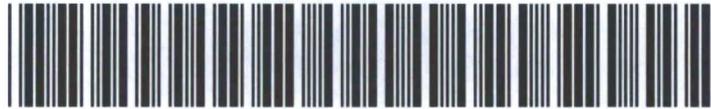




AE Order Number Banner

Report Description

This report shows an AE Order Number in Barcode format for purposes of scanning. The Barcode format is Code 39.



App Number: pSAD1326625754

1RP - 2961

MOREXCO INC



HOLLYFRONTIER

Holly Transportation LLC.

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DRIVERS SPILL REPORT

Date of Spill 11-15-12 Time of Spill (AM/PM) 5:10 Am
 Name of Supervisor reported to: Veron Dant Date/Time 11-15-12

Location or Facility of Spill: morexco - Exxon 22 state #1 Buckeye NM
 Loading Unloading Other (Explain) _____
 Product Spilled: oil Estimated Barrels/Gallons Spilled: 12 bils

Employee Name Jaime Rocha Employee # 20559
 Tractor # 478 Trailer # 101 Run Ticket or B/L # 3901

Weather Conditions: Clear Cloudy/Overcast Snow Rain Fog/Smog
 Other (specify) it was Dark

Employee Description of Spill: well when I started to get to location it was Dark I could see the tank so I started to go to where they were I got there and there was a dike on the south side of tanks, so I wouldn't run it over I parked a little angled, I there got out and looked to see that it was the right location with the right tank # and it was, so then I went to work the tank and gaug it, I got Down and checked to see if it was good and it showed good, I took the cap off the load valve and put my fitting on it and hook my load hose and opened load valve, and went back to the trailer valve to open them up. I then look at the other tank valve the one that I wasn't supposed to to haul with was ~~back~~ close to the back valves of trailer, I seen that the valve was in the close position and it had a dart in it, so I thought it was closed.

Employee Signature: Jaime Rocha Date: 11-15-12

over

It is a valve that is a square, - old ones
it is hard to tell if it is closed or opened
position it is not like the new ones that it is
really easy to tell if it is open or closed.

So then I went to the back to see if
the valve was closed the tank I was going
to pull from and it was. I then ~~opened~~
the main valve of the ~~tank~~ and then ~~cut~~ the
seal off the tank valve and opened the valve and
then started to load

So then I went ahead and got another sample
off the belly line and while I was shaking it out I
was going to see my vent line and back valves to double
check and that when I seen the oil on ground then I
ran to close all the ~~valves~~ ^{valve} on the tank and the load
valve, and disengage PTO. so I thought my belly line
had broken off or had a hole in it but it wasn't, the
oil was coming out of the other tank from the back with
the back cover was off, the valve was put on the wrong
way and it was with the handel on the closed position
but the valve was open while I was loading the oil
was going to my truck and going to the other tank
and coming out of the back were the cover was off
then I got on the truck and was having a drink
of water when Robert our relief lead driver called
to see where I was, and I told him what
had happened and he said he was going to call
Veron Dant our supervisor to hang tight till Veron Dant
got there so I did tell Veron got there.

We all learn from our mistakes and I know
this will not happen to me again I am Sorry about this

James Roberts



HOLLYFRONTIER

Holly Transportation LLC.

FOREMAN'S SPILL WORKSHEET

Date of Spill 11-15-12 Time of Spill (AM/PM) 5:10^{PM}
 Reported By: Robert Blewins 11-15-12 Reported To: Vernon Part 11-15-12
(Include Date/Time) 5:30^{PM} (Include Date/Time) 5:30^{PM}

Location or Facility of Spill Morexco Exxon 22 St. #1
 Employee Name Jaime Rocha Employee Number _____
 Employee Injured? Yes ___ No Nature of Injury: _____
 Product Spilled Crude Oil Estimated Barrels/Gallons Spilled 10 to 15 BBLs
 Loading Unloading ___ Other (Explain) _____
 (If Loading) Consignee Notified? Yes No ___ Date/Time 8:00^{PM} 11-15-12
 Whom: Leo Pennington
 Tractor # 478 Trailer # 101 Run Ticket or B/L # 3901

