

A Perfect Storm---

The Truck & the Cell Phone

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The Truck



The Cell Phone

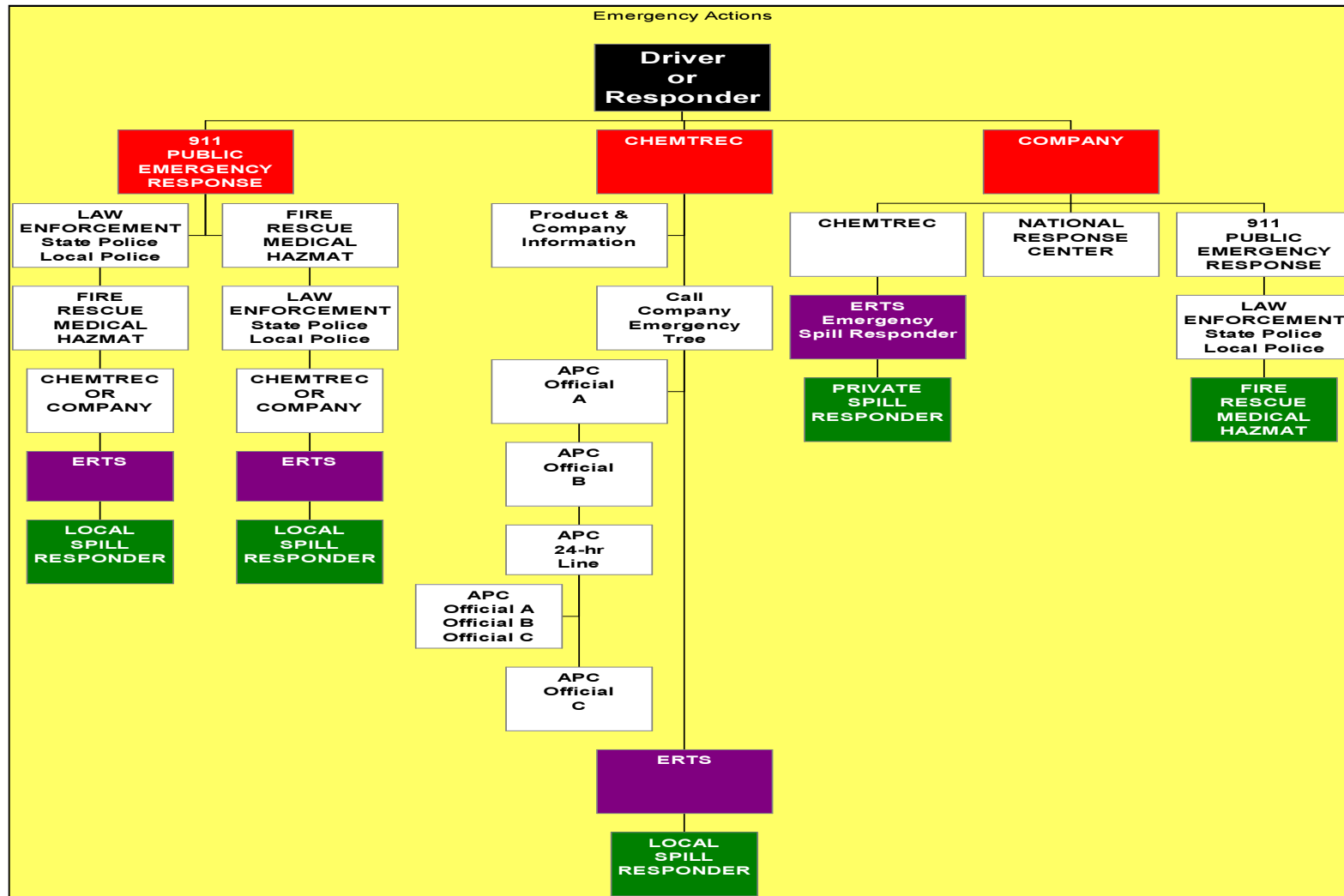


The Truck Driver

- Responsible for the daily transportation of hazardous materials a.k.a. dangerous goods (DG).
- Must be at least 21-yr old, medically qualified, licensed, and experienced to operate the vehicle.
- Must be DG trained, especially with respect to emergencies.



Incident Communication Plan



911



CHEMTREC

- **CHEMTREC=CHEMical TRansportation Emergency Center**
- Subscriber contracted private service.
- Provides toll free 24-hour chemical emergency number.
- Current electronic MSDSs archived by subscriber at **CHEMTREC** may be rapidly transmitted to a first responder.
- **CHEMTREC** Call Center receiving an emergency call from the subscriber's driver, first responder or law enforcement initiates a subscriber determined "call tree."
- All emergency calls received by **CHEMTREC** are voice recorded/text summary of calls forwarded to subscriber.



