



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-2014020207
2. This is to report: A

PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident: 11/14/2013
4. Time of Incident (use 24-hour time): 14:50
5. Enter National Response Center Report Number (if applicable): 1065799
6. If you submitted a report to another Federal DOT agency, enter the agency and report number:
7. Location of Incident:
City: CITY OF INDUSTRY
County: LOS ANGELES
State: CA
Zip Code: (if known):
Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:
NEAR EXIT 16 E/B
8. Mode of Transportation: Highway
9. Transportation Phase: In Transit
10. Carrier/Reporter:
Name: JACK B KELLEY, INC.
Street: 801 S. FILMORE, STE. 505
City: AMARILLO
State: TX
Zip Code: 79101
Federal DOT Id Number: 149333
Hazmat Registration Number: 050412550075UW
11. Shipper/Officer:
Name: PRAXAIR, INC.
Street: 5705 E AIRPORT DR
City: ONTARIO
State: CA
Zip Code: 91761-8611
Waybill/Shipping Paper:
Hazmat Registration Number:
12. Origin (if different from shipper address)
Street: 5705 EAST AIRPORT DRIVE
City: ONTARIO
State: CA
Zip Code: 91761
13. Destination:
Street:
City:
State:
Zip Code:
14. Proper Shipping Name of Hazardous Material: HYDROGEN, COMPRESSED
15. Technical/Trade Name: HYDROGEN
16. Hazardous Class/Division: Flammable Gas
17. Identification Number: (E.g. UN2764, NA 2020) UN1049

18. Packing Group: (if applicable)

19. Quantity Released: (Include Measurement Units) 2000 Gas - Cubic Foot

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? True

If yes, provide the Exemption, Approval, or CA number: 14897 & 6530

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:

Cylinder

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: - 120-Fusible Pressure Relief Device or Element

How Failed: - 308-Leaked

Causes of Failure: - Fire, Temperature, or Heat

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

Identification Markings: 3AAX CYLINDERS

(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: 126804 Gas - Cubic Foot
Amount in Package: 10000 Gas - Cubic Foot
Number in Shipment: 10
Number Failed: 2

Package Capacity:
Amount in Package:
Number in Shipment:
Number Failed:

28. Provide packaging construction and test information, as appropriate:

Manufacturer: SCHNURE

Serial Number: 284

Material of Construction: STEEL (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: 01/01/1977

Last Test Date: 05/20/2012

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: | False | - 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 #: 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: \$ 850.00
Carrier Damage: \$ 120,000.00
Property Damage: \$ 0.00
Response Cost: \$ 21,000.00
Remediation/Cleanup Cost: \$ 6,800.00
(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: 20
Total number of employees evacuated: 0
Total evacuated: 20
Duration of the evacuation: 4

36. Was a major transportation artery or facility closed?

True

If yes, how many? 7

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:

THE DRIVER SAW SMOKE COMING FROM THE RIGHT SIDE OF THE POWER UNIT AND STOPPED TO INVESTIGATE. WHEN THE DRIVER EXITED THE CAB THERE WAS SMOKE COMING FROM THE RIGHT SIDE OF THE TRACTOR NEAR THE CENTER AROUND THE REAR OF THE HOOD AND PASSENGER SIDE DOOR. VERY QUICKLY THE ENTIRE POWER UNIT WAS ENGULFED IN FLAMES. THE DRIVER CALLED 911. APPROXIMATELY 30 MINUTES LATER THE FIRE SPREAD TO THE TRACTOR DRIVE TIRES ON THE PASSENGER SIDE WHICH CAUSED EXTREME HEAT ON THE BOTTOM CYLINDERS (TUBES) OF THE TRAILER. IT IS PRESUMED THAT THE EXTREME HEAT CAUSED A SEAL IN THE BULL PLUG OF THE CYLINDER TO MELT AND COMPRESSED GAS (HYDROGEN) BEGAN TO FLOW AND IGNITED. THE FIRE CONTINUED TO BURN SLOWLY UNTIL CUSTOMER PERSONNEL LOWERED THE PRESSURE IN THE CYLINDER WHICH STOPPED THE FLOW OF GAS AND THE FIRE SELF EXTINGUISHED.

THE TRAILER IS COMMONLY REFERRED TO AS A TUBE TRAILER. IT CONSISTS OF 10 3AAX CYLINDERS. THE CYLINDER HAS WHAT IS KNOWN AS A BULL PLUG IN THE END AND THEN AN INTERNAL BURST DISK ASSEMBLY IS SCREWED INTO THE BULL PLUG. THE BURST DISK DOES NOT APPEAR TO HAVE FAILED. AT THIS TIME IT IS PRESUMED THAT THE SEAL BETWEEN THE BULL PLUG AND THE CYLINDER END MELTED AND CAUSED THE LEAK.

THE DRIVER STOPPED AT APPROXIMATELY 14:50 AND HIGHWAY 60 WAS CLOSED AT THAT TIME. THE UNITS WERE RELEASED TO A TOWING COMPANY APPROXIMATELY 7 HOURS LATER.

THE PRIMARY CAUSE OF THE TRACTOR FIRE IS UNDER INVESTIGATION AND WELL AS THE INSPECTION OF THE CYLINDERS TO DETERMINE THE CAUSE OF THE LEAK.

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:

UNDER INVESTIGATION.

PART VIII – CONTACT INFORMATION

Contact's Name:	LEE DRURY
Contact's Title:	VP SAFETY & TRAINING
Business Name and Address:	JACK B. KELLEY, INC. 801 SOUTH FILLMORE, STE. 505 AMARILLO TX 79101
E-mail Address:	LDRURY@JACKBKELLEY.COM
Telephone Number:	806-468-1710
Fax Number:	806-354-4010
Hazmat Registration Number:	
Date:	11/15/2013
Preparer is:	Carrier

01/01/1977