Description of Spill: Tanks Connected Together on Front Lead Line Valve on 2nd Tank was open and Back was off of Tank

Clean-up/Corrective Action taken: Leo Pennington, The pumper told R.B. Simmons and my self that Morexco would take care of clean up

Notifications: (Persons/Date/Time) R.B. Simmons 11-15-12 5:35^{PM}

Additional Comments: I believe the cause and responsibility belongs to the people and compy that took the back off the tank and did not block the front of the tank

Investigations results: Preventable Non-Preventable ___ Not Determined ___

Foreman Signature: Vernon Part Date: 11-15-12

Date of Spill
11/15/12

Exxon 22 State 1
(GPS N32*49.382' W103*33.106')
Jamie Rocha

Report Date
11/15/12

On 11/15/12 approximately 0532 hrs. I was contacted by Vernon Dant who advised that Jamie Rocha had a spill on the Exxon 22 State1 for Morexco Oil.

Initial report from Vernon was an estimated amount of 10-15 barrels. Upon arriving in Lovington I located the phone number for the New Mexico Oil Conservation (NMOCD) Office for Lea County. Approximately 0700hrs, I left a message containing a preliminary report of this spill for Mr. Geoffrey Leking, the Environmental Engineer.

Upon arrival at the scene, I noted that the man way hatch on the south tank had been removed. Jamie's truck was parked in front of both tanks, there was oil standing on the ground around the back side of the left tank, which apparently had flowed around the front, under Jamie's trailer onto the location and lease road. The lease is set up with two 20' 400 barrel tanks which set side by side, north and south. Both tanks are equipped with a tank valve with valve handles that cover the entire valve and a 4" load line that connects to both tanks.

I then met with Vernon and Jamie and inquired as to the details of this spill. Jamie stated that he arrived on location, it was dark and he did not notice that the back of the one tank was missing. He positioned his truck so as to attaché his load line to the tank header valve. He was loading off the north tank. After working the oil from the belly valve he entered the cab to start his paperwork. He then exited the truck to pull an additional sample. At this time he noticed oil on the ground. Thinking he had blown a belly hose, he shut everything down and began closing valves. He then realized the oil was flowing from the man way hatch on the south tank. Jamie noted that the south tank valve had been left in the open position with the valve handle placed in the closed position and the dart inserted. There was not a seal. Seeing the valve handle in the closed position and the dart in place lead Jamie to believe that this valve was closed. He then contacted Vernon to report the spill.

It was determined from Jamie's tank gauges that this is an approximate 14 barrel spill. Jamie recorded a top gauge of 15'9" and a bottom gauge of 6'5 3/4". He had an estimated 173 barrels on his trailer which leaves an estimated 14 barrels on the ground.

While photographing the scene I noticed that the hammer union, connecting the load line to both tanks was leaking. Vernon stated that he had also noticed this. At this time the lease pumper, Leo Pennington arrived.

Mr. Pennington stated that the south tank had been cleaned for re-coating. He also noted the hammer union leak and stated that the last time he was out at this lease the load line was not even connected to this tank. Mr. Pennington then advised that he is holding the contractor, Kenemore Welding, responsible for the clean up.

I completed photographing the scene and traveled to Hobbs, NM to speak to Mr. Geoffrey Leking, Environmental Engineer with the NMOCD.

I explained the details of the spill to Mr. Leking and the fact that the pumper had stated that the contractor will be held responsible for the clean up. Mr. Leking stated that if they are responsible for clean up then they need to be filing the C141 form with the state. At this time Mr. Leking contacted Morexco (or a representative of) and verified that they would be the responsible party and will submit the C141 form.

Date of Spill
11/15/12

Exxon 22 State 1
(GPS N32*49.382' W103*33.106')
Jamie Rocha

Report Date
11/15/12

Contributing Factors – Contractor in charge of re-coating tank re-connected the load line leaving the valve in open position with the valve handle in closed position.

