



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-2024100135

2. This is to report: A

## PART II - GENERAL INCIDENT INFORMATION

3. Date of Incident:  
10/02/2024

4. Time of Incident (use 24-hour time):  
13:00

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: Chattanooga  
County: HAMILTON  
State: TN

Zip Code: (if known): 37406

Street Address/Mile Marker/Yard Name/Airport/Body of Water/River Mile:  
3 RIVERSIDE LANE

8. Mode of Transportation: Highway

9. Transportation Phase: In Transit

10. Carrier/Reporter:

Name: UNIVAR SOLUTIONS  
Street: 3 RIVERSIDE LANE  
City: Chattanooga  
State: TN  
Zip Code: 37406

Federal DOT Id Number: 028633

Hazmat Registration Number: 061124550400GI

11. Shipper/Offeror:

Name: UNIVAR SOLUTIONS  
Street: 2145 SKYLAND CT  
City: Norcross  
State: GA  
Zip Code: 30071

Waybill/Shipping Paper: NA

Hazmat Registration Number: 061124550400GI

12. Origin (if different from shipper address)

Street:  
City:  
State:  
Zip Code:

13. Destination:

Street: 3 RIVERSIDE LANE  
City: Chattanooga  
State: TN  
Zip Code: 37406

14. Proper Shipping Name of Hazardous Material: SODIUM BISULFITE, SOLUTION

15. Technical/Trade Name: SODIUM BISULFITE

16. Hazardous Class/Division: Corrosive Material

17. Identification Number: (E.g. UN2764, NA 2020) UN2693

- 18. Packing Group:** (if applicable) III
- 19. Quantity Released:** (Include Measurement Units) 3301 Liquid - Pound
- 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:**  
Other, Drum
- 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: - 103-Basic Material  
How Failed: - 309-Punctured  
Causes of Failure: - Abrasion

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

Identification Markings: 1H1/Y1.9/100/USA/M4232

(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:

Packaging Type:  
Material of Construction:  
Head Type (Drums only):

#### Single Package or Inner Packaging (if any):

Packaging Type:  
Material of Construction:

- 27. Describe the package capacity and the quantity:**

#### Single Package or Outer Packaging:

Package Capacity: 560 Liquid - Barrel  
Amount in Package: 560 Liquid - Pound  
Number in Shipment: 40  
Number Failed: 1

#### Single Package or Inner Packaging (if any):

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

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

Manufacturer: MAUSER  
Serial Number:  
Material of Construction: Plastic (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: Transport Index:  
Activity:  
Critical Safety 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: True

### 32. Damages Was the total damage cost more than \$500? False

- 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:            | \$ 0.00 |
| Remediation/Cleanup Cost: | \$ 0.00 |
- (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:

On 10/02/2024 drums were picked up from Univar Solutions Norcross facility and delivered to Univar Solutions in Chattanooga. When arriving in Chattanooga the supervisor at the plant noticed a small amount of product coming out of the trailer towards the nose. When opening the door there was one drum of 40 discovered to be leaking. Hepaco was called on site and maintained/handled the cleanup. It was discovered that a drum was punctured by a nail on a pallet losing approximately 3301bs of sodium bisulfite. It looked like the drum may have shifted slightly and hit the nail. When leaving Norcross there were not any issues or signs of damage to the drum.

## 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:

After the incident we had an internal investigation and will begin using an extra strap on drums to prevent any kind of movement. We also have contacted our pallet supplier to discuss expectations on pallet condition and making sure nails are driven into pallets properly. This is something Univar does regularly and have not had any previous issues.

## PART VIII – CONTACT INFORMATION

Contact's Name:	TIM STROHL
Contact's Title:	REGIONAL REGULATORY MANAGER
Business Name and Address:	UNIVAR SOLUTIONS 3 RIVERSIDE LANE Chattanooga TN 37406
E-mail Address:	tim.strohl@univarsolutions.com
Telephone Number:	(445)-261-3098
Fax Number:	
Hazmat Registration Number:	
Date:	10/23/2024
Preparer is:	Carrier