

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 617 Newsy Stuff

<http://tech.groups.yahoo.com/group/DangerousGoods>

July 01 2010

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USA, NY, BINGHAMTON, BINGHAMTON, JUNE 24 2010. TOXIC SOIL AT DOWNTOWN BINGHAMTON SITE TO BE REMOVED THIS SUMMER

steve reilly



An excavator works below ground level at the construction site of the student housing in downtown Binghamton, Wednesday.

Back in its industrial heyday, the Binghamton Gas Light Company helped light up the Parlor City. But it appears to have left behind a poisonous legacy. Inside the fences surrounding a 1.4-acre parcel of land between Washington and Water streets, approximately 21,000 tons of soil containing contaminants including xylene, benzene and polycyclic aromatic hydrocarbons -- byproducts of 19th century gas production techniques -- are being unearthed to clear the ground for the development of a new student housing complex. The estimated 13,200 cubic yards of material -- enough to fill four Olympic-size swimming pools -- will be taken from

the site this summer. NYSEG, which is responsible for the site, signed a brownfield agreement with the [state Department of Environmental Conservation](#) in October 2005. Since then, the company has worked under the agency's oversight implementing a cleanup plan. "We have 30 of these sites across the state, and we work very closely with DEC in investigating these sites and determining what, if anything, needs to be cleaned up," said NYSEG spokesman Clayton Ellis. DEC spokeswoman Maureen Wren explained that entering the state's brownfield program is a voluntary choice, not a requirement. "The purpose is to enhance the private sector cleanup of sites," Wren said. The site has had numerous owners over the years, including Wehle Electric, Rexel Electric Supply and Columbia Gas, which was acquired by NYSEG. According to environmental studies conducted in preparation for the cleanup, the pollution culprit is likely Binghamton Gas Light. The company assembled two concrete holder tanks on the site in the mid-1800s, portions of which are still underground. Most of the contaminants are between 12 and 20-plus feet below the soil, or just beneath the bottom of the two tanks, according to a report drafted in 2008 by Arcadis, the Colorado-based environmental firm hired by NYSEG to engineer the remediation. That report goes on to say the Binghamton Gas Light Company operated at the site between 1853 and 1888, during which time it produced gas through "coal carbonization" and then through the "carbureted water" process using steam and petroleum products. The byproduct of both processes yielded a "coal tar" similar to the type of material found in the soil around the holding tanks that contained concentrations of benzene, xylene, lead and other contaminants exceeding the regulatory threshold for hazardous waste. Despite the proximity of the underground contaminants to the Chenango River, samples of surface water yielded similar results to those taken upstream, and only trace amounts of the contaminants were found in samples of the river's sediment, the report states. Ellis said while NYSEG "doesn't have a set number" for the cost of the cleanup, the actual price will be lower than a figure of \$7 million cited during a Broome County meeting in April. While the holding tanks have not yet been removed, he said, the cleanup is on track for completion in August. Once the cleanup effort is complete, the land is slated for development by Newman Development Group, which will incorporate the brownfield site into the 4 acres it will use to develop the 392-bed College Suites student housing center.

<http://www.pressconnects.com/article/20100623/NEWS01/6230384/1112/Toxic-soil-at-downtown-Binghamton-site-to-be-removed-this-summer>

USA, VT, CHAMPLAIN, JUNE 24 2010. FEDS ASSESS THREAT FROM SUNKEN LAKE CHAMPLAIN TUG



In this photo released by the Lake Champlain Maritime Museum, the sister tug of a shipwrecked tug in Lake Champlain, Vt. is seen in this 1943 Army photo.

For almost 50 years a tugboat that once hauled barges between Vermont and New York on Lake Champlain has sat upright 160 feet underwater, hardly changed since the November night in 1963 when it ran aground on a reef and went down. The paint on the William H. McAllister appears barely faded in recent video footage, and fire hoses remain coiled on the deckhouse walls. There's also a chance that the tug's fuel tanks still could be holding as much as 14,000 gallons of diesel fuel. That has federal officials, environmentalists and residents who know about it concerned. The threat of what could happen if those tanks were to fail and belch fuel into the 120-mile-long lake that separates Vermont and upstate New York drew an expedition last week of federal environmental officials and engineers to the lake. They sent a remotely operated vehicle onto the McAllister to try to

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determine if there's fuel that could leak out. "It's in such good condition after all these years," said Don Dryden, a commercial diver who was there to provide technical expertise about the condition of the tugboat for McAllister Towing and Transportation of New York, the successor to the company that owned the tug in 1963. The federal Environmental Protection Agency will analyze last week's findings and perhaps send divers into the tug later this summer to determine how much fuel is in the tanks. If necessary, the remaining fuel would be pumped out, said Paul Kahn, a coordinator for the EPA working at the scene. Dryden isn't convinced there's still fuel in the tanks. "Oil being lighter than water, in all probability this thing was empty 30 or 40 years ago," he said. Concern grew in 1997 after an oil sheen was discovered on the water above the McAllister. There are numerous scenarios with bad outcomes, said Art Cohn, who heads the Lake Champlain Maritime Museum, which was hired to conduct the latest inquiry. An experienced scuba diver could unscrew a fuel tank cap and unwittingly cause a catastrophic release of fuel, he said. Other unforeseen events or natural deterioration also could cause the tanks to fail, Cohn said. The McAllister is a reminder of a time when Lake Champlain was a vital commercial waterway that for more than 150 years moved cargo to and from upstate New York and Vermont through canals and systems of locks. The McAllister is believed to be the last significant commercial vessel to sink on the lake. The focus on the McAllister began before the Gulf of Mexico oil spill that followed an April 20 explosion and fire on a drilling rig. But the comparison between possible threats posed by the McAllister and what is happening in the gulf is on the minds of people looking at the sunken tug. If, in a worst-case scenario, 14,000 gallons of diesel fuel were to be released all at once, it would cause the same problems and concerns as the gulf oil spill, said Mary Watzin, a University of Vermont professor who has studied the lake for 20 years. "There would clearly be impacts for fish and wildlife that use the lake," Watzin said. "We would have the same kind of oiling problems with water birds that we've seen in the gulf." There are similarities between the McAllister and a cargo ship that sank 80 miles west of Lake Champlain more than three decades ago. In 1974, a freighter carrying iron ore ran aground in more than 200 feet of water off Massena, N.Y. People reported seeing an oil sheen on the water in 2003. The next year, the Coast Guard oversaw the successful removal of about 6,000 gallons of fuel oil from the ship. "We do take these things very seriously," said Lt. Cmdr. Carl Kepper, supervisor of the Coast Guard's marine safety unit in Massena. The wreckage of the McAllister was first discovered in 1988. Nine years later, experts recognized the threat of leaking fuel. But the EPA determined that the McAllister's tanks probably contained less than 1,000 gallons of diesel fuel when it went down, and that it had long since leaked out. When the McAllister struck Schuyler Reef on Nov. 17, 1963, its eight-man crew scamped to safety on the barge it was hauling. No local newspaper accounts could be found mentioning large amounts of fuel washing ashore. At the time, the McAllister company considered raising the \$250,000 vessel, but nothing came of the plan. "Had the diesel fuel leaked out there should have been an adverse impact, which would have been reported in the news," Kahn said. The EPA is using money from a Coast Guard fund to pay for the investigation into whether the McAllister poses a threat, Kahn said. It paid the Maritime Museum \$75,000 for last week's assessment. If the tanks need to be pumped out, McAllister Towing would be responsible for the cost, Kahn said. McAllister Vice President Bucky McAllister said the ownership of the tug isn't clear-cut; the current company wasn't created until six years after the tug sank. "We are certainly approaching this with an effort to be good corporate citizens," McAllister said. "Right now we're not sure who owns the William McAllister. We have searched our own records and have not been able to find them. We are searching insurance records right now to get more facts."