- It was dark and driver was not immediately aware that the man way hatch had been removed. This could have brought his

awareness up to further investigate all valves

- Although driver noted the tank valve handle was in closed position, He neglected to physically remove the handle to ensure valve was closed).

Root Cause - Contractor failed to close the valve on the tank they re-connected and placed the handle in closed position.

R.B. Simmons



Regulatory Coordinator

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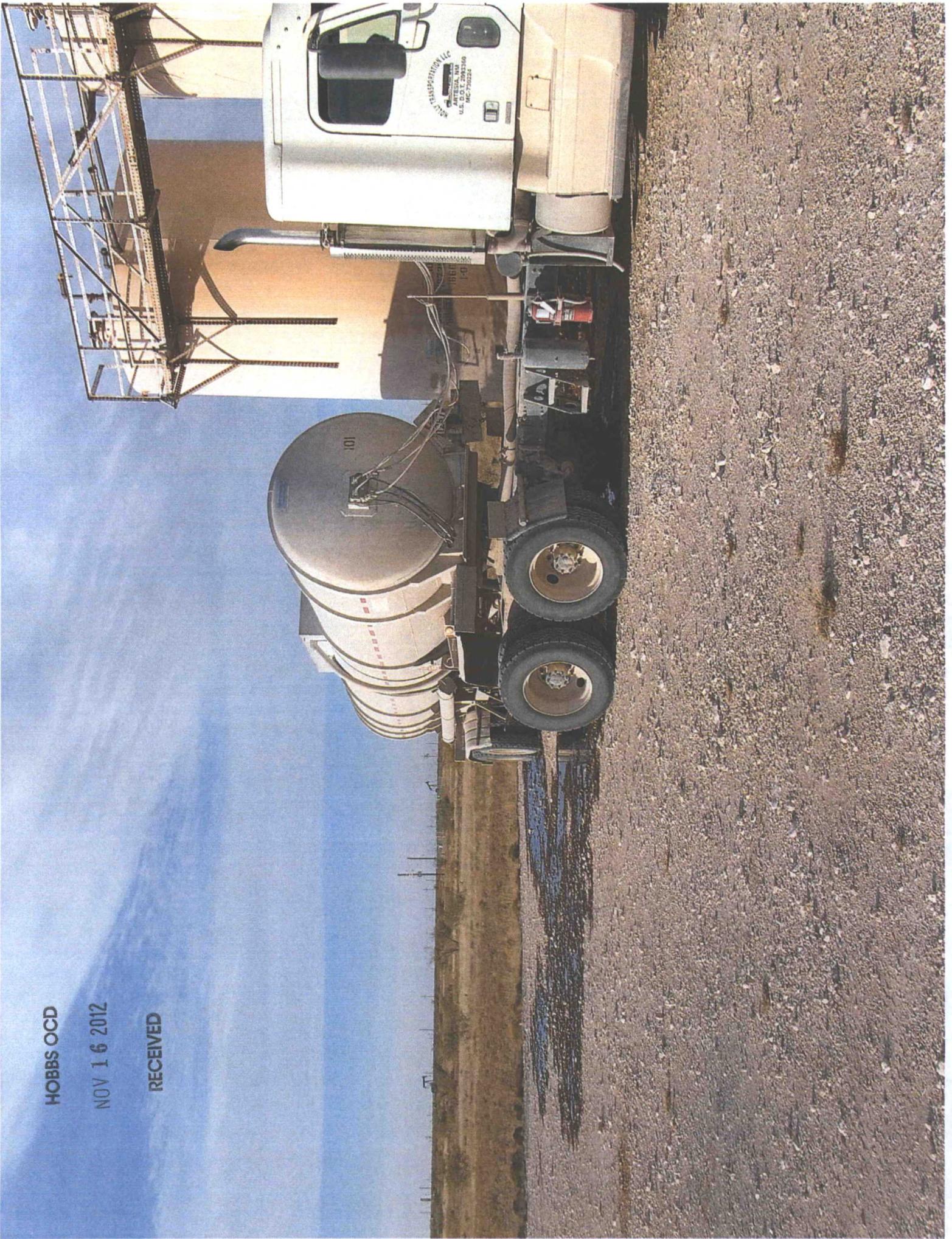
MOREXCO, INC. • (432) 684-4344