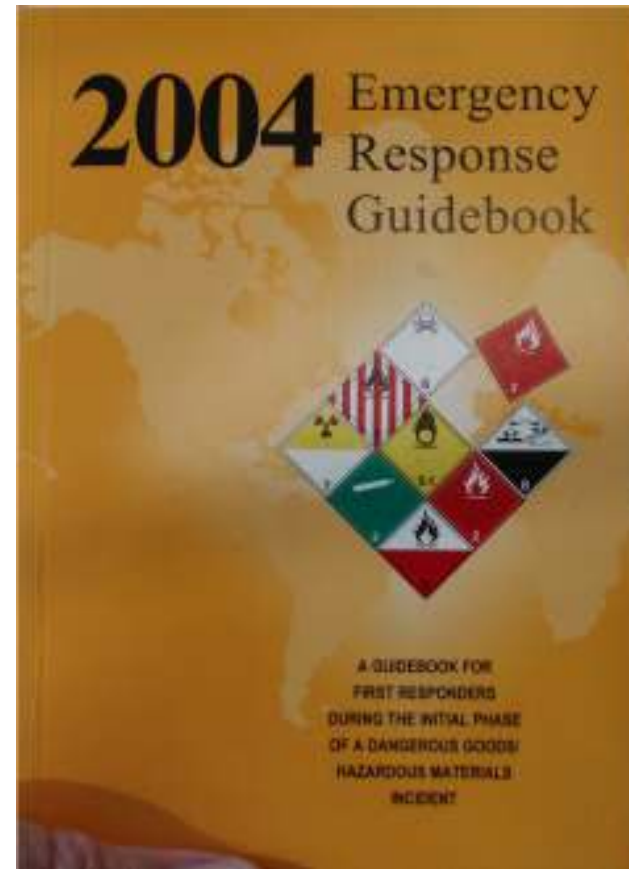
ERTS

- **Third-party spill consultant with pre-qualified spill responder contacts.**
- **Always part of the **CHEMTREC** emergency “call tree”.**
- **Provides both incident and post-incident services along with a written time record of service.**



Emergency Response Guidebook

- **North American**
 - USA
 - Canada
 - Mexico
- **For initial response to a hazardous materials incident involving a fire or spill.**
- **2004 version to be replaced by the 2008 version in May.**



A PERFECT STORM





Accident Chronology

April 27, 2007

- **Truck drifted off the hard surface into a ditch**
- **Driver attempted to steer truck back to road**
- **Driver “over steered” the truck**
- **Truck C-O-G exceeded**
- **Truck rolled over**
- **Cargo spill occurred**
- **Driver sustained minor injury (seated was worn)**
- **Driver initiated emergency response**



First Response



Pre-Crash Tracks

Looking North



**The
Truck**

**No
Shoulder**

**Vehicle
Tire
Tracks**

Ditch



Post-Crash View

Looking South

Truck



Crash Spill



Vehicle Towing



Post-Crash Scene Clean Up-Day



Post-Crash Scene Clean Up



Cleanout Off-Scene Decontamination & Disassembly



Post-Crash Decontamination Complete



Accident Cause

- **Root Cause**
 - The driver was on cell phone at the exact time of the accident.
- **Contributing Factors**
 - Over-steering?
 - Narrow lane?
 - Truck speed?

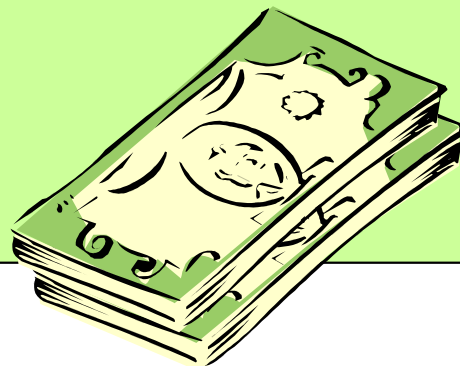


Financial Consequence

• Truck & cargo loss	US\$	380,000
• Public responders	US\$	11,000
• Spill responders	US\$	75,000
• Private towing	US\$	34,000
• Vehicle decon	US\$	8,000
• Transport to RD	US\$	2,000
• Miscellaneous public	US\$	5,000

Total

US\$ 515,000



Path Forward

- **Training**
- **Safety**
 - **Administrative Control Measures**
 - **Engineering Control Measures**



Safety Aspects

- ❖ Driver must thoroughly understand his or her personal responsibility with respect to public safety and to the company's economic survival.
- ❖ Driver surviving a crash must thoroughly understand and promptly implement the scripted emergency response plan.
- ❖ If driver does not survive the crash, or is incapacitated, there is a significant concern that the general public's safety is in jeopardy if they are on the scene prior to first responders. *(The public does not understand the hazmat placard/markings system that is mandated for company hazmat employees and hazmat first-responders)*



The Inconvenient Truth



Every time a commercial motor vehicle,
laden with dangerous goods,
departs your magazine site, transfer
point, or plant to make a
delivery, or to perform a shot service...

“YOU BET THE
COMPANY”



Unfavorable Odds

If a driver operates a cell phone while transporting your dangerous goods...

**“THE ODDS
ARE AGAINST YOU”**





AUSTIN POWDER
COMPANY

THE END: Thanks for your attention.