<http://www.npr.org/templates/story/story.php?storyId=128075537>

USA, OK, OKLAHOMA CITY, JUNE 25 2010. AGENCIES WORK TO CLEAN UP OIL SPILL >> OFFICIAL: ROUGHLY 250 BARRELS SPILLED INTO WATER

 **Watch the Video** [Workers Cleaning Oil From OKC-Area River](#)

 **Watch the Video** [Spill Could Impact Lake's Reopening](#)

 **Photo Gallery** [Oil Leaks Into Deep Fork River](#)

Oil has been leaking into the Deep Fork River at a rate of about a gallon per minute for the past week, authorities told Eyewitness News 5. A spokesperson with the Army Corps of Engineers said it is believed that the leak emanated from an abandoned pipeline. The spokesperson also said the leak had been contained by Monday evening. Both the EPA and the Oklahoma Corporation Commission are at the scene to cleanup what has leaked into the river. Engineers had just begun opening the dam gates on Sunday to released excess water that had collected in the lake after last week's floods. The EPA told engineers to shut the gates to keep oil from leaking into the lake while clean-up efforts begin. "By this evening, we will have our gates closed," said Bill Parkerson of the U.S. Army Corps of Engineers. "We have to do it incrementally. We can't just slam them down. Then, we will just wait on the EPA to tell us if they are finished with their cleanup." EPA on-site coordinator Eric Delgado told Eyewitness News 5 that it is still trying to determine who owns the pipeline and that the agency was contacted about the leak on Monday. Delgado said he thinks it may have started during the flooding on June 14. A company

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called DCP Midstream volunteered to come in and clamp the line in order to stop the leak. The company does not own the pipeline, authorities said. Eyewitness News 5's Brandon Beyer is at the scene of the leak. He said that large sponges were dispersed to soak up some of the oil. There was also a large boom that crosses the river just north of Britton Road set up to try to keep oil from moving up stream. Oklahoma Corporation Commission spokesman Matt Skinner said about 250 barrels spilled into the river. He said it was from an old, abandoned pipeline that still had some oil in it. Skinner said it poses no threat to Arcadia Lake. EPA officials said some oil had likely seeped into the lake but not enough to pose a threat. "At a gallon a minute, with the way the river was flowing, we probably would have never noticed it," said Delgado. There have been no reports of dead or injured wildlife. Delgado told Eyewitness News 5 that the cleanup process should take about a week, as long as weather cooperates. One challenge, Delgado said, is that the terrain in the area is very soft, making it tough to move equipment. Arcadia Lake has been closed since the flooding.

<http://www.koco.com/mostpopular/24007553/detail.html>

USA, VA, UNICOI COUNTY, JUNE 25 2010. INTERSTATE 26 AT MILE MARKER 43 CLOSED FOR FOUR HOURS DUE TO LEAKING TANKER

jackie bailey

 **Watch the Video:**

http://www2.tricities.com/tri/news/local/article/interstate_26_eastbound_lane_at_mile_marker_43_in_unicoi_county_closed/47979/

Tennessee Highway Patrol closed Interstate 26 eastbound lane at mile marker 43 for more than four hours Tuesday night due to a leaking tanker. The leak was discovered just after 7:00 p.m. Troopers say Eastman Hazmat crews arrived at the scene around 9:00 p.m. to assess the situation and determine if precautionary measures are needed.

http://www2.tricities.com/tri/news/local/article/interstate_26_eastbound_lane_at_mile_marker_43_in_unicoi_county_closed/47979/

USA, NE, ELKO, JUNE 25 2010. CREWS CLEANING UP DIESEL SPILL IN NORTHEAST NEVADA

Officials say Elko firefighters and Union Pacific crews are cleaning up a 3,600-gallon diesel fuel spill in the northeast Nevada hamlet of Osino. Elko Deputy Fire Chief Mike Hecht said a Union Pacific locomotive tore a gash Tuesday morning in a diesel fuel tanker at a siding rail yard. No injuries were reported. Elko Fire Capt. Matt Griego says Union Pacific workers were able to contain the spilled fuel between the railroad tracks. Hecht says there's no hazard to the public, but it could take a day or two to pull up segments of the railroad track and remove contaminated soil.

<http://www.ktvn.com/Global/story.asp?S=12696405+>

USA, ALA, ORANGE BEACH, JUNE 25 2010. AP CHECK: SHODDY DISPOSAL WORK MARS OIL CLEANUP

jay reeves



A leaky truck filled with oil-stained sand and absorbent boom soaked in crude pulls away from the beach, leaving tar balls in a public parking lot and a messy trail of sand and water on the main beach road. A few miles away, brown liquid drips out of a disposal bin filled with polluted sand.

A leaky truck filled with oil-stained sand and absorbent boom soaked in crude pulls away from the beach, leaving tar balls in a public parking lot and a messy trail of sand and water on the main beach road. A few miles away, brown liquid drips out of a disposal bin filled with polluted sand. BP PLC's work to clean up the mess from the worst offshore oil spill in U.S. history already has generated more than 1,300 tons of solid waste, and companies it hired to dispose of the material say debris is being handled professionally and carefully. A spot check of several container sites by The Associated Press, however, found that's not always the case. Along the northern Gulf coast, where miles of beaches have been coated with oil intermittently for two weeks, the check showed the handling and disposal of oily materials was haphazard at best. A mound of oily sand sits in an uncovered waste container in a parking lot at the crown jewel of Alabama's park system, Gulf State Park. Water from the previous night's storm drips out of the bin into a brown pool on the asphalt. In Pensacola, Fla., along the road through Gulf Islands National Seashore, trash bags from the debris removal hang over the side of big storage bins. A waste collection area dotted

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with numerous bins full of spill debris stands in what seems like an odd spot: Smack in the middle of the tourist section in Gulf Shores, Ala., directly across the street from a seafood restaurant hungry for customers because of a lack of tourists. Cleaning up a spill is an undeniably messy job, particularly when crude oil or tar balls are washing ashore in varying amounts in four states. The debris isn't classified as hazardous waste, so it can be placed in landfills that accept ordinary household garbage, including table scraps. Yet Jerry Kidd, doing maintenance work at a condominium, couldn't believe it when he saw a Waste Management Inc. truck pull away from a collection site in Orange Beach piled with loose sand, oil-smear protective gear and oily boom pulled out of the water. It was trailing pollution of its own. The company says it is using 535 containers lined with what amount to huge black trash bags to collect debris from Mississippi, Alabama and part of the Florida Panhandle under a contract with BP. But not all of the bins really are lined, and liners have failed in others. "They're going down the road leading to the landfill; they take the same route every day. They're leaking onto the roads, into the storm sewers," said Kidd. "There's no telling where it's going." The Alabama Department of Public Health, which regulates the transportation of such wastes in the state, said it wasn't aware of the problem until contacted by AP. "This needs to be taken care of, and get these things sealed tight," said Pres Allinder, director of environmental services for the department. "There's no point in collecting this stuff if they're just going to spread it around." Waste Management is taking solid wastes from the three states to landfills in Vernon, Ala.; Pass Christian, Miss.; and Campbellton, Fla. Spokesman Ken Haldin said the company would be more careful, having drivers check bins for problems and possibly using a new type of liner, because of the AP findings. "It is something we are going to be addressing," he said. "They're probably isolated situations, but we are still early in the process with all this work." Despite problems, Haldin said Waste Management is trying to make sure oil spill contamination isn't spread inland. "There are a whole set of steps we are taking to make sure this operation is safe," he said. Liquid waste, such as oily water left from the cleaning of oil-blocking booms or the mix of oil and water picked up by skimmer boats in the Gulf, is handled separately. The oily residue is processed for sale where possible and the water is reused or injected underground. The amount of waste being generated sounds staggering, but it's not unusual in the disposal business. "This whole spill is going to be a drop in the bucket for its impact on landfills," said Vic Cullpepper, technical director at River Birch Landfill, near New Orleans. "A lot of people are trying to blow this up and say it's going to be a problem for landfills, but it's not." BP says 761 tons of crude-contaminated waste already has been buried at the two landfills in Alabama and Florida. Some 13,100 cubic yards of oily waste have been buried in Louisiana, where the amount is being tallied by volume instead of weight. Marlin Ladner, a supervisor with Harrison County, Miss., is angry about spill waste being buried in his coastal county, which still is trying to recover from Hurricane Katrina in 2005. The county could use the dumping fees from the disposal operations, he said, but there are too many uncertainties. "I just don't think it's worth it," he said. "I just have a problem with BP, in effect, polluting our beaches, bays and estuaries and then turning around and hauling that stuff and dropping it just four or five miles from the coast here." BP says no oily material will be sent to the Mississippi landfill.

http://www.philly.com/philly/wires/ap/business/20100624_ap_apcheckshoddydisposalworkmarsoilcleanup.html

UK, LIVERPOOL, JUNE 25 2010. PRAISE FOR BIRKENHEAD FIREMEN OVER PETROL STATION FIREBALL HEROICS

gary stewart

Watch the Video:

<http://www.liverpoolecho.co.uk/liverpool-life/liverpool-lifestyle/2010/06/24/birkenhead-firemen-receive-commendation-for-stopping-petrol-station-fireball-100252-26714553/>

A fire crew who prevented a Merseyside petrol station from exploding are to receive commendations for their actions. The drama happened at a Shell service station on Borough Road, Birkenhead, when a scooter rider kick started his machine and it ignited right next to a petrol pump. The 22-year-old, who had just paid for his petrol, was engulfed in flames which quickly spread to nearby pumps and then the roof. Green Watch at Birkenhead Fire Station were on duty at the time, 8pm on Thursday March 4, and were sent to the scene. Watch Manager Mark Cotgrave said: "When we first got the call we were told it was a building on fire but on the way we found out it was actually the Shell service station. When we got there the fire was already quite well developed and it certainly had the potential to be an extremely serious situation." The rider had been protected from the fire by his safety gear and managed to escape unharmed but the whole area could have gone up if the crew hadn't responded quickly and professionally. Mr Cotgrave added: "We put a water branch on the roof fire and coated the petrol fire in foam. "We deal with a lot of situations but after this one the lads certainly knew it had been a serious one." Mr Cotgrave retires this week after 31 years as a fire fighter. Green Watch will receive a Chief Fire Officer's Commendation later this year, for 'protecting the public of Merseyside'.

