ATTACHMENT B: TJMD INCIDENT REPORTS

Spill Notification Form

Date of Spill: 5-4-12

Time of Spill: 9:00 AM/PM

Date of Notifications: _____

Time of Call	Caller	Agency/Organization Called	Phone Number	Name
2:24 a.m	Joshua K.	North Dakota Hazardous Materials Emergency Assistance & Spill Reporting	800-472-2121	talked with dispatch
2:28 a.m	Joshua K.	ND Health Department	701-527-1831	Talked with dispatch
12:01	Robert Lee.	Scott Brown – Earthmovers, Inc.	701-720-8565	scott
12:32 a.m	Joshua K.	Gabe Claypool – Dakota Plains Transport Solutions	612-859-9225	left message
12:34 a.m	Joshua K.	Vicki – Western Petroleum Company	952-232-7081	left message
12:36 a.m	Joshua K.	Neil Plug – World Fuels Services	786-449-0432	left message
1:58 am	Joshua K.	MHA Energy Environmental	701-627-5154	message box full
2:02 a.m	Joshua K.	TAT Police	701-627-3617	~~left message~~ talked to dispatch
2:06 a.m	Joshua K.	Joe Gillis – TAT Environmental Officer	701-421-8240	left message
2:07 a.m	Joshua K.	Mountrail County Sherriff/Emergency Services	701-628-2975	Talked with dispatch
2:09 a.m	Joshua K.	Cliff Whitman – TAT Homeland Security Emergency Manager	701-421-0398	left a message
2:14 a.m	Joshua K.	Bureau of Indian Affairs Environmental Division	701-627-4707	

Cliff called at 3:04 a.m. said he will be here later today.

T316267/A79386/

South 1	T1LX316267	ACFX79386	N310468	T316254	N310589	T316427	N310459	N310597	N310540	A78983
CRUDE	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10 T/9
Fld Gage					Billy				Jan	John
Loader am										
Loader pm										
TICKET				64863	64847				64867	64846
GROSS				550704	5831.7				4620	8405.46
NET				131.12	138.89				110	200.13
DRIVER				Larry	Dick				Bill	Michael
INCHES					32"				21"	(34)
TICKET					64851				64874	64852
GROSS					940464				10328.22	7382.39
NET					223.92				245.91	175.77
DRIVER					Phil				Bill	Bill
INCHES					62"					
TICKET					64859					64866
GROSS					8949.78					2762.34
NET					213.09					65.77
DRIVER					Todd					Bill
INCHES					90"					100"
TICKET					64862					
GROSS					1848					
NET					44					
DRIVER					Larry					
INCHES										
TICKET										
GROSS					Ø					
NET										
DRIVER										
INCHES										
TICKET										
GROSS										
NET										
DRIVER										
INCHES										

Spill

					T316248					A79331
South 1	N310461	N310442	T316430	T316445	Robert	D303881	D302466	T316288	T316275	Kayla
CRUDE	S11	S12	S13	S14	S15 D. Lewis	S16	S17	S18	S19	S20
PR Date			Ramone	Ramone	[redacted]			David L.	Kayla	[redacted] 79331
Loader am					Ramone				David L.	Kayla
Loader pm										
TICKET			64877	64860	64842			64876	64853	64841
GROSS			7394.62	10298.06	9213.12			7515.02	7946.9	[redacted] 7636.02
NET			177.11	244.24	219.36			131.31	84.45	[redacted] 181.81
DRIVER			Larry	Bill	TDM			Jeff	Floyd	Ross
INCHES				46"	43 3/4				23 1/4"	36
TICKET				64864	64845				64865	64844
GROSS				6277.96	8458.38				9921.4	6969.9
NET				161.38	206.39				226.70	165.99
DRIVER				Bruce	Clay				Sam	Cliff
INCHES					70				55	58 1/2
TICKET				64870	64853				64871	64849
GROSS				9732.7	9240				9380.28	6776.7
NET				231.85	220				223.34	161.35
DRIVER				Ross	Donovan				Donovan	Bruce
INCHES				99	99 1/4				85	79 1/4
TICKET									64875	64854
GROSS									4410	5922
NET									105	141
DRIVER									Jeff	Floyd
INCHES										100"
TICKET										
GROSS										
NET										
DRIVER										
INCHES										
TICKET										
GROSS										
NET										
DRIVER										
INCHES										

