



COMPLAINT, INCIDENT, AND NOTIFICATION REPORT FORM

Type (Circle One): C I N CASE NUMBER: 18-07-12 -01

Received Date: 07/12/18 Received Time: 10:50 AM Received By: AM Lead: JP

Incident Date: 7/12/18 Incident Time: 09:44 AM Assigned to: Assigned Date:

COMPLAINANT / REPORTING PARTY:

Name: CONNOR TOUREK RP is from Facility Anonymous

Organization: UPRR

Primary Phone Number: 888-877-7267 Secondary Phone Number:

Email:

Address:

City: State: Zip Code:

FACILITY / LOCATION OF INCIDENT:

Name: CUPA Facility I.D.:

Phone Number:

Address: Unit:

City: MARTINEZ State: CA Zip Code: 94553

Location Description: OZOL YARD, MILEPOST 31, MARTINEZ SUBDIVISION

INITIAL INCIDENT DESCRIPTION:

RP STATES THAT ODORS ARE COMING FROM A TANK CAR IN OZOL YARD

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: 11:32 Time Arrived On Scene: 11:43 Time Departed From Scene: 15:38

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:

Agency Type	Agency	O/N	Contact Person	Phone Number	Case Number
Fire Department	Contra Costa Fire Department (ConFire)	O	Steve Sawyer		
Law Enforcement					
Air District					
State OES		N			18-4617

REPORT:

10:50, Contra Costa Health Services Hazardous Materials Program (CCHSHMP) received the incidental release notification from UPRR. CCHSHMP contacted Paul Holt, HazMat manager, from UPRR. No injuries were reported. No visible vapor nor liquid release was observed. Rail road staff were sheltering in place.

11:16, ConFire requested CCHSHMP to respond to the incident.

11:32, HM1 (AA&DV) and HM2(JP&KA) departed the office.

11:43, HM1 and HM3 arrived on scene.

12:30, Incident briefing was given by ConFire.

12:58, Entry team (Daniel Vasquez, Amy Miller and Paul Holt) made entry.

13:04, The entry team was on air. They found a small leak on the manway of rail car number NATX 72675. The entry team used QRea and PID meters to detect the release. The entry team measured 15 ppm of volatile organic compound (VOC) at the manway. The entry team mitigated and found un-quantifiable amount of vapor from the hinged and bolted manway. The entry team tightened the bolts. The odor stopped momentarily. The entry team confirmed that the rail car carried beta Picoline. The entry team found no odor nor release on rail car number GATX 70135. The entry team exited the rail cars.

At around 13:40, an odor was detected again from the Manway.

14:05, Entry team (Daniel Vasquez, Amy Miller and Paul Holt) made the second entry.

14:09, The entry team was on air. The entry team opened the Manway and found a degraded and damaged Manway Nozzle Gasket. The entry team noted that half of the gasket separated and fell into the product when the lid was opened.

14:12, The entry team measured 300 ppm at 1 feet above the opened Manway. The entry team used PTFE Joint Sealant to make a temporary gasket. The entry team secured the Manway. The entry team also detected an odor from the Vacuum Relief Valve (VRV) in the Combination Housing. The VRV was removed and a Stainless Steel pipe plug was put in the VRV.

14:38, No odors were detected from both rail cars NATX 72675 and GATX 70135. Seal numbers VSI 027853 and VSI 027834 were cut and replaced with UPRR HAZMAT 000861 and UPRR HAZMAT 000875.

14:51, The entry team exited the hot zone.

15:00, Debrief was given by ConFire.

15:38, HM1 and HM3 departed the scene.

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

Report Prepared by: JP