EXXON 22 STATE #1
1650' FNL-1650' FWL
SEC. 22-T17S-R34E
API 30-025-34732
LEA CO. PH. 505 627129

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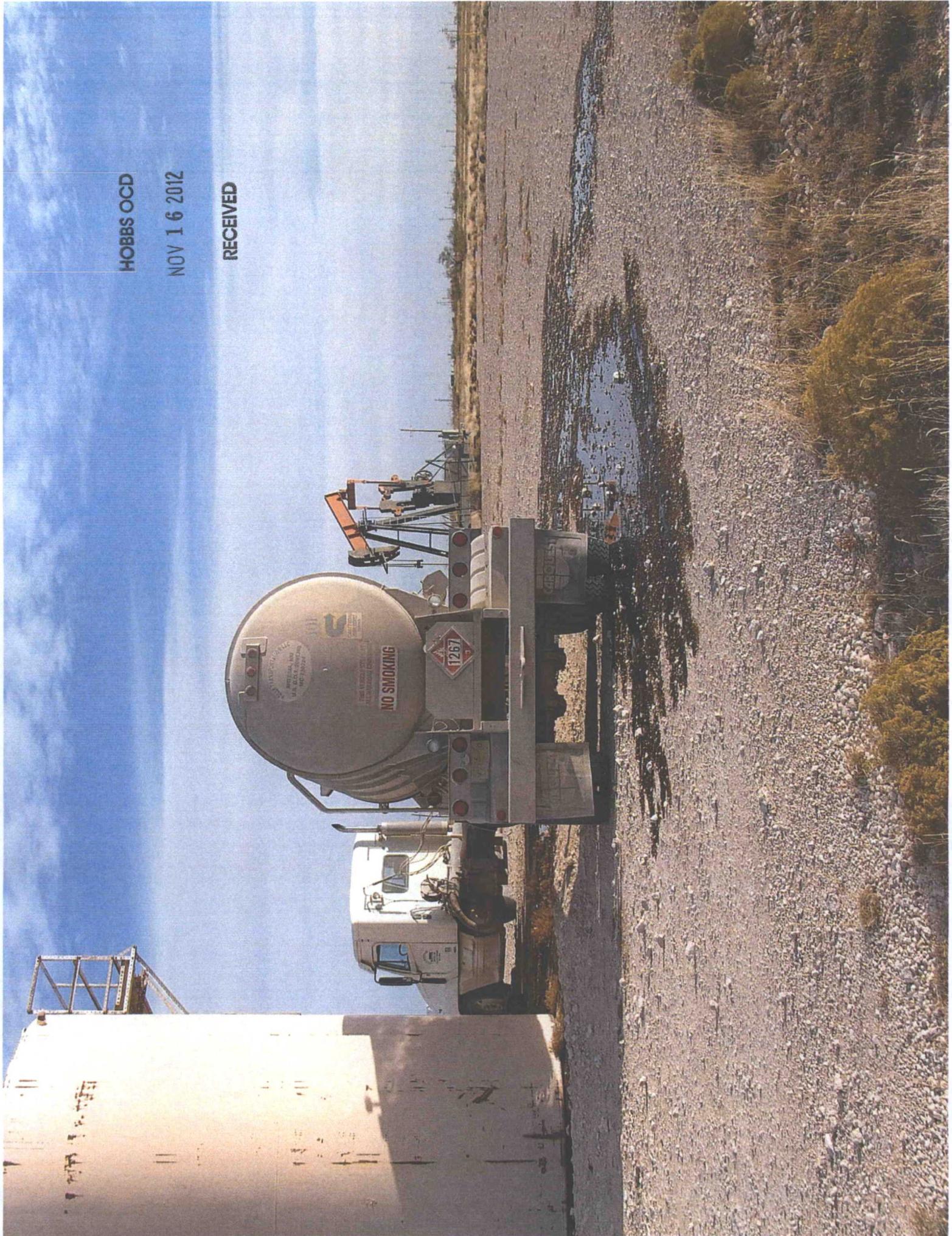
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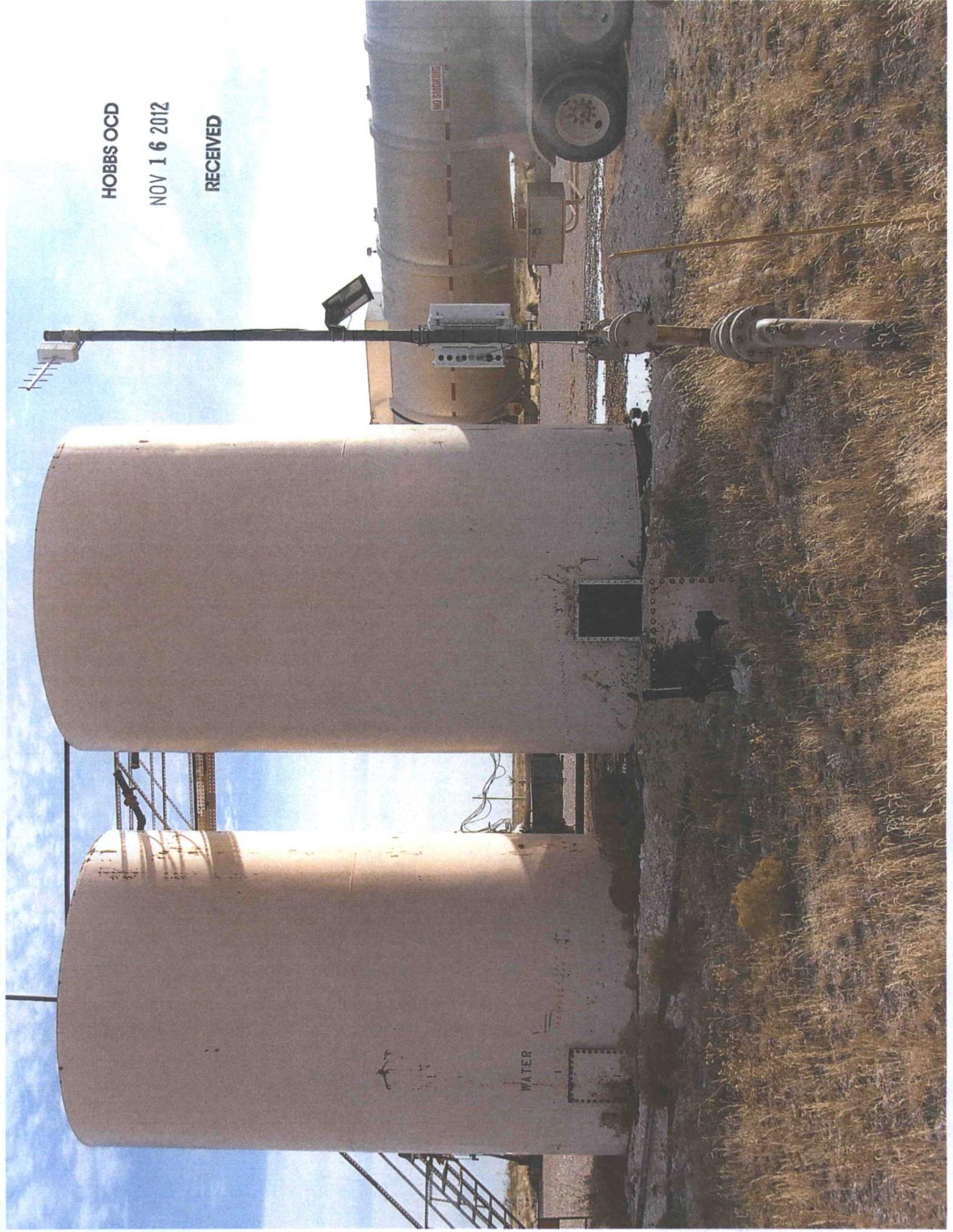
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