South 1	T316335	T316331	T316411	T316418	T316423	T316412	T316609	T316566	T316300	N310401
CRUDE	$21	$22	$23	$24	$25 5/4	$26	$27	$28	$29	$30 5/4
[redacted]				BEAU	BEAU				David M	David M.
Loader am										
Loader pm										
TICKET				64858	64843				64869	64848
GROSS				9292.6	8416.8				8458.38	9521.4
NET				220.3	200.4				201.38	226.7
DRIVER				Tom	Dan				Shawn	Jeff
INCHES				12"	38"				40 44	42
TICKET				64868	64850				64873	64896
GROSS				9510.48	9889.74				6222.8	8748.44
NET				226.44	235.47				243.4	208.32
DRIVER				Phil	Jones				Trevor	Trevor
INCHES				48"	70				72"	73 44
TICKET				64872	64857					64861
GROSS				9108.12	8568					6918.66
NET				216.86	204					164.73
DRIVER				Tom	Tom					Cliff
INCHES				[redacted]	99					97"
TICKET										
GROSS										
NET										
DRIVER										
INCHES										
TICKET										
GROSS										
NET										
DRIVER										
INCHES										
TICKET										
GROSS										
NET										
DRIVER										
INCHES										

T 316267/A79386/

South 1	TICX316267	ACFX79386	N310468	T316254	N310589	T316427	N310459	N310597	N310540	A78983
CRUDE	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
[illegible]					Billy					John
Loader am										
Loader pm										
TICKET				64863	64847					64846
GROSS				5502.04	5831.7					8405.46
NET				131.12	138.85					200.13
DRIVER				Larry	Dick					Michael
INCHES					32"					34"
TICKET					64851					64852
GROSS					9404.64					7382.39
NET					223.92					175.77
DRIVER					Phil					Bill
INCHES					62"					74"
TICKET					64859					
GROSS					8948.78					
NET					213.09					
DRIVER					Todd					
INCHES					90"					
TICKET					64862					
GROSS					1848					
NET					44					
DRIVER					Larry					
INCHES										
TICKET										
GROSS					Ø					
NET										
DRIVER										
INCHES										
TICKET										
GROSS										
NET										
DRIVER										
INCHES										

S6	S7	S8	S9 N340540	S10 N78983
			620	650
			[illegible]10	200
			21½	34½
			510	450
			246	[illegible]236 ✓
			60½	74"
			264	[illegible]176

46 7:56

52 8:40

AGEX 78983

74"

214 BBLS LEFT

100" - 27186

104 BBLS

NATX

22"

110 BBLS LEFT

1,588 GAL

112.25
100.00
12.25

2368
56.4 BBLS

1,213.0
175.7
38.3

112.25 - 29554
74" - 19810
9744
4620
5124

122 BBLS

TJMD INCIDENT REPORT

LOCATION: NEW TOWN TRANSLOADING FACILITY	DATE OF INCIDENT:

INCIDENT INFORMATION

Last Name: Cuny	First Name: John	Employee #:
Position: Loader		Status: ☐ Day Crew ☒ Nite Crew

Date Of Incident: 05/04/12 Time Of Incident: [redacted] 9:45 p.m.	Incident Location: South Rail #1
☐ Accident Report(s) Attached ☐ Incident Report(s) Attached ☐ Written Report(s) Attached	Accident Severity: ☒ No Injury ☐ First Aid ☐ Medical Treatment ☐ Disabling ☐ Fatal

Summary Of Events Of Accident Or Injury Sustained: A spill happened from over loading a tank when I went up there to gauge it after my last truck the measurement was 74" and my book showed over 200 barrels left there was oil coming out of the vent line and tank.

INVESTIGATION

INCIDENT CATEGORY: ☐ Misuse ☐ Malfunction ☐ Motor Vehicle ☐ Fire ☐ Spill ☐ Vandalism ☐ Illness ☐ Other

RESULTS OF INCIDENT (DAMAGE):

BASIC CAUSE AND CONTRIBUTING FACTORS (Explain: Unsafe Act, Practice, Condition, etc.):

CARRIER:	DRIVER'S NAME:	TRUCK #:

☐ Work Procedures In Place ☐ Employee Trained In Procedures
☐ Work Procedures Required ☐ Employee Training Required

INVESTIGATIVE TEAM

1. _____ Signature	Name:	Position:
2. _____ Signature	Name:	Position:

74 - 19810 > 175 bbls

100 - 27186

65 bbls diff

175.7

110 - 4620

22" - 4643

7376

driver total gal 7379.4

gall left to fill tank 7376

26586 = 633 bbls

647 bbls

14 bbls to 100

110

124

51.7

TJMD INCIDENT REPORT

LOCATION: NEW TOWN TRANSLOADING FACILITY	DATE OF INCIDENT: 5-4-12

INCIDENT INFORMATION

Last Name: Kirkaldie	First Name: Joshua	Employee #:
Position: Supervisor		Status: ☐ Day Crew ☒ Nite Crew
Date Of Incident: 5-4-12 Time Of Incident: 9:00 pm.	Incident Location:	
☐ Accident Report(s) Attached ☐ Incident Report(s) Attached ☐ Written Report(s) Attached	Accident Severity: ☒ No Injury ☐ First Aid ☐ Medical Treatment ☐ Disabling ☐ Fatal	

