENCY RESPONSE AND TRAINING SOLUTIONS, INCORPORATED 11231 PHILIPS INDUSTRIAL BLVD E STE 300 JACKSONVILLE FL 32256-3016
E-mail Address:	hicks.jacob@ertsonline.com
Telephone Number:	(618)975-6047
Fax Number:	
Hazmat Registration Number:	
Date:	06/26/2026
Preparer is:	Other - Agent for Carrier