



ENTERED

COMPLAINT, INCIDENT, AND NOTIFICATION REPORT FORM

Type (Circle One): C I N

CASE NUMBER: 18-1219-01

Received Date: 12/19/18 Received Time: 16:36 Received By: IW Lead: IW
 Incident Date: 12/19/18 Incident Time: 16:00 Assigned to: IW Assigned Date: 12/19/18

COMPLAINANT / REPORTING PARTY:
 Name: Chris Jones RP is from Facility Anonymous
 Organization: Union Pacific Rail Road
 Primary Phone Number: 1(888) 877-7267 Secondary Phone Number:
 Email:
 Address:
 City: State: Zip Code:

FACILITY / LOCATION OF INCIDENT:
 Name: Ozol Railyard CUPA Facility I.D.: 742795
 Phone Number: (916) 789-5505
 Address: 274 Embarcadero Street Unit:
 City: Martinez State: CA Zip Code: 94553
 Location Description: Northwest corner of the Ozol Railyard

INITIAL INCIDENT DESCRIPTION:
 Workers in the Ozol Railyard moving a railcar formerly containing Hydrochloric Acid observed a release of vapors. This same railcar (TILX111132) was observed leaking on 12/18/18 (IR#18-1218-02).

INCIDENT TYPE / DESCRIPTION:
 Community Warning System Level (Circle Highest Level): N/A 0 1 2 3

FACILITY	ISO / MCAR	TRANSPORTATION	MISCELLANEOUS
<input type="checkbox"/> Fire or Explosion	<input type="checkbox"/> Fatality (one or more)	<input type="checkbox"/> Tank Truck	<input type="checkbox"/> Storm Drain/Creek
<input type="checkbox"/> Spill or Release	<input type="checkbox"/> > 24 hrs. Hospital, 3 or more people	<input checked="" type="checkbox"/> Railroad	<input type="checkbox"/> Drug Lab
<input type="checkbox"/> Startup or Shutdown	<input type="checkbox"/> Flammable Vapor Cloud > 5,000 lbs.	<input type="checkbox"/> On Water	<input type="checkbox"/> Disposal/Abandonment
<input type="checkbox"/> Flaring		<input type="checkbox"/> Pipeline	<input type="checkbox"/> Odor Complaint
<input type="checkbox"/> Upset		<input type="checkbox"/> Fuel Tank	<input type="checkbox"/> Other:

Time Enroute to Scene: 17:05 Time Arrived On Scene: 17:13 Time Departed From Scene: 18:20

REFERRED TO OTHER AGENCY:



DTSC STATE FUNDING (if applicable): CLU/ERER Number:	STORMWATER STATUS (if applicable): <input type="checkbox"/> Actual Discharge <input type="checkbox"/> Potential Discharge
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AGENCIES ON SCENE OR NOTIFIED:

<u>Agency Type</u>	<u>Agency</u>	<u>O/N</u>	<u>Contact Person</u>	<u>Phone Number</u>	<u>Case Number</u>
Fire Department	CCCFPD	O	Cpt. Steve Sawyer	(925) 941-3487	8-217926
Law Enforcement					
Air District					
State OES	CalOES	N	Thomas Dalton	(916) 845-8911	18-8602(update)

REPORT:

12/19/18
16:36 Union Pacific Rail Road notified CCHS-HMP by phone. Workers in the Ozol Railyard moving a railcar formerly containing Hydrochloric Acid (TILX111132) observed a vapor release. A safety perimeter was established, and a Haz Mat Field Manager was currently en route to the scene. Railcar TILX111132 previously had been reported leaking on 12/18/18 (IR#18-1218-02).
17:00 Specialist 1214 contacted CCCFPD Dispatch to make notification of the incident, and to speak to Station 87. Specialist 1214 discussed the incident with Captain Steve Sawyer. CCCFPD decided to send Engine 87 to meet CCHS-HMP on site at the railyard.
17:05 Specialists 1214 and 1217 departed the office in HM1 for the Ozol Railyard.
17:13 HM1 on site at the Ozol Railyard.
17:16 Specialist 1214 spoke with Carl Nagy, an operations manager at the railyard. Railcar TILX111132 had been isolated to the far Northwest corner of the railyard. The vapor release had been observed when workers moved the railcar. Haz Mat Manager Paul Holt, and a response team had been out to work on the railcar the night prior (IR#18-1218-02). Mr. Nagy informed CCHS-HMP that a Haz Mat Field Manager was currently en route to the site.
17:25 Specialists 1214 and 1217 drove HM1 down the access road West and located railcar TILX111132. The team parked HM1 approximately 300' to the East of the railcar, and approached slowly with Chlorine Gasbadges and a CGI and PID. No elevated readings were observed, and no odor noted. The team observed the presence of liquid splattering along the side of the railcar and ladder, and periodic wisps of vapor into the air from a vent hole in the protective housing.
17:37 Specialist 1214 contacted Paul Holt, Haz Mat Field Manager and discussed the work conducted on railcar TILX111132 on the previous night. The UPRR team had neutralized and wiped down the ladder and protective housing and then tried to identify where the leak was coming from. The team tightened bolts, and checked the pressure inside the railcar. The team had then waited 1 hour to see if the railcar would leak again. Mr. Holt informed CCHS-HMP that Haz Mat Field Manager Mike Algots was currently en route to the railyard, with an ETA of 20:30.
17:45 CCCFPD arrived on scene in Engine 87. Specialist 1214 met with Captain Steve Sawyer to discuss the situation.
18:01 Specialist 1214 contacted Haz Mat Field Manager Mike Algots by phone. Mr. Algots agreed to update CCHS-HMP later in the night as he and his team were to investigate the railcar leak.
18:20 HM1 and Engine 87 depart the Ozol railyard for another haz mat incident.
21:12 Specialist 1214 contacted Mike Algots by phone and requested an update. The UPRR team in Level B PPE had opened the protective housing and neutralized /decontaminated the housing. Based on air monitoring, including the use of colormetric tubes, the team had downgraded to Level B PPE and were currently investigating the cause of the leak.
23:59 Mike Algots contacted Specialist 1214 by phone and left a voicemail message. The UPRR team had identified the cause of the vapor leak. The Liquid induction line blind flange cover had been installed upside down. The team replaced the viton gasket and installed the blind flange cover in the correct orientation. The team had finished decontaminating and securing the railcar.

Additional Required Items: Bill of Lading, Request for Invoice, and Site Safety Plan

Report Prepared by: *Anthony Williams*