Summary Of Events Of Accident Or Injury Sustained:

INVESTIGATION

INCIDENT CATEGORY: ☐ Misuse ☐ Malfunction ☐ Motor Vehicle ☐ Fire ☒ Spill ☐ Vandalism ☐ Illness ☐ Other

RESULTS OF INCIDENT (DAMAGE): oil on ground

BASIC CAUSE AND CONTRIBUTING FACTORS (Explain: Unsafe Act, Practice, Condition, etc.):

CARRIER: Hofman	DRIVER'S NAME: Bill Thomas	TRUCK #: 221

☐ Work Procedures in Place ☐ Employee Trained in Procedures
☐ Work Procedures Required ☐ Employee Training Required

INVESTIGATIVE TEAM

1. [signature] Signature	Name: Joshua Kirkaldie	Position: Supervisor
2. _____ Signature	Name:	Position:

FOLLOW UP

CORRECTIVE ACTION (Procedures, Training, Work Orders, etc.):

At Approx 2255 Dawn Whiteowl called my cell phone to notify the Day Supervisor to Return to Railyard to Assist with spill incident. Robert Whiteowl (Day supervisor) asked me to return to Rail as well. Upon Arrival to yard we were asked to take over for Virgil Whiteowl due to the fact he had taken his sleeping meds before notification of spill. Robert went to inspect spill while I was talking to Virgil. Virgil left & Robert returned to office & notified me that there was an area of oil that was going down into a field, Josh K. & myself went down to West end of S-2 Rail & observed oil & water spilling into a field due to heavy Rain Fall. We used Snakes & shovels to make a dam to contain the oil. We then returned to office & waited for Earth movers to arrive.

ADDITIONAL COMMENTS/INFORMATION:

TJMD INCIDENT REPORT

LOCATION: NEW TOWN TRANSLOADING FACILITY	DATE OF INCIDENT: 5-4-12

INCIDENT INFORMATION

Last Name: Dirck	First Name: Matt	Employee #:
Position: Ticket		Status: ☑ Day Crew ☐ Nite Crew
Date Of Incident: 5-4-12 Time Of Incident:	Incident Location: New town Rail	
☐ Accident Report(s) Attached ☐ Incident Report(s) Attached ☐ Written Report(s) Attached	Accident Severity: ☑ No Injury ☐ First Aid ☐ Medical Treatment ☐ Disabling ☐ Fatal	

Summary Of Events Of Accident Or Injury Sustained:
Over Flow of a Rail truck Resulting in a spill

INVESTIGATION

INCIDENT CATEGORY: ☐ Misuse ☐ Malfunction ☐ Motor Vehicle ☐ Fire ☑ Spill ☐ Vandalism ☐ Illness ☐ Other

RESULTS OF INCIDENT (DAMAGE):
Oil on ground

BASIC CAUSE AND CONTRIBUTING FACTORS (Explain: Unsafe Act, Practice, Condition, etc.):
over Filled Tank

CARRIER: Hoffman	DRIVER'S NAME: Bill Thomas	TRUCK #: 229

☐ Work Procedures in Place ☐ Employee Trained in Procedures
☐ Work Procedures Required ☐ Employee Training Required

INVESTIGATIVE TEAM

1. Signature	Name: Matthew Dirck	Position: Ticket
2. Signature	Name:	Position:

FOLLOW UP

CORRECTIVE ACTION (Procedures, Training, Work Orders, etc.):

3 and 4, at that time i notized oil Running along the rail and South into the field. I then came Back to office and told Josh and Matt to take any snaks or pigmats and try to catch what they could in the South west corner from continuing to run into field. I then called Scott Brown with earthmover to come on help with containment and Cleanup of the oil spill. Scott then called me back in about 10-15 min that he had a crew on the way to our location. earthmover arrived at our location i talked with them and explaind what had happend.