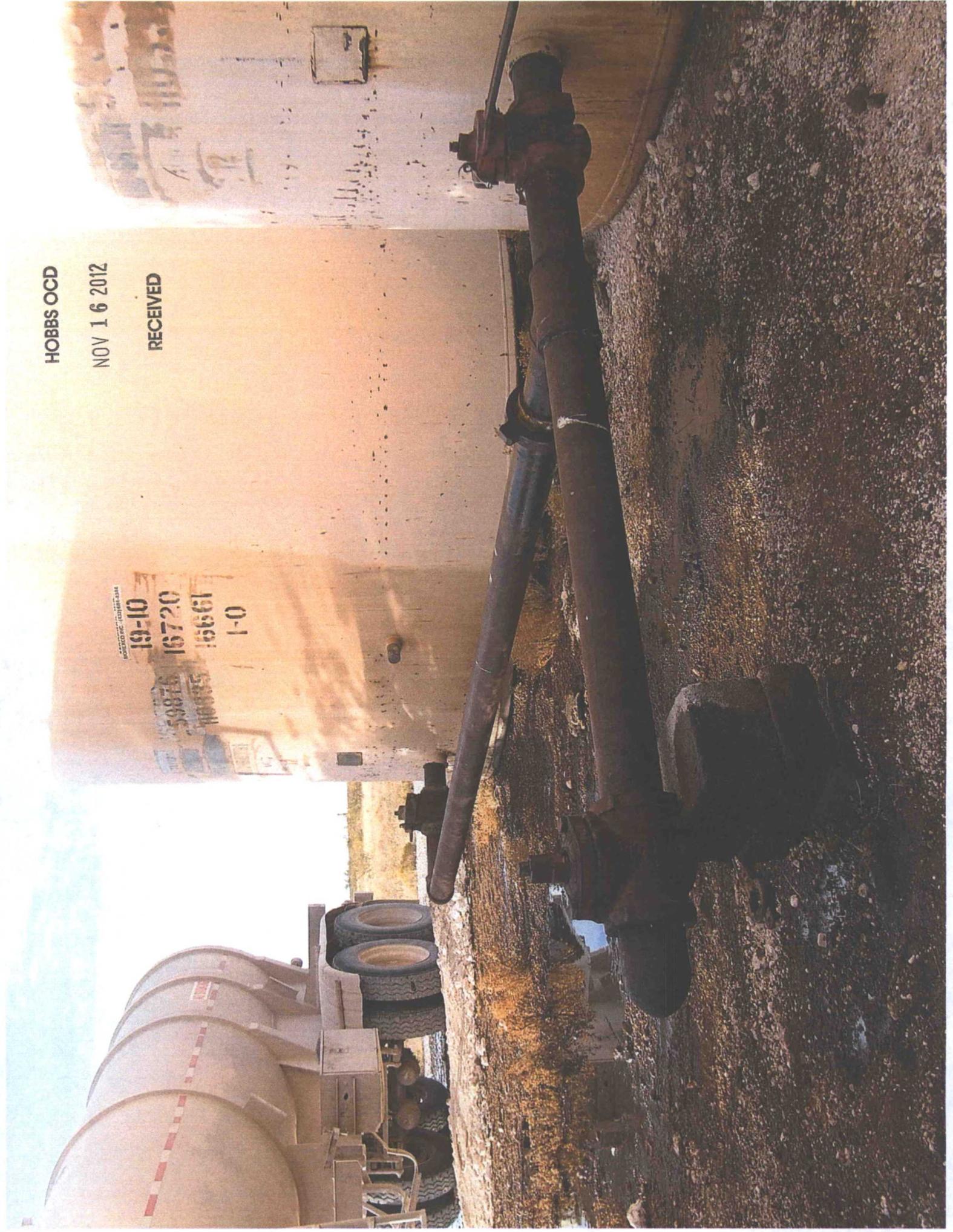
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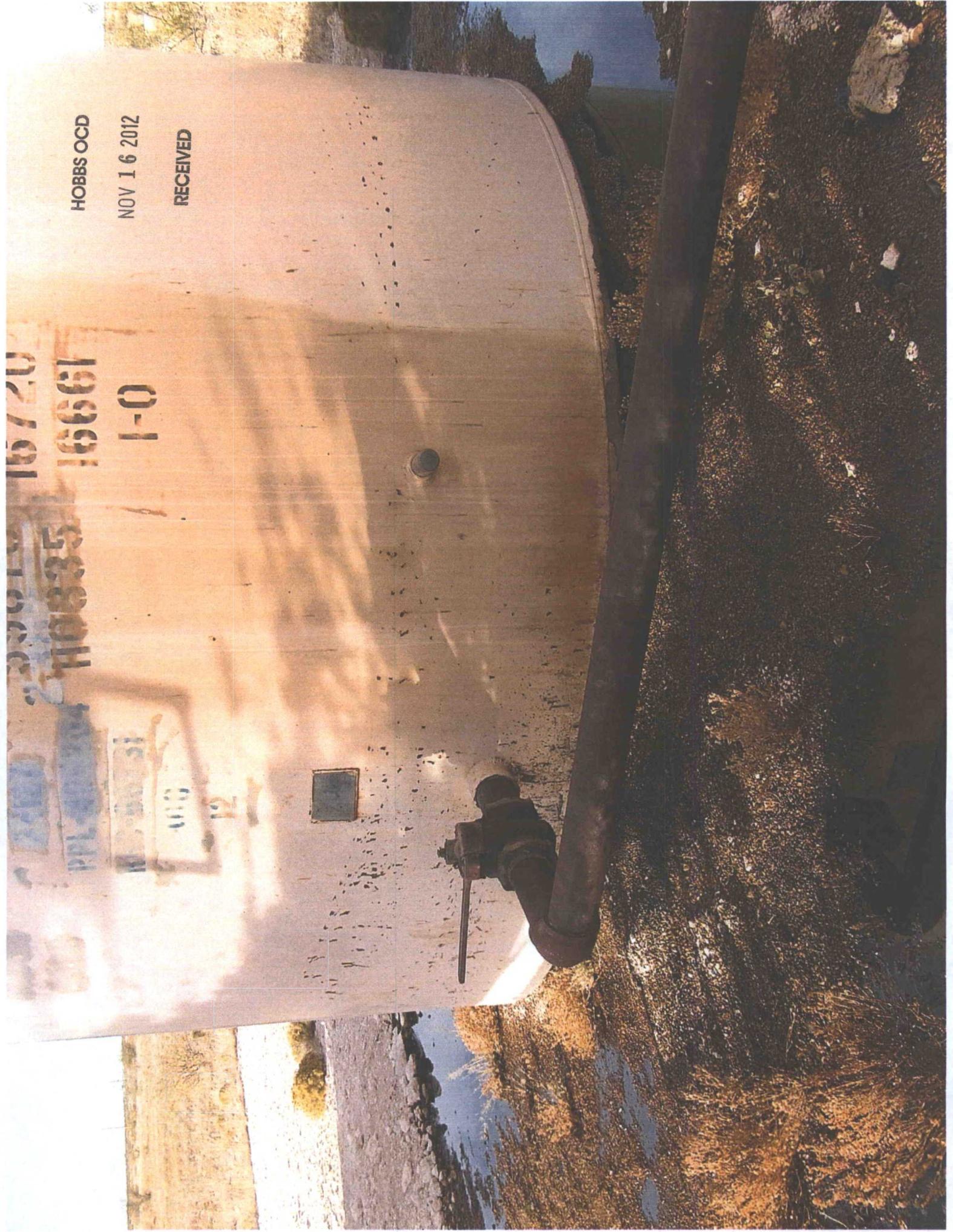
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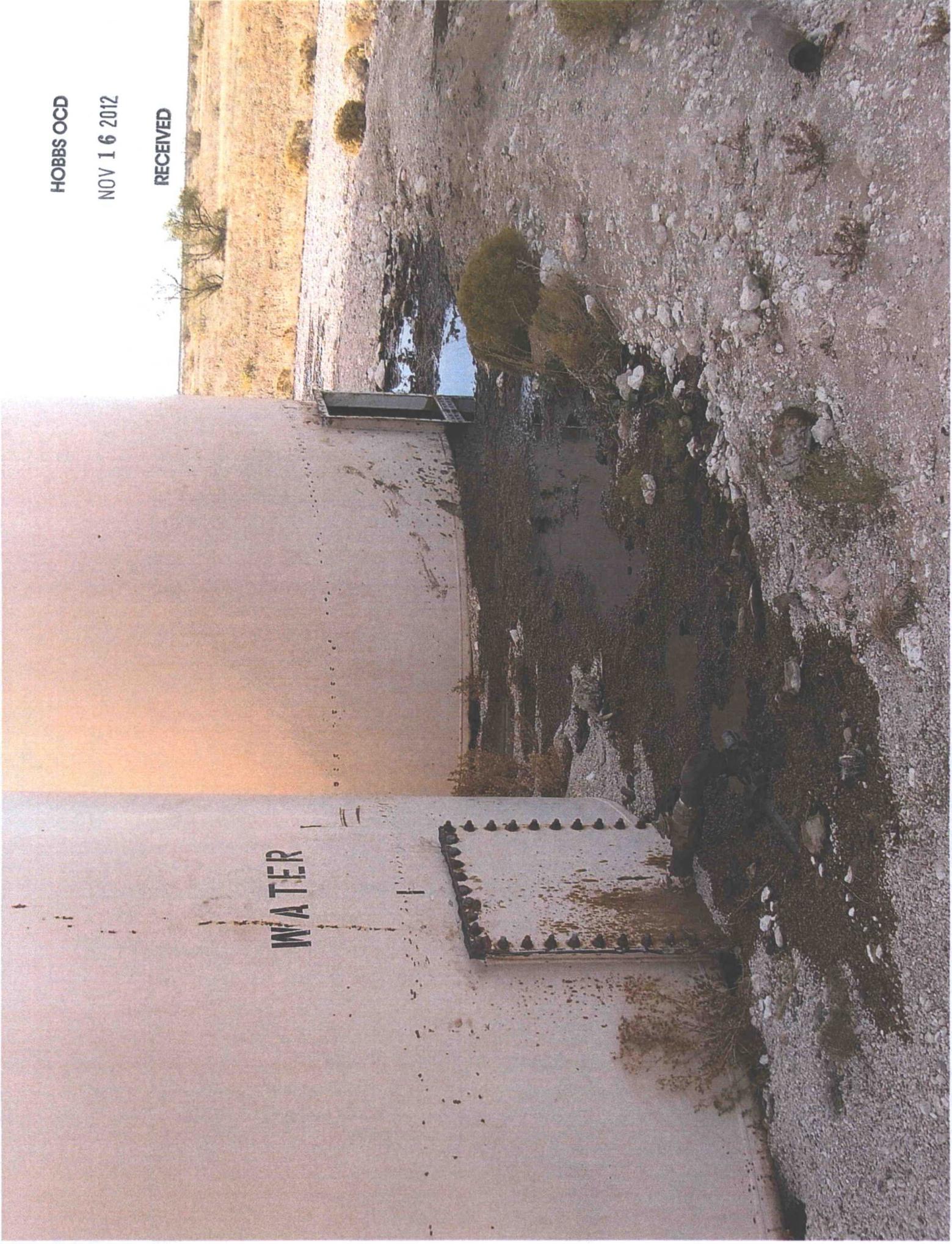
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10/10/00
369-9/35

1 mi.

Highway 82

Highway 238

← about 10 mi. →

CR 125

E
N — S
W

EXXON 22 ST1
GPS
N 32° 49.382'
W 103° 33.106'

Exxon 22 st. 1

M over

30.025.34732
F-22-17S-34E
GN0125'

Buckeye