<http://www.liverpoolecho.co.uk/liverpool-life/liverpool-lifestyle/2010/06/24/birkenhead-firemen-receive-commendation-for-stopping-petrol-station-fireball-100252-26714553/>

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SOUTH AFRICA, PRETORIA, JUNE 25 2010. LABOUR TO INVESTIGATE SASOL EXPLOSION



Labour inspectors are investigating the death of a worker in a fuel tanker explosion at the Sasol plant in Sasolburg, the department of labour says. Spokesman Page Boikanyo said the driver of a fuel-transporting tanker was fatally injured on Wednesday when the tanker exploded while he was inspecting a leak. He was air-lifted to hospital, but died there while receiving medical care. "The inspectors have cordoned-off the area where the incident happened and are currently probing circumstances surrounding the tragedy that befell the driver," Boikanyo said in a statement. In May, a worker died and 18 others were injured in an explosion at the Lethabo power station, near Vereeniging. Fire-fighters found the body of a man with severe burns close to where the explosion occurred, a sulphur gas leak.

<http://www.timeslive.co.za/business/article517811.ece/Labour-to-investigate-Sasol-explosion>

USA, CA, HESPERIA, JUNE 25 2010. GAS GUZZLER CAUGHT SIPHONING AT STATION

POD ▶ Download story podcast: http://www.pe.com/localnews/stories/PE_News_Local_D_webgasoline24.43a26fa.html

A 45-year-old motorist was jailed after deputies discovered that his parked van contained a 400-gallon tank that investigators believe he was using to siphon fuel from a Hesperia gas station, according to San Bernardino County sheriff's officials. Lance Joseph Pierce, of Riverside, was booked Tuesday on suspicion of attempted grand theft and committing a felony while on bail, jail records show. Deputy James Rangel checked the blue Dodge van after noticing that it was parked in an odd position at 1:40 a.m. Tuesday at the gas station along the 15100 block of Main Street. The van had a hole in the floor and was parked over an access cover to the station's underground fuel tanks, sheriff's spokeswoman Roxanne Walker said in a written statement. "Deputy Rangle located a 400-gallon tank inside and, through the hole in the floor, Pierce lifted off the cover to the gas dump, inserted a hose and was attempting to pump gas out of the ground tank," according to the statement. Pierce remains behind bars this morning on \$100,000 bail.

http://www.pe.com/localnews/stories/PE_News_Local_D_webgasoline24.43a26fa.html

USA, NY, NEW YORK, JUNE 25 2010. NYPD WARNED OF TERROR THREAT TO BLOW UP FUEL-FILLED TANKER

Cops who staff bridges and tunnels in New York City were read harrowing details of a terrorist threat Wednesday advising them to be on the lookout for a fuel-filled tanker meant to explode prior to a secondary blast designed to decimate any first responders. The message, which was read by police brass, noted that at 10:30 am Tuesday, "there is a threat to all crossings, as of this point, being treated as credible, that some type of tanker will explode causing us to respond." "At some point during the response, a second explosion (will occur) causing injury to all first responders to this incident," the message noted. The message cautioned that "no date or time has been given" for the potential terrorist strike. The chilling warning was read at roll call for four Port Authority police commands -- cops assigned to the Holland and Lincoln Tunnel; the George Washington Bridge; and also the Staten Island command, which incorporates the Bayonne and Goethals Bridge and the Outerbridge Crossing, a source said. A Port Authority police source insisted that the grim advisory stemmed from raw intelligence which originated with a prisoner captured in Afghanistan, who allegedly passed along a claim that a gasoline or propane-filled tanker might be arriving from Canada and the Lincoln Tunnel could be a potential target.

<http://www.foxnews.com/us/2010/06/24/nypd-warned-terror-threat-blow-fuel-filled-tanker/>

USA, ILL, ILL. PALOS HEIGHTS, JUNE 25 2010. TANKER'S CAUSTIC FUMES EVACUATE HEIGHTS RESIDENTS

kevin olsen & bob jaderberg



Route 83 closed while sodium hydroxide leak contained.

A tanker venting sodium hydroxide forced the evacuation of residents within an approximate half-mile of 75th Avenue and Route 83 Friday in Palos Heights. A police officer spotted fumes venting from the top of the eastbound tanker around 5 p.m. and pulled the truck over at Lake Katherine Drive on Route 83. The officer then advised the driver to clear the immediate area. Palos Heights police utilized the reverse 911 code red system. Residents in Lake Katherine and east of 75th Avenue were evacuated from their homes for about three hours, Palos Heights Fire Protection District Chief Jack Nagle said. Residents of Lake Katherine were relocated to the clubhouse, so they were not all driving past the area where the incident occurred, Nagle added. The businesses at Southwick Commons were also evacuated as the wind was blowing to the east. "There were about six violent plumes as the truck

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vented," Nagle said. The last venting occurred when the truck released what he called "a large amount of vapor product from the bottom of the truck." Sodium hydroxide is also known as lye and caustic soda and is used in the manufacture of pulp and paper, textiles, drinking water, soaps and detergents and drain cleaner. Nagle said the tanker was empty and that something must have reacted with a cleaning agent in the tank. "If you were to inhale this product, you could have some respiratory problems," Nagle said. College Drive was shut down between Harlem Avenue and Southwest Highway until nearly midnight while a clean-up crew worked to sweep the chemical from the pavement. Crews from the Environmental Protection Agency (EPA), the Metropolitan Water Reclamation District (MWRD), the Southwest Hazardous Materials Response Team and Palos Heights Fire Protection District and Police worked to secure the area and clean up the spilled chemical. The last venting from the bottom of the truck caused some of the sodium hydroxide to leak onto the grass, into the sewer and on a police officer and squad car. "When this thing vented, it was ear piercing," Nagle said. "It was intense." The road could not be opened until the leak into the sewers was contained. A dike was built around the sewer to prevent the chemical from further penetrating the system. A clean-up contractor vacuumed out the contamination from the sewer. A small patch of grass caught on fire when the truck vented from the bottom. The police officer was taken to the hospital for decontamination, but was not injured, Delaney said. A squad car had some of the product spilled on it and was also decontaminated. Police re-opened College Drive around midnight, after the chemical was completely cleaned up. The truck driver was not cited with any violations. Delaney said the Illinois Department of Transportation can move forward with fining the truck carrier, Ziron Environmental. Delaney said the area is completely safe for humans and pets now.

http://www.theregionalnews.com/atf.php?sid=19175¤t_edition=2010-06-24

BULGARIA, SOFIA, JUNE 25 2010. CIVIL PROTECTION UNITS CLEAR SODIUM HYDROXIDE SPILL AFTER TURKISH TANKER OVERTURNS

The Bulgarian Civil Protection service has been mobilised to clean up a spill of 20 tons of sodium hydroxide after a Turkish tanker overturned 25km beyond the Kapitan Andreevo border checkpoint, Focus news agency reported on June 24 2010. The driver was injured but his condition is not reported to be serious. The accident occurred on the road between the town of Svilengrad and village of Generalovo. Reportedly, the accident occurred overnight. The stretch of road has been isolated and all traffic diverted. Vehicles coming from Turkey have been redirected through the town of Svilengrad. Those on their way to Turkey have been redirected through the Lesovo border checkpoint. Sodium hydroxide (NaOH), also known as lye and caustic soda, is a caustic metallic base, used in many industries, mostly as a strong chemical base in the manufacture of pulp and paper, textiles, drinking water, soaps and detergents and as a drain cleaner. Worldwide production in 1998 was about 45 million tonnes. Solid sodium hydroxide, or solutions of sodium hydroxide, will cause chemical burns, permanent injury or scarring if it contacts unprotected human or animal tissue. In case of eye contact, it will cause instant blindness. Protective equipment such as rubber gloves, safety clothing and goggles should always be used when handling the material or its solutions.

http://www.sofiaecho.com/2010/06/24/922388_civil-protection-units-clear-sodium-hydroxide-spill-after-turkish-tanker-overtURNS

USA, N.C, CAMP LEJEUNE, JUNE 25 2010. DOCUMENTS: TANKS LEAKED FUEL NEAR CAMP LEJEUNE WELL

barbara barrett

Federal scientists studying the history of water contamination at Camp Lejeune, N.C., have learned of another source of leaking fuel - this one less than a football field away from a drinking well that once served thousands of Marines and their families. The well was closed in December 1984 after benzene was found in the water. The source of contamination that scientists now are exploring was once an on-base refueling station within an area of the Marine base known as Hadnot Point. The refueling facility, Building 1115, contained seven underground storage tanks that ranged in size from 1,000 to 5,000 gallons. The extent of the contamination on the Marine base - and its sources - are important to federal scientists at the Agency for Toxic Substances and Disease Registry, an arm of the Centers for Disease Control and Prevention in Atlanta, who are trying to understand the health effects of the contaminants in the base's water. Officials at ATSDR were unable to respond Thursday to e-mailed questions about Building 1115. It's estimated that from the mid-1950s to the mid-1980s as many as a million people were exposed to water contaminated with trichloroethylene, or TCE; tetrachloroethylene, or PCE; vinyl chloride; benzene, a key component of gasoline and a known human carcinogen; and other chemicals. McClatchy has reviewed hundreds of documents about the chemical contamination at Camp Lejeune that report finding benzene in untreated groundwater at levels thousands of times higher than the federal drinking water standard permits, and that show benzene has seeped into the deep aquifer under the base. Nearly three decades after contaminated wells were closed, monitoring wells are still finding poisons at thousands of times the drinking water safety standards in the aquifers below the military base, according

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to documents McClatchy obtained from the state of North Carolina. As recently as this January, benzene was found at levels as high as 18,600 parts per billion in water from one untreated groundwater monitoring well at Lejeune. The federal standard for drinking water from the Environmental Protection Agency is 5 parts per billion; the state of North Carolina pegs it at 1 part per billion. Monitoring wells have been installed around the base to help officials understand what contaminants remain in the groundwater. There's no evidence Lejeune's drinking water is contaminated today, but the plumes that still lurk in the underground aquifers are testimony to how extensive the contamination was at the base - and that much of it persists. The Marine Corps and the Department of the Navy are undergoing an extensive, multimillion-dollar cleanup program under the oversight of the federal Environmental Protection Agency and the North Carolina Department of Environment and Natural Resources. A 1993 review of environmental treatment options found storage tanks containing fuel, cleaning solvents and other chemicals were buried at sites across Camp Lejeune for years. Many of the storage tanks leaked, but how badly is unknown. However, officials have estimated more than 1 million gallons of fuel may have seeped into the sandy soil at the base, according to memos obtained by McClatchy. A 1988 monitoring report describes a 15-foot layer of fuel floating on top of the water table a few feet below the surface of a fuel farm at the Hadnot Point Industrial Area. The same report found evidence of benzene in monitoring wells at levels of as much as 29,000 parts per billion. Other documents show that in 2006, benzene at levels of more than 7,000 parts per billion was being found far underground, in what's known as the deep aquifer. Fuel floats on water, and normally wouldn't be found so far underground. A contractor told the military in 2008 that over-pumping by the base's wells appeared to have sucked fuel and other contaminants into the deep aquifer. The contaminants then became trapped, and many of them remain there. The transcript of a 1988 technical review committee meeting of federal, state and military officials reveals the scientists' concern about benzene as they discussed the Hadnot Point fuel farm. According to the meeting transcript, one official mentioned a monitoring test that found benzene in the aquifer at 30 parts per billion. He described the test result this way: "Fairly low, but still toxic enough that you don't want to touch that water." Over the years, investigators discovered what appeared to be new spills after the problematic water supply wells were closed. For example, several reports in the early 1990s showed that another underground storage tank, at Building 1613 in the Hadnot Point Industrial Area, appeared to have no fuel leaks. In 1996, however, a consultant's report showed that an investigation at Building 1613 found TCE and a petroleum plume. Scientists studying the fuel contamination have known about and been studying the effects of more than a dozen underground storage tanks at the Hadnot Point fuel farm. The tanks were about 1,200 feet from a drinking well called Hadnot Point 602. That well was closed in December 1984 after a Navy contractor found high levels of benzene in it. Its closure prompted a review of other wells on the base, several of which also were shut down. Scientists then learned about Building 1115, with its seven underground tanks about 300 feet from Hadnot Point Well 602. "You could literally stand at this site and throw a golf ball and hit Well 602," said Jerry Ensminger, a Marine veteran and former Lejeune resident whose daughter, Janey, died in 1985 of childhood leukemia, which he thinks was caused by the contaminated water. "God, each time they switched on Well 602, it was, 'Eureka! Benzene for everybody,'" said Ensminger, who has testified before Congress about the contamination. The reports on Building 1115 are part of a series of documents about contamination throughout the Hadnot Point Industrial Area that scientists have combed in the past year. Many of them were part of contractors' reports and memos between the military and the state of North Carolina written during the 1990s and 2000s. The tanks at Building 1115 were installed as early as 1943, just as Camp Lejeune was taking shape, and were dug up 50 years later, according to the documents recently obtained by McClatchy. A site contractor removing the tanks warned the Marines that the tanks showed signs of leakage, that contaminated soil had been removed, and that there were "signs of contamination over the entire site." The contractor recommended turning the site over to a federal environmental agency. Later, government officials indicated that the two plumes from Building 1115 and the Hadnot Point fuel farm - some reports show three plumes - had merged. Documents in 2000 showed that years after the fuel tanks were removed from the Building 1115 site and the Hadnot Point fuel farm, 4,000 feet of piping remained underground, and that it appeared to have connected the two sites.

<http://www.miamiherald.com/2010/06/24/1699330/documents-tanks-leaked-fuel-near.html>

USA, PA, PITTSBURGH, JUNE 25 2010. MT. PLEASANT TOWNSHIP MEN INDICTED IN ILLEGAL FIREWORKS SALES

richard gazarik

A federal grand jury in Pittsburgh has indicted four Mt. Pleasant Township men, charging them with illegally selling large amounts of fireworks in connection with a raid two years ago by federal agents. James E. McCloy, 60; his brother, Howard F. McCloy, 63; his son, Howard "Tubs" McCloy Jr., 24; and a friend, Fred Collins, 60, were charged Thursday with conspiracy. In addition, James McCloy was charged with being a felon in possession of firearms and transportation of explosives without a license. He was convicted in 1999 in Ohio for selling fireworks without a license. Officials said he had 10 pistols and rifles in

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his possession when federal agents searched his home in June 2008. Howard McCloy and his son were charged with dealing in explosives without a license. No arrests have been made and the men are expected to be served with summons to appear for arraignment in federal court. The grand jury alleges the four men operated the illegal business from 2003 through 2008 until dozens of agents from the federal Bureau of Alcohol, Tobacco, Firearms and Explosives raided the McCloy home near Bridgeport and confiscated truckloads of explosives and thousands of cases of fireworks. According to the charges, the operation was large. The four men sold shipments of up to 100 cases at a time, earning as much as \$3,000 per transaction, according to the indictment. When agents conducted the raid, they found 13,000 explosive devices in Howard McCloy's possession. The men are charged with obtaining various types of explosive materials, including flash powder, consumer and display fireworks, and M-80s and M-200s, which are classified as illegal explosive devices under federal law. James McCloy is accused of selling fireworks in West Virginia in 2007. The grand jury also reported he made a delivery in Frostburg, Md., and had 1,000 cases of "crackers" he obtained from India waiting to be picked up at a shipping dock in Maryland. He obtained 100 cases of "crackerbombs" from a federal explosives licensee through Collins, who at the time had a fireworks users permit, the indictment states. In a five-year period, the indictment alleges, the four men obtained large amounts of fireworks from a license holder, which they then resold. James McCloy told one person that he was awaiting delivery of four tractor-trailer loads of fireworks he had purchased for \$55,000, according to the indictment.

http://www.pittsburghlive.com/x/pittsburghtrib/news/westmoreland/s_687605.html

SCOTLAND, LIVINGSTON, JUNE 26 2010. CLEAN UP AFTER DIESEL SPILL INTO RIVER ALMOND

marjorie kerr

A clean-up is underway after thousands of litres of diesel were spilled into the River Almond. The Scottish Environment Protection Agency (SEPA) were called in following the spill at Livingston. And they say around 2000 litres of the fuel poured into the river from a tank at the derelict Buchanan House on Kirkton Road North, the former EDS print centre in Livingston. Simon Cole, a senior SEPA officer, told the Courier that "extensive pollution" of the River Almond had occurred during the leak which was discovered last week. He said: "A clean up operation is now underway to try to minimise the impact of the pollution on the surrounding environment. "Diesel is being sucked out of the drains on site, and booms have been laid over the tributary of the Almond. "Our officers are remaining on site to continue their investigations and are liaising with West Lothian Council's environmental health officers and the SSPCA, who are concerned about the effect this will have on the river's wildlife." The Scottish SPCA said they were also aware of the spill and have rescued ducklings covered in diesel from the water. The birds have now been taken to the charity's Wildlife Centre in Fife. The River Almond is 28 miles long, rising in North Lanarkshire near Shotts and running through West Lothian, draining into the Firth of Forth at Cramond near Edinburgh. West Lothian Council's executive councillor for the environment, Robert De Bold, advised local people to stay away from the water and keep their pets away from the river. He said: "We understand that this is a serious spill. SEPA has advised us that they have taken immediate action and the clean-up operation has been underway since Wednesday afternoon. "We strongly advise that neither people nor dogs should enter the water at this time."

<http://www.westlothiancourier.co.uk/2010/06/24/clean-up-after-diesel-spill-into-river-almond-62405-26711181/>

AUSTRALIA, ADELAIDE, JUNE 26 2010. COMPANY GUILTY OVER FATAL MUNITIONS BLAST

 **Watch the Video** [Company guilty over fatal explosion \(7pm TV News SA\)](#)



A munitions company and its chief operating officer have been found guilty of failing to maintain a safe workplace after a fatal explosion killed three workers and injured two others. Quin Investments and its boss Nik Kuzub were on trial in the Industrial Court in Adelaide over the explosion in 2006 at the Gladstone factory in the mid-north of South Australia. The court found there was inadequate maintenance of machinery and both defendants were in breach of the Occupational Health and Safety Act. Garry Harris, whose son Damian was one of those killed in the blast, spoke briefly to reporters outside the court. "All I can say is we waited four years, we've now found out that it was totally preventable. What more can I say?" Lawyer for the defendants Grant Germein thinks the magistrate sided with the Government and SafeWork SA. "The magistrate has simply accepted what we regard as

nonsense theory put up by the Premier's Department," he said after the hearing. The case will return to court next month for submissions on penalty.

<http://www.abc.net.au/news/stories/2010/06/24/2935841.htm>

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USA, PA, DAUPHIN COUNTY, HIGHSPIRE, JUNE 26 2010. ILLEGAL FIREWORKS LEAD TO EXPLOSION, NEIGHBORHOOD EVACUATION

christina butler

Illegal fireworks inside an apartment on 2nd Street in Highspire, Dauphin County, explode. A second set was found, so the neighborhood was evacuated. It happened around 11PM Thursday night. Mayor John Hoerner says the person who lives in an upstairs apartment in the 100 block illegally had the commercial fireworks in his home. He says he doesn't think he meant to ignite them, but they went off causing a loud explosion. Hoerner says pellets blasted through the roof and nearby apartments. The suspect was injured during the explosion but is expected to be OK. After that explosion, a bomb squad was called in when a six inch explosive device was found under the sink in the same unit. Since they were not sure how much damage it could do, about 20 neighbors were evacuated from their homes for a brief time. The all-clear was given for them to return when that device was determined to be commercial grade fireworks as well. The name of the suspect is not being released yet. The mayor is not certain what charges he will face for having the illegal fireworks inside his home.

<http://www.fox43.com/news/wpmt-fireworksexplosion,0,6215814.story>

UK, NORTHUMBERLAND, JUNE 26 2010. FUEL TANKER STOLEN NEAR PONTELAND

Police are appealing for information after a fuel tanker was stolen in Northumberland. At some time between 4pm on Friday, June 18, and Monday, June 21, thieves entered the Prestwick restoration site, in Ponteland, and stole a tanker containing 750 litres of diesel. The tanker is described as being a red fuel pod, with 'Holystone' written on the side. Anyone who may have any information about the theft is asked to contact Northumbria Police on 0345 604 3043, ext 69191.

<http://ponteland.journallive.co.uk/2010/06/fuel-tanker-stolen-near-pontel.html>

USA, N.J, LEONARDO, JUNE 26 2010. WORLD'S ONLY FULL-SCALE OIL SPILL TEST TANK SPRINGS A LEAK

kate sheppard



There's just one facility in the world where scientists and emergency responders can run full-scale oil spill response tests and research. It's housed at US Naval Weapons Station Earle in Leonardo, New Jersey. But when Sen. Robert Menendez (D-NJ) tried to arrange a visit to the facility earlier this week, he learned that the facility is presently inoperable. Why? The tank researchers use to simulate spills has sprung a leak. The [Oil and Hazardous Materials Simulated Environmental Test Tank](#) (OHMSETT) is owned by the Minerals Management Service (recently renamed the "Bureau of Ocean Energy Management, Regulation, and Enforcement"). The wave pool there, which is used to test oil spill response technologies and techniques, was [closed last month](#) "because of multiple leaks" and is expected to remain out of commission until sometime in July. Menendez, a

major opponent of offshore drilling, says the situation demonstrates just how unprepared the federal government is to handle an oil disaster like the one in the Gulf. "I believe that the fact that this facility is inoperable during the nation's largest oil spill is indicative of a complacency and lack of investment in oil spill response technologies," he [wrote in a letter](#) to Interior Secretary Ken Salazar on Monday. "The industry and even the government has substantially invested in new technologies to drill in deeper water and deeper into the Earth, but little has been invested in safety or oil spill response and clean-up." The Department of Interior issued this response today, arguing that maintenance on the tank was planned and that the Coast Guard doesn't need to use the facility right now because they are "too busy with the response" in the Gulf. Here's the full statement: OHMSETT is currently closed to testing because of planned maintenance. Prior to the closure, BOE consulted with the USCG to see if they needed the tank after the Deepwater Horizon incident and they said that they were too busy with the response. No testing was delayed or postponed due to the planned closure. The tests normally conducted at the facility are scheduled months in advance and are more oriented to advancing research and development than to addressing current issues. If the research is promising, it can and often is developed into procedures or equipment used to deal with real-world events. We also have the ability to bring the facility back on line in several days if the tank is needed for testing to help the spill response effort. Even though it was inoperable at the time, Sharon Buffington, chief of the engineering and research branch of MMS, touted the tank as "a vital component" of MMS' oil spill research in [testimony to a House panel](#) on June 9. "It is the only facility in the world that allows for full-scale oil spill response testing, training, and research conducted with a variety of oils in a marine environment under controlled conditions," Buffington told a House panel. Now-dismissed MMS head Liz Birnbaum also [talked up it at a hearing](#) last month as integral to "ensure that the best and safest technologies are used in offshore oil and gas

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operations." Neither Birnbaum or Buffington mentioned that the facility was offline. Menendez, who is sponsoring [an MMS reform bill](#) in the Senate, says this is yet another example of why the division needs an overhaul. "The need for the MMS reform could not be clearer when the agency charged with preventing Big Oil from spilling into our waters cannot keep water in its own testing tanks," Menendez tells Mother Jones. Seems like the hole in the bottom of the Gulf isn't the only one we should be worrying about.

<http://motherjones.com/blue-marble/2010/06/oil-spill-test-tank-Menendez-Salazar>

USA, MI, ST. JOSEPH COUNTY, JUNE 26 2010. BP PIPELINE LEAK IN WEST MICHIGAN

 **Watch the Video** <http://www.wwmt.com/articles/style-1378219-font-span.html>



British Petroleum's problems in the Gulf of Mexico are well known at this point, but recently the company was forced to deal with a gas spill in West Michigan. Crews are still out, day and night after nearly 93,000 gallons of gasoline poured into a farm field over the Memorial Day weekend. The leak in the pipeline, in Constantine Township on Quarter Mile Road, was closed off quickly, but there's still lots of work going on. "I had no idea there was any gasoline lines underground," said Jeff Russell. However, Russell recently learned that a line does run right near his home. Russell made that discovery after the pipeline sprung a leak. "They brought bottled water and containers for bathing," said Russell. Russell and three other families were also evacuated for a few nights while BP crews tested the water and the air to make sure it was safe. On Friday, crews were still out extracting the spilled gasoline from the soil and monitoring the environmental impact. "BP was on the ball with this," said Michael Baranoski,

DNRE Environmental Quality Analyst, "sampled residential wells, testing water ensuring wells not impacted by the gasoline." Michigan's Department of Natural Resources and Environment is also keeping track of the clean-up. They tell Newschannel 3 that there have only been about a half-dozen spills like this in southwest Michigan in about 40 years. Testing of well water has shown that it is okay for those in the area to drink the water, but they should expect the clean-up crews to be around for awhile. "This will go on for months, not going to be a quick process," said Baranoski. "The bigger concern for us is the long-term impact. Stuff enters the groundwater, where is it going to go, how much is there, impact on any surface water bodies in the area." Newschannel 3 spoke to a BP spokesperson on Friday. She said the pipeline that leaked in St. Joseph County is monitored from a control center in Tulsa, Oklahoma and as soon as a problem was indicated, BP initiated a shutdown of that pipeline. At about the same time, a passerby at the site was calling local emergency crews.

<http://www.wwmt.com/articles/style-1378219-font-span.html>

USA, N.J, WATCHUNG, JUNE 26 2010. WATCHUNG FIREFIGHTERS CONTAIN FUEL SPILL

patricia c. Kelley



The fuel tanker that overturned on Bonnie Burn Road in Watchung.

A week after a fuel spill that dumped more than 4,000 gallons of fuel onto Bonnie Burn Road, Watchung officials are looking back on a job extremely well done by the borough's firefighters and emergency team. Fire Chief Skip Vell and Office of Emergency Management Coordinator Gary Greves came before the Borough Council on June 24 to give an overview of their response to the fuel spill that closed Bonnie Burn Road for hours, spilled fuel into a wooded area and nearby stream, shut off water to area residents and caused the closing of Bayberry School. More than 100 firefighters and emergency workers were called to the scene shortly after 7 a.m. on June 16 after an oil tanker driven by 37-year-old Vasili Bahamolau of Staten Island, NY overturned and ruptured. According to published reports, Bahamolau said he was being tailgated and lost control of the truck when he looked

into his rearview mirror. He had to be dragged out of the truck by the Watchung Rescue Squad. The road didn't reopen until early on Thursday morning. Vell told the council that he first called the Berkeley Heights Fire Department for assistance and then called Springfield. Before it was over more than 100 firefighters and emergency workers from towns including Millburn, Chatham, New Providence, Scotch Plains and Elizabeth were on the scene trying to contain the spill. Vell said that one and a half hours into the operation the spill was contained. Workers from the Union County Hazmat team were able to extract the

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remaining 4,500 gallons of fuel from the truck before it leaked out. While the tanker was on its side leaking fuel a water main broke and added to the problem. Vell said he called a tanker task force together on scene to provide water. Meanwhile the borough put out an emergency email to area residents that water service had been interrupted on sections of Bonnie Burn Road, Oakwood Road, Bayberry Lane, Johnston Drive, Skyline Drive and Mareu Drive. Bayberry School was later closed when it lost water service. Greves described the situation as one of the biggest incidents the borough has ever had. Mayor Albert Ellis praised firefighters on how well the situation was handled. "All emergency services did a marvelous job," said Mayor Albert Ellis adding the response was "well-coordinated" and "picture perfect." "It was a success story," Vell added. Vell said he and Greves have a meeting scheduled with members of the Somerset County Office of Emergency Management to discuss the response and he plans to try and recover some of the costs involved from the EPA SuperFund.
http://www.nj.com/independentpress/index.ssf/2010/06/watchung_firefighters_contain.html

NEW ZEALAND, HAMILTON, JUNE 26 2010. SISTER'S FURY AT BLAST DEATH

belinda feek

The family of a man who was killed in an explosion at a Hamilton fuel services company last year will consider bringing a private prosecution against the firm. Kenneth Joseph Crown, 54, died after using a cutting torch to dismantle a 4500-litre fuel tank at Petroleum Services Ltd. His younger sister, Hine Crown, believes there was a lot of "butt-covering" surrounding her brother's death on September 15. She and partner Tokai Nohotima were joined by at least a dozen family members at yesterday's inquest into Mr Crown's death. Mr Crown was employed by CMA Recycling Ltd, which had been contracted to dismantle tanks at Petroleum Services which was shifting premises from Pukete to Te Rapa. Petroleum field service fitter Allan Hurst told Coroner Gordon Matenga that Mr Crown was in his third day working at the site. Mr Crown had been told he was not to make the first cut into a tank without supervision by Mr Hurst or site manager Steven Sharpe. Tanks were to be tested with a flammable liquids meter before cutting. Mr Sharpe said all three worked together on dismantling several tanks that day, before he left the pair to work alone. Mr Crown left to get a drink about 1.30pm, then Mr Hurst dropped his forklift off for repair at the workshop. About 2pm Mr Hurst heard a bang and saw Mr Crown lying on the ground. Labour Department investigator Andrew McQueen said six practicable steps were found where Petroleum Services had not ensured Mr Crown's safety. Department managers and lawyers deliberated at length about whether to prosecute but eventually found Mr Crown was the "main cause of his own demise" because he used the torch on the tank himself. "Mr Crown had been warned that an un-purged tank was about to be put on the pad that needed degassing. He had been told he was not to cut a tank without direct supervision." Mr McQueen also said Petroleum Service's health and safety record-keeping was shoddy. Mr Crown's brother-in-law, Mr Nohotima, is a foreman and safety adviser at a Lower Hutt scrap metal yard. He questioned Mr Sharpe and Mr Hurst why they did not have a safety officer who roamed the premises. Mr McQueen said there was no legal requirement to have such an officer but accepted it would be another practicable step a company could take to protect its workers. Announcing he would reserve his decision, Mr Matenga commented he would have "preferred some sort of prosecution" against Petroleum Services to acknowledge the deficiencies. But those deficiencies did not impact on Mr Crown's death, he said. After the hearing Hine Crown, of Lower Hutt, said the family was left with only more questions and frustration. "What really hurts . . . is that they [investigators] have pointed it straight at my brother – he's to blame, blame the dead guy because he can't talk for himself. But I think they [Petroleum Services] should have been prosecuted ... there's a lot of butt-covering going on," she said. The family would now consider launching a private prosecution. Petroleum Services Ltd managing director David Kraakman also left the hearing "confused" about what was said but defended his company's health and safety procedures. Mr Kraakman said his company's procedures were very thorough and it had an impeccable safety record.

<http://www.stuff.co.nz/waikato-times/news/3857200/Sisters-fury-at-blast-death>

TONGA, HA'APAI, PANGAI, JUNE 26 2010. TWO MEN DIE INSIDE HA'APAI FUEL TANKER

Two men died on board a fuel tanker, the MV Punalei, berthed at Pangai, Ha'apai yesterday afternoon, after it is believed they were overcome by poisonous fumes while cleaning empty fuel tanks. Ha'apai police today confirmed the deaths had occurred on board the vessel and named the men as Takilesi Uata and Ula Tu'onetoa. Takilesi is a son of 'Uliti Uata, the Ha'apai No. 1 People's Representative to the Tongan Parliament. Both men were working on the boat. The vessel owned by Uata Shipping, was due to leave for Fiji, and regularly carries benzene fuel, diesel and oil between Fiji and Ha'apai. Sgt Tonga 'Onevai of the Tonga Navy in Ha'apai, who supervised the recovery of the bodies, said that at 5:30pm yesterday he noticed a commotion on the wharf. He went on board the MV Punalei a small tanker that carries fuel. He looked down and could see two men were lying inside the tank and they looked as if they had been dead for quite some time. "The fumes coming out of the tank were very strong," he said. He said the men were getting ready for the MV Punalei to go to Fiji to get some fuel and the normal

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practice was that when it is empty they open it up for a while before they go inside to prepare for the trip. But he thought that this time they went in while the fumes were strong without protective gear. He said the recovery effort was difficult but they found some oxygen apparatus on board the ship and were able lower a man into the tank to recover the bodies. It is understood that the bodies of the two men were being returned to Tongatapu this afternoon on board the MV Pulupaki.

http://www.matangitonga.to/article/tonganews/outerislands/20100625_tonga_uata_tuionetoea_deaths.shtml

INDONESIA, JAKARTA, JUNE 26 2010. GOVT BLAMES MARKET FOR EXPLODING CANISTERS

The government has offered little to ensure the safety of consumers using three-kilogram LPG canisters following a series of explosions in household kitchens caused by gas leakages, experts and analysts say. In a press briefing held at the Vice Presidential Palace on Friday, the government blamed the market for the distribution of gas canisters and other components that did not meet Indonesian National Standards (SNI). "Illegal pipes with fake SNI labels are common in the market. The police and the Trade Ministry will withdraw them from the market," Evita H. Legowo, the director general for oil and gas at the Energy and Mineral Resources Ministry, said. The government began rolling out the three-kilogram gas canisters in a kerosene conversion program to reduce fuel subsidies. The conversion program had reportedly cost some Rp 20 trillion (US\$2.2 million). The Indonesian Consumers Foundation (YLKI) said a recent survey showed that the canisters, pipes, regulators and stoves were "below standard". "Explosions do not happen solely because of the canister, but also because of other components, such as defective pipes and regulators," YLKI executive Tulus Abadi said. "A survey by the National Standardization Agency *BSN* showed that no gas pipes used by consumers meet national standards," he added. Citing the survey, Tulus said 66 percent of canisters were not up to standard followed by 50 percent of stoves and by 20 percent of regulators. Energy analyst Pri Agung Rakhmanto agreed the explosions were triggered by defective components. "An explosion is triggered by the combination of defective canister, gas pipe and regulator," he said. "Many of the three components are not up to national standards and some are even counterfeit products so we cannot blame consumers." Pri added the government was still not doing enough to monitor the quality of the components. He blamed the lack of quality control on the fact that the government was only looking to meet the volume of LPG to be distributed to the public. "This is a new program, so it is possible that the government's main aim is to pursue its distribution target, thus ignoring consumer safety." Kompas daily reported 14 explosions in Banten, Bekasi and Jakarta between April and May this year. Lawmaker Chandra Tirta Wijaya of the National Mandate Party said the program saved Rp 17 trillion in government subsidies. "What the government should instead do is tighten its supervision of the program," he said.

<http://www.thejakartapost.com/news/2010/06/26/govt-blames-market-exploding-canisters.html>

USA, W.VA, CHARLESTON, JUNE 26 2010. BEFORE FATAL LEAK, DUPONT SCRAMBLED TO FIX PHOSGENE PROBLEMS

ken ward jr

[Read the report](#)

In the hours before a fatal Jan. 23 phosgene leak at the DuPont Co. plant in Belle, company officials were scrambling to fix problems with the phosgene tanks and hoses involved in the accident, according to a newly released DuPont investigation report. The day before the leak, DuPont was having trouble with pressure from one of two phosgene cylinders that supplies the chemical building block to a pesticide production unit, according to the report. DuPont replaced the supply hose on one of the two tanks when it discovered damage that had been covered up by a manufacturer's label, but apparently missed similar damage on the other tank's hose, which eventually leaked, the report said. Shortly after 2 p.m. on Jan. 23, longtime plant worker Danny Fish was sprayed with phosgene as he conducted a safety check inside a shed where DuPont keeps the phosgene supply cylinders. DuPont initially said Fish was transported to a local hospital "for treatment and observation as part of the standard protocol for exposure to this material." Fish died the following day. Phosgene is a valuable building block for making other chemicals and DuPont uses it to produce various crop protection chemicals. But, it is also extremely toxic. It was used as a chemical weapon in World War I, and is considered dangerous even in very tiny levels. Previously, the U.S. Chemical Safety Board has said the braided-wire phosgene hose that leaked at DuPont showed signs of serious wear, and the federal Environmental Protection Agency reported that it was long overdue to be replaced. But the new DuPont report provides the most details to date of what happened leading up to the fatal leak that has prompted numerous federal investigations and led Sen. Robert C. Byrd to say he was "alarmed" by safety lapses at the Belle plant. Last week, DuPont provided a copy of its internal report to various regulatory agencies. Initially, the company insisted that 24 entire pages of the 31-page document contained "confidential business information" that could not be released. The Gazette-Mail asked the state Department of Environmental Protection for a copy of the entire report. DEP officials reviewed it, and questioned DuPont's broad claim for

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confidentiality. Earlier this week, DuPont withdrew most of its claims for confidentiality and DEP provided a copy of the complete report. According to the report, DuPont had begun mixing a batch of chemicals at about 10:45 a.m. the day before the leak. But the flow of phosgene from one of the two tanks -- the one referred to as the "hillside" cylinder -- was "insufficient." Plant operators began "switching between" the hillside cylinder and a second tank known as the "riverside cylinder," the DuPont report said. "Sufficient flow was obtained from the riverside cylinder, but switching the cylinders did not resolve the low flow issue on the hillside cylinder," the report said. According to the report, plant operators thought, "the flow issue was due to a problem with the valve on the hillside phosgene hose assembly" because the valve would not open as much as it usually did. "The operators left the manual valves from the riverside cylinder to the process open after the batch was complete," the report said. "The liquid phosgene was not evacuated from the hose and valve assembly." That evening, DuPont decided to replace the hillside cylinder's hose assembly the next morning before starting another batch of chemicals. Workers cleared phosgene from the hillside cylinder's hose assembly, and at the same time closed the valves between the riverside cylinder and the pesticide unit, the report said. At about 9:15 a.m. on Jan. 23, a mechanic replaced the hillside cylinder hose and valve assembly. The next batch of chemicals was started at about 9:55 a.m. using the hillside cylinder. Workers put the hillside cylinder's old hose into a bucket of water to decontaminate it, the report said. Later, they noticed "there was a section of the wire over-braid approximately one-half inch long that was missing around the full circumference of the hose. "The missing over-braid on the hillside hose had not been apparent to the operators or mechanics when they removed it from service because it is believed that a manufacturer's tag was tightly wrapped around the hose and covered the area of missing over-braid," the DuPont report said. "The manufacturer's tag was no longer present when the hillside hose was removed from the bucket of water. "After the missing over-braid was observed on the hillside hose, the operators visually checked the riverside hose for similar damage while it was in service," the report said. "A manufacturer's tag was wrapped around the riverside hose, and no deterioration of the wire over-braid was apparent on the riverside hose." At about 2 p.m. that afternoon, Fish went into the phosgene shed to check the hillside phosgene cylinder weight on a scale. "While the operator was checking the hillside phosgene cylinder weight on the scale, he heard a 'pop' and was sprayed with phosgene from the riverside hose, believed to be in the form of a fine mist/vapor," the DuPont report said. "The operator passed away the following day."

<http://wvgazette.com/News/201006250813>

USA, MI, ST JOSEPH CO, CONSTANTINE, JUNE 27 2010. BP GASOLINE PIPELINE NEAR CONSTANTINE SPILLS 89,000 GALLONS

kathy jessup

 **Watch the Video** <http://www.fox28.com/Global/story.asp?S=12713354>



Several vacuum and storage tankers are on site, recovering gas spilled in the May 29, pipeline leak on Quarterline Road in Constantine.

The Gulf of Mexico isn't the only place where BP has sprung a leak. Thousands of gallons of contaminated water are being "vacuumed" daily from underground aquifers to clean up a May 29 gasoline pipeline rupture that spilled 89,000 gallons of fuel on farmland west. BP Oil, owner of the 12-inch gasoline distribution pipeline, has drilled 70 temporary monitoring wells and set up 40 water extraction points, in an effort to keep the spilled fuel from contaminating groundwater in the area around Quarterline and Millers Mill roads in southern St. Joseph County. Spokespeople for both the Michigan Department of Natural Resources and Environment and BP say water testing has shown no contamination in private

drinking-water wells that serve four homes in the area or in Mill Creek, located less than 2,000 feet west of the spill site. Officials also say they expect no infiltration in the village of Constantine's nearby municipal water supply. But the monitoring wells have turned up gasoline infiltration in the high water table in the immediate vicinity where a 50-year-old gasoline supply pipeline ruptured about 1 p.m. on May 29. Witnesses said the underground leak sprayed a two- to three-foot-high plume of gasoline into the air and saturated the ground of a newly planted corn field. No injuries were reported, but 12 people from four nearby homes were evacuated from the area for nearly 48 hours. According to Robert McCann, a spokesman for the MDNRE, BP Oil is conducting round-the-clock monitoring of test wells that it has drilled. As contamination is detected in some groundwater, McCann said special equipment "vacuums" the water-and-gasoline mixture from the aquifer. The recovered liquid is disposed of using approved methods, according to the company. In addition, McCann said BP contractors trenched a large pit downhill from the release site to collect any above-ground gasoline runoff. So far, McCann said the trench has collected none. "They've tested any water supply wells in the area and nothing came back," McCann said. "The recovery

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process is going as well as it can. Our concern is the long-term effect on the groundwater. We're doing everything we can to contain what we can and the company (BP) is being very responsive." Sherry Boldt, BP director of government and public affairs in Indianapolis, said the company's pipeline control center in Tulsa, Okla., first noticed a drop in pipeline pressure and immediately shut down the section of pipe by remotely closing valves. "About the same time, a resident noticed the spewing in the field and they called us using the emergency contact number that's posted at the site," Boldt said. "The local fire authorities got there within six minutes. The response system worked the way it was supposed to." The buried pipeline originates in Whiting, Ind., and travels 243 miles across Indiana and Michigan to River Rouge, near Detroit. The pipeline has been operational since the 1950s, Boldt said. The 89,000 gallons of fuel lost in the spill and the temporary line shutdown did not affect supply to BP's retailers, Boldt said. "We were able to get alternative supply into other terminals and we were able to buy barrels from other people," she explained. "To the public, the interruption from this spill was invisible." Boldt said she was unable to estimate how much BP Oil will spend on the clean-up, repairs and ongoing monitoring. "We'll work with MDNRE to come up with a long-term remediation plan and we're calling residents once a week with the results of the tests on their drinking water," Boldt said. "It's a small remediation area that covers about four acres, but it could be months or years." Once the immediate environmental issues have been addressed, Boldt said the company will try to determine the cause of the pipeline rupture. She said there is no indication the pipe had been tampered with. McCann said it's "quite unusual" for underground fuel pipelines to rupture. More frequently, environmental clean-ups are the result of spills from overturned tanker trucks. "We don't want to cause alarm, but if anyone in that area notices or smells gasoline, they should call us or their local police or fire agency," McCann advised.

http://www.mlive.com/news/kalamazoo/index.ssf/2010/06/bp_gasoline_pipeline_near_cons.html

VENEZUELA, CARACAS, JUNE 27 2010. FISHERMAN DECRY OIL SLICK FOULING VENEZUELA LAKE

fabiola sanchez

Fish and birds covered with tar-like oil are washing up on the eastern shores of Venezuela's largest body of water, angering fishermen who fear their livelihood is at stake because of the country's state-run oil company. Government officials claim their critics are exaggerating the size of the slick allegedly caused by pipeline leaks. But some 600 fishermen from Zulia state have vowed to take legal action. "Someone throws a fishing net down to the bottom and it comes out filled with oil," said Alfonso Moreno, a 49-year-old fisherman. Oil Minister Rafael Ramirez says pipeline leaks probably causing the slick are being fixed, and cleanup crews are retrieving the crude. He says the problem is being blown out of proportion, saying it "cannot be compared with the spill in the Gulf of Mexico." The size of the Maracaibo slick is difficult to determine, partly because the government has not provided any official figures. Alfonso Gutierrez, president of Zulia's association of engineers, estimates the oil has covered about 38 square miles (100 square kilometers) of the lake's 5,335-square-mile (13,80 square-kilometer) surface. That's a fraction of the size of the gulf oil slick, which earlier this month was projected to be more than 3,300 square miles (8,500 square kilometers), but is now far too dispersed for accurate estimates. Lake Maracaibo is a large brackish lake that opens up into the Caribbean Sea. Fed by several rivers, it's commonly considered a lake rather than a bay. Moreno said his daily catch has fallen from about 220 pounds (100 kilograms) of fish a day before the oil appeared roughly two months ago to about 22 pounds (10 kilograms). Fishermen plan to launch a drive next week to gather signatures and present them to the Attorney General's Office along with demands for compensation, Moreno said. The oil also is fouling areas along the lake's eastern shore used for harvesting fresh water shrimp and crabs, Moreno said.

<http://www.google.com/hostednews/ap/article/ALeqM5gEvxC9lwsL5UYIYPSfBMfaaHEpJQD9GIK2F80>

USA, NY, TONAWANDA, JUNE 27 2010. FUEL TANKER TIIPS OVER



Brighton Fire Department hazmat personnel work to clean up the scene after a fuel tanker carrying 10,000 gallons of unleaded gasoline tipped over on the I-190 northbound on ramp from Grand Island Boulevard shortly before 3 p.m. Friday, June 25, 2010 in the Town of Tonawanda.

A tanker carrying 10,000 gallons of unleaded gasoline tipped over Friday afternoon on the I-190 northbound on-ramp, forcing authorities to close off Grand Island Boulevard while multiple agencies worked the accident scene. The tanker's driver, whose name was not released by town police, suffered only a minor cut to his forehead. He was issued a summons for imprudent speed, Lt. Darren Benevento said. The driver was hauling for White Arrow, which carries freight from coast to coast through its terminals in California and New Jersey. Approximately 100 gallons

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from the truck spilled, according to Sheridan Park Fire Chief James Chatham, who added that the state Department of Environmental Conservation was on scene to remedy the spill. The accident occurred just before 3 p.m., when the driver failed to negotiate the right turn from Grand Island Boulevard onto the I-190 northbound on-ramp. Multiple trucks from the Sheridan Parkside Fire Department responded to the scene, as did the hazmat squad from the Brighton Fire Department. Fire crews used absorbent pads to prevent the leaking fuel from seeping into the sewer system. The truck was hauling both premium and regular fuel. Town and State Police worked to close off Grand Island Boulevard in front of Camp Bow Wow and at Cooper Avenue. All of the fuel from the tanker was transferred to another truck operated by Grand Island Oil and Gas. Crews from John's Towing were then able to use two heavy wreckers to upright the tanker and haul it away. Sheridan Park fire personnel cleared the scene at 6:30 p.m., three and a half hours after the initial call came in. The accident was more of a traffic inconvenience than anything serious, but it still could have presented some issues. "The fire potential is dangerous, and obviously the time of day with all the traffic," Chatham said at the scene. A retired truck driver named Bud, who lives on Riverview Boulevard near where the accident occurred, said liquid loads can be tricky. "If you've got three-quarters of a load sloshing around and you're coming around the turn like this — if they don't pay attention, they can roll them," he said.

<http://tonawanda-news.com/local/x1703939921/Fuel-tanker-tips-over>

FINLAND, LUVIA, JUNE 27 2010. TWO SERIOUSLY INJURED IN TANKER CRASH



Two people were seriously injured in a crash involving an articulated tanker, two cars and a pedestrian at Luvia in western Finland on Saturday morning. The tanker jack-knifed after the driver tried to avoid the pedestrian on the road. The vehicle then collided with two oncoming cars from the direction of Rauma. One of those in the cars and the pedestrian were seriously injured. Liquid poured from the overturned tanker but does not pose a danger to the environment. Police in the province of Satakunta say all seven people involved in the crash were taken to hospital. Two remain in a serious condition. In a separate accident at Rääkkylä in northern Karelia, six people were injured in a crash involving a car and a caravan on Saturday afternoon. One of the injured is in a serious condition. Police are

investigating the cause of the accident.

http://www.yle.fi/uutiset/news/2010/06/two_seriously_injured_in_tanker_crash_1788981.html

UK, TAMWORTH, JUNE 27 2010. CHEMICAL LEAK AT TAMWORTH FOOD DEPOT INJURES 28

 **Watch the Video** http://news.bbc.co.uk/2/hi/england/stoke_and_staffordshire/10424056.stm

Twenty-eight people have been injured in a chemical leak at a frozen food distribution centre in Staffordshire. One man suffered severe ammonia burns to his arms in the incident in a compressor room at Brakes in Bonehill Road, Tamworth, at about 1150 BST. The leak left another 27 people needing treatment, seven of whom were taken to hospital but none were detained. Police closed off nearby roads, resulting in severe congestion around Tamworth town centre. A spokesman for West Midlands Ambulance Service said initial reports suggested there were a large number of casualties.

Breathing Difficulties

"The most seriously injured was a man in his 30s with 15% burns having been contaminated by the chemical involved," he said. "He was decontaminated with water by firefighters and was taken to Queen Elizabeth Hospital Birmingham." The spokesman added another four people complaining of breathing difficulties were taken to Good Hope Hospital at Sutton Coldfield. Two others were taken to the minor injuries unit at Robert Peel Hospital in Tamworth. The remaining casualties were treated at the scene and did not require hospital treatment. A spokesman for Brakes said the leak happened during routine maintenance. "Following the incident the centre was immediately and safely evacuated," he said. "The emergency services have been in attendance and have assured us that there is no cause for concern regarding the ammonia."

No Explosion

Staffordshire Fire Service said at least 35 firefighters were sent to the scene after reports the leak had been caused by an explosion. A spokesman said this had now been put down to the noise ammonia makes when leaking. Tamworth area commander Del Roberts, of Staffordshire Fire Service, said: "There has been a chemical leak which we can now confirm is a small amount of ammonia. Brakes Chilled Food Distribution has been evacuated however there is no cause for concern regarding the ammonia." Bonehill Road was closed off after the blast, along with part of the A5 and Plantation Lane, but all have now reopened.

http://news.bbc.co.uk/2/hi/england/stoke_and_staffordshire/10418321.stm

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