ADDITIONAL COMMENTS/INFORMATION:

TJMD INCIDENT REPORT

LOCATION:	DATE OF INCIDENT:
NEW TOWN TRANSLOADING FACILITY	5-4-12

INCIDENT INFORMATION

Last Name:	First Name:	Employee #:
Whiteowl	Robert	

Position:	Status:
Supervisor	☒ Day Crew ☐ Nite Crew

Date Of Incident: Time Of Incident:	Incident Location:
5-4-12 8:50 pm	south 1 Rail

☐ Accident Report(s) Attached ☒ Incident Report(s) Attached ☐ Written Report(s) Attached	Accident Severity: ☐ No Injury ☐ First Aid ☐ Medical Treatment ☐ Disabling ☐ Fatal

Summary Of Events Of Accident Or Injury Sustained: Dana called me and asked if i could come in and helpout with the spill. Virgil had already taken his medication to sleep before being notified of the spill. matt D and I came down to yard. talked with virgil and Dana and was brought up to speed with what was going on. I then went with JoshK to look at the spill location. Josh and I then Drove to the south west corner of tracks →

INVESTIGATION

INCIDENT CATEGORY: ☐ Misuse ☐ Malfunction ☐ Motor Vehicle ☐ Fire ☒ Spill ☐ Vandalism ☐ Illness ☐ Other

RESULTS OF INCIDENT (DAMAGE):

oil on the Ground

BASIC CAUSE AND CONTRIBUTING FACTORS (Explain: Unsafe Act, Practice, Condition, etc.):

over filled tank causing oil to Run onto Ground.

CARRIER:	DRIVER'S NAME:	TRUCK #:
Hofmann / PNB	Bill thomas	221

☐ Work Procedures In Place ☐ Employee Trained In Procedures
☐ Work Procedures Required ☐ Employee Training Required

INVESTIGATIVE TEAM

1. [signature] Signature	Name: Robert Whiteowl	Position: Supervisor
2. Signature	Name:	Position:

FOLLOW UP

CORRECTIVE ACTION (Procedures, Training, Work Orders, etc.):

ADDITIONAL COMMENTS/INFORMATION:

TJMD INCIDENT REPORT

LOCATION:	DATE OF INCIDENT:
NEW TOWN TRANSLOADING FACILITY	5-4-12

INCIDENT INFORMATION

Last Name:	First Name:	Employee #:
THOMAS	BILL	2396

Position:	Status:
TRUCK DRIVER / PNB - HOFMANN	☐ Day Crew ☐ Nite Crew

Date Of Incident: 5-4-12 Time Of Incident: 9:00 pm	Incident Location: NEWTOWN RAIL
☐ Accident Report(s) Attached ☐ Incident Report(s) Attached ☐ Written Report(s) Attached	Accident Severity: ☐ No Injury ☐ First Aid ☑ Medical Treatment ☐ Disabling ☐ Fatal

Summary Of Events Of Accident Or Injury Sustained: WE WERE UNLOADING OIL INTO THE CAR WHEN AT ABOUT 35 BBLS LEFT ON MY TRLR. I OBSERVED OIL RUNNING UNDERNEATH THE CAB OF MY TRUCK - FLOWING WITH THE WATER ON THE GROUND FROM RECENT RAIN - I RAN FOR THE PUMP AND MY FEET SLIPPED OUT FROM UNDERNEATH ME IN THE MUD AND I CAME DOWN HARD ON MY ↓

INVESTIGATION

INCIDENT CATEGORY: ☐ Misuse ☐ Malfunction ☐ Motor Vehicle ☐ Fire ☑ Spill ☐ Vandalism ☐ Illness ☐ Other

RESULTS OF INCIDENT (DAMAGE): UNKNOWN AMOUNT OF OIL ON THE GROUND FLOWING WITH RUNNING WATER FROM RECENT RAIN

BASIC CAUSE AND CONTRIBUTING FACTORS (Explain: Unsafe Act, Practice, Condition, etc.): MISCALCULATION ON AMOUNT OF OIL ALREADY IN THE RAIL CAR - BY THEIR CALCULATIONS - CAR SHOULD HAVE HELD 41 OF MY LOAD PLUS 50 MORE BBLS

CARRIER:	DRIVER'S NAME:	TRUCK #:
PNB / HOFMANN	BILL THOMAS	221

☐ Work Procedures In Place ☐ Employee Trained In Procedures
☐ Work Procedures Required ☐ Employee Training Required

INVESTIGATIVE TEAM

1. _____ Signature	Name:	Position:
2. _____ Signature	Name:	Position:

ELBOW WHICH JAMMED MY SHOULDER REALLY BAD

FOLLOW-UP

CORRECTIVE ACTION (Procedures, Training, Work Orders, etc.):

Used snakes to contain the oil from flowing through puddles. Used diapers to clean up.

ADDITIONAL COMMENTS/INFORMATION:

The tank overfilled and spilled on tank and on the ground.

FOLLOW UP

CORRECTIVE ACTION (Procedures, Training, Work Orders, etc.):

ADDITIONAL COMMENTS/INFORMATION: