



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 700 Newsy Stuff

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

April 10 2011



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USA, CA, NEWMAN, APRIL 2 2011. CROP DUSTER CLIPS PROPANE TANK NEAR NEWMAN

patty guerra

• **Watch the Video** <http://www.sacbee.com/2011/04/01/3521647/crop-duster-clips-propane-tank.html>

• **Slideshow** <http://www.sacbee.com/2011/04/01/3521647/crop-duster-clips-propane-tank.html>



This crop-dusting plane clipped a propane truck and crashed-landed into a field near Newman, CA, on Friday, April 1, 2011.

A crop duster pilot suffered cuts and bruises this morning after his plane clipped a propane tank and crashed at an air-landing strip north of Newman. The truck suffered little damage and there was no fuel leak following the accident, which occurred at about 10:20 a.m., authorities said. The driver of the truck, Damion Beveridge, said he was driving north on [River Road](#) when he felt his truck get hit by something. He looked out of his left window and saw the plane's landing gear fall to the ground. He quickly stopped his truck to check the damage. He then went out to the airstrip to check on the pilot. Emergency crews got there shortly after, worked on the pilot and took him to a hospital, where he was treated for facial injuries. It's not known at this point why the plane was flying low enough to make contact with the truck, although Beveridge said the plane had flown beneath the [power lines](#) on [River Road](#).

<http://www.sacbee.com/2011/04/01/3521647/crop-duster-clips-propane-tank.html>

USA, WASHINGTON D.C, APRIL 2 2011. ONE YEAR AFTER CATASTROPHIC ACCIDENT AT THE TESORO REFINERY THE CSB CONTINUES ITS INVESTIGATION INTO THE APRIL 2010 ACCIDENT



Board Releases a Video Safety Message; Chairperson Rafael Moure- Eraso Calls on Industry to Invest in Preventive Maintenance. Marking the one year anniversary of the tragic accident at the Tesoro Refinery in Anacortes, Washington, the U.S. Chemical Safety Board (CSB) released a [video safety message](#) in which Chairperson Rafael Moure-Eraso urges refinery companies to "make the investments necessary to ensure safe operations," concluding, "Companies that continue to invest in safety and recognize its importance will reap benefits far into the future." The video highlights the CSB's ongoing investigation into the April 2, 2010, accident that killed seven workers. At the time of the incident a heat exchanger was being brought online when the nearly forty-year-old piece of equipment catastrophically failed, spewing highly flammable hydrogen and naphtha which ignited and exploded. In the safety message CSB Chairman Moure-Eraso notes, "The Tesoro accident is only one of several fatal

incidents that occurred in the oil and gas production and refining sector in 2010 alone. Serious incidents at refineries continue to occur with alarming frequency." The CSB's safety message notes leading insurance industry statistics indicating that the US refining sector has more than three times the rate of property losses of refineries overseas. Dr. Moure-Eraso urges companies to take action to prevent accidents, including:

- Implement a robust mechanical integrity programs with an emphasis on thorough inspections of critical equipment
- Monitor process safety performance using appropriate leading and lagging indicators to measure process safety before major accidents occur
- Maintain an open and trusting safety culture where near-misses and loss of containment incidents are reported and investigated

The CSB is an independent federal agency charged with investigating serious chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems. The Board does not issue citations or fines but does make safety recommendations to plants, industry organizations, labor groups, and regulatory agencies such as OSHA and EPA. CSB's final report including can be viewed at:

www.csb.gov.

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USA, LA, MAURICE, APRIL 2 2011. ONE DEAD AFTER WELLHEAD EXPLOSION IN MAURICE

Watch the Video:

<http://www.thenewsstar.com/article/DG/20110401/NEWS01/104010341/0/STATE/WORKER-KILLED-WELLHEAD-ACCIDENT?odyssey=nav|head>



Wellhead Explosion: Mar. 31, 2011: One man died as a result of a wellhead explosion off Leblanc Road in Maurice on Thursday, Mar. 31, 2011.

Updated 4:25 p.m.

Hilcorp Energy Co. has released the following statement regarding today's wellhead explosion: Hilcorp Energy Company has had an incident occur at an Oil and Gas Production Facility near Lafayette, Louisiana. The incident occurred around 12:30 pm on March 31st. While information regarding the incident is still being gathered, initial reports indicate that there is one fatality and one person with injuries. The names of those employees are not yet available pending notification of their family members. We are deeply saddened by the death and injuries which occurred during this incident and our thoughts and prayers are with

our employees and their families. We at Hilcorp pride ourselves on our operational integrity and the safety of our personnel and deeply regret this unfortunate accident. The cause of the incident has not been determined pending a full investigation. The incident appears to have involved operations being conducted on a gas well. Hilcorp will continue to work closely with all federal, state, and local agencies involved in the investigation of this unfortunate accident.

Updated 2:25 p.m.

One person has been reported dead and another has been injured in a wellhead explosion in Maurice. According to Lt. Craig Stansbury, the explosion happened around 12:30 this afternoon. Work was being done on a pipe on a gas wellhead and the pipe ruptured. There is still a small leak from the pipe, but it is controlled and poses no danger to the surrounding areas.

Original Story:

The Lafayette Parish Sheriff's Office has confirmed a wellhead explosion in Maurice. The accident is on Leblanc Road. Traffic to the area is currently blocked off. Police and Acadian Ambulance are both currently on the scene. Check back for more information on this story as it develops.

<http://www.theadvertiser.com/article/20110331/NEWS01/110331015/0/updates/One-dead-after-wellhead-explosion-Maurice?odyssey=nav|head>

USA, TX, PORT ARTHUR, APRIL 2 2011. NAME RELEASED OF KMTX FIRE & EXPLOSION VICTIM

Watch the Video <http://www.kfdm.com/articles/-42222--.html>

Photo Gallery <http://www.kfdm.com/articles/-42222--.html>



The Jefferson County Sheriff's Office has released the name of the man who was killed in a flash fire and explosion at a chemical processing plant, and KFDM News has obtained video showing the explosion as it happened. Johnny Williams, 58, of Groves, died in the Thursday afternoon blast at the KMTX processing plant, 2450 South Gulfway, Port Arthur. He was a welder for DME Enterprises at the plant. Three other people were hurt. Two were taken by medical helicopters to UTMB in Galveston. One suffered two broken femurs and burns. The other, John Wright, is a pipefitter and suffered a broken jaw. Wright's nephew told KFDM News his uncle is in a medically induced coma. Wright suffered a shattered jawbone and his jaw is wired shut. He has a fractured arm, a number of cuts, scrapes and scratches all across his

body. He's expected to make a full recovery. An Acadian Ambulance transported a third victim to Christus Hospital St. Elizabeth. He had a concussion. The flash fire and explosion were reported at about 2 p.m. Thursday at the plant near the Intracoastal Canal Bridge to Sabine Pass. South Gulfway Drive at the bridge was closed following the explosion to allow medical helicopters to land but reopened within about two hours. According to the Sheriff's Office, witnesses say a worker was welding on a pipeline containing coal tar solvent when the flash fire and explosion took place. The Jefferson County Sheriff's Office, along with Port Arthur Police, Fire and EMS, responded to the explosion. Port Arthur Fire monitored the air quality at the scene to make sure there was no threat to the public. According to the plant's website, it's a specialist in the custom processing of petrochemicals, specialty chemicals, oleochemicals, agricultural chemicals, and food grade chemicals. Our

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services include terminal storage and expert project management in materials handling, distillation, filtration, molecular sieve, and reaction chemistry.

<http://www.kfdm.com/articles/-42222--.html>

USA, TX, LUBBOCK CO, APRIL 2 2011. EARLY MORNING OIL FIELD EXPLOSION NEAR SHALLOWATER LEADS TO EVACUATION

 **Watch the Video:**

<http://www.myfoxlubbock.com/news/local/story/Oil-well-explosion-Shallowater/BuuNR8b68EOBu0gHwcZ9DA.cspX>



Oil well fire April 1, 2011.

An explosion in an oilfield near Shallowater early this morning led to the evacuation of one home as more than two dozen firefighters battled the large blaze for more than two hours. West Carlisle Fire Chief Tim Smith said a heater treater, the device that removes water from crude oil pumped by the pumpjack, exploded at about 2 a.m. near FM 2641, just east of CR 1400. A second heater treater and surrounding grass also caught fire. About 25 firefighters with the West Carlisle and Shallowater volunteer fire departments were on scene until about 4:30 a.m. Smith said officials evacuated one residence that was downwind from the smoke just as a safety precaution - not because they thought the home was actually in danger of catching fire. Officials didn't believe the area to be at further risk this morning. Smith noted explosions of heater treaters to be extremely rare, adding that they are actually very safe. In his 25 years with the department, he's only seen one other incident of a heater treater catching on fire. "For some reason — we don't know why — it malfunctioned and caught on fire," Smith said. He described the loss of the heater treaters his morning as a significant loss for the owner — at least a couple hundred

thousand dollars.

<http://lubbockonline.com/filed-online/2011-04-01/early-morning-oil-field-explosion-near-shallowater-leads-evacuation>

USA, TX, HOUSTON, APRIL 2 2011. BP REPORTS HYDROGEN-SULFIDE LEAK AT TEXAS CITY REFINERY

ben lefebvre

BP's refinery in Texas City, Texas, is emitting hydrogen sulfide into the air because of a malfunctioning valve, the company said in a government filing made public Friday. "A relief valve is leaking, resulting in a release of material, [BP](#) said in a filing with the National Response Center. The Texas City refinery has crude-oil processing capacity of 475,000 barrels a day and can produce up to three billion gallons of gasoline a year, according to [BP's](#) website.

<http://www.nasdaq.com/aspx/stock-market-news-story.aspx?storyid=201104011215dowjonesdjonline000349&title=bp-reports-hydrogen-sulfide-leak-at-texas-city-refinery>

USA, N.J, TOMS RIVER, APRIL 2 2011. JACKSON MAN FILES LAWSUITS OVER FIREWORKS MISFIRE THAT LEFT HIM BLIND

amanda oglesby



The Sky King Fireworks store in Morrisville. Pa. on Thursday June 26, 2008.

A 20-year-old Jackson man is suing a township man and fireworks manufacturer after a mortar-style firework exploded and hit him in the face last year. Thomas Eldershaw of Johnson Lane is suing Michael Maibach, 20, of Mackenzie Drive, here, claiming Maibach purchased the firework that damaged his left eye, according to a lawsuit filed Feb. 17 with the state Superior Court in Ocean County. Maibach purchased the mortars at Sky King Fireworks of Morrisville, Pa., then set up a fireworks display July 4, 2010, consisting of three firing stations on a road near his Jackson home, according to the lawsuit. The stations were designed to fire the mortars simultaneously, the suit states. Eldershaw ignited the mortars in one of the launchers set up by Maibach, but a mortar misfired and struck Eldershaw in the left eye and face, according to court documents. The misfire was the result of an

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unexploded mortar, or "hang fire," said Eldershaw's attorney Steven Blader of the law firm of Szaferman, Lakind, Blumstein & Blader, P.C., based in Lawrenceville. When the mortar did ignite, the explosion threw a tennis ball-sized projectile into Eldershaw's eye and caused blindness, Blader said in a telephone interview Wednesday. As a result of the explosion, Eldershaw has had multiple surgeries, the attorney said. It is illegal to sell, use or possess fireworks in New Jersey without a municipal permit, according to state law. Sky King Fireworks also is named in the suit, which claims the business failed to provide a warning on the dangerous condition of the mortar, and that the business purposely sells fireworks to New Jersey residents. Though Pennsylvania-based firework stores cannot sell the devices to Pennsylvania residents without a permit, they are allowed to sell to customers from other states, according to Pennsylvania law. "Anyone with a Jersey driver's license can walk in the door and buy thousands of dollars worth of extremely dangerous products," Blader said in a news release. "Because of this, Thomas Eldershaw's young life was forever changed on the Fourth of July." The New Jersey Attorney General's Office sued Sky King Fireworks and other firework sellers in 2006 for soliciting New Jersey consumers, claiming the businesses violated the Consumer Fraud Act and advertising regulations, according to a news release on the Attorney General's website. "Every year, it's the same sad story," Blader said. "On a national holiday that is supposed to be a celebration, New Jersey youth are senselessly maimed, even killed. . . . It is bad business, and my objective is to put them out of business." Eldershaw, Maibach and Sky King Fireworks representatives could not be reached for comment Wednesday.

<http://www.app.com/article/20110330/NJNEWS/103300378/Jackson-man-files-lawsuits-over-fireworks-misfire-that-left-him-blind>

USA, MI, ST LOUIS, APRIL 2 2011. JUDGE OKS \$26.5M SETTLEMENT OVER CHEMICAL CONTAMINATION OF CENTRAL MICH. CITY'S WATER SUPPLY

A federal judge has approved a \$26.5 million settlement for a central Michigan community whose water supply was contaminated by a chemical company in the 1950s and 1960s. U.S. District Court Judge Thomas L. Ludington in Bay City signed an order approving the deal on Thursday. The city of St. Louis, Mich., hopes the settlement with Rosemont, Ill.-based Velsicol Chemical Co. will help pay to replace the water system that serves the area, which is contaminated with a byproduct of the pesticide DDT. The settlement of the 2007 lawsuit was approved this week by the City Council. The city says money for the settlement includes \$20.5 million from an insurance company for Velsicol and \$6 million from a trust related to a former parent company.

<http://abcnews.go.com/Business/wireStory?id=13273533>

USA, N.D, GRAND FORK, APRIL 3 2011. MAN FILES SUIT AFTER SULFUR-DIOXIDE ACCIDENT AT AMERICAN CRYSTAL PLANT IN HILLSBORO

A man who alleges he was injured in 2008 by a sulfur-dioxide leak at a sugar beet processing plant in Hillsboro, N.D., wants three companies to be held responsible for his medical expenses and lost wages, according to a suit filed in federal court. Conrad Rostvet, 56, of Adams, N.D., is suing American Crystal Sugar Co. of Minnesota, Lock City Transportation Inc. of Michigan and Smart-Hose Technologies Inc. of Pennsylvania. Rostvet's suit says he was working as a contractor June 18, 2008, at the beet plant owned by American Crystal. The same day, a truck driver from Lock City Transportation had been hired to pick up sulfur dioxide from the plant, the suit says. To transfer the sulfur dioxide, the suit says, the truck driver used a hose made by Smart-Hose Technologies. During the transfer, the hose or other parts broke or malfunctioned, releasing sulfur dioxide into the air, the suit alleges. At the time, Rostvet was working nearby, and he was "significantly and severely injured" by the gas, the suit says. Sulfur dioxide, which is used to process sugar beets into sugar, is a colorless gas with a strong odor. When inhaled, it can affect the lungs and at high levels may cause "burning of the nose and throat, breathing difficulties and severe airway obstructions," according to the U.S. Environmental Protection Agency. According to Rostvet's suit: Lock City Transportation was negligent in transferring the sulfur dioxide; Smart-Hose Technologies' hose and equipment were defective; and American Crystal did not properly oversee the transfer. American Crystal denies Rostvet's allegations and blames Lock City Transportation for the leak, according to court documents filed last week. Lock City Transportation and Smart-Hose Technologies have not responded to the suit. In 2008, the Herald reported on the leak which sent 21 people, mostly contractors, to local hospitals. Some complained of respiratory problems caused by the inhalation of sulfur dioxide. The truck driver, who was wearing protective gear, suffered sulfur-dioxide burns on his feet, according to the Traill County Sheriff's Department. About 225 people, 150 of them American Crystal employees and the rest contractors, were evacuated from the plant, the company said. The leak, which occurred shortly before noon, was contained the same day, and the plant was re-opened that night. Officials said the leak posed no risk to the public.

<http://www.grandforksherald.com/event/article/id/198683/group/homepage/>

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USA, N.Y, ALBANY, APRIL 3 2011. EC INVESTIGATING HUDSON RIVER OIL SLICK

marci natale

North of the fishing pier at Island Creek Park in Albany, an oil slick about 300 feet long was discovered Thursday by city DGS workers. The Department of Environmental Conservation responded immediately and has launched an investigation into how it got there. "There was quite a bit of oil on the river," said Albany Mayor Jerry Jennings who responded to the scene. The rainfall made the oil tough to see Friday but ENCON officials say it remains and is being contained. "There's pipes that run down there and were gonna take a look at it and obviously ENCON is the lead on it and they'll do what they have to do," said Jennings. ENCON officials traced the source of the oil which is petroleum, to a storm drain that runs under the Corning Preserve. They are now investigating all business that use that drain. "They investigated our whole building and our parking lot and the drains and they said nothing. Everything was great here," said Kelly Gilliam of Duffy's Taxi, located near the Central Warehouse, in Albany's industrial area. Gilliam said ENCON officials went through her drains, sinks and toilets. An ENCON spokesperson confirms that Duffy's was cleared, so was First Response Towing and Knight One Towing. All of these businesses use the same drain the oil was traced back to.

<http://www.cbs6albany.com/news/-1284052--.html>

INDONESIA, CILACAP, APRIL 3 2011. MASSIVE FIRE AT INDONESIA'S LARGEST OIL REFINERY



An Indonesian policeman holds his rifle as smoke rises from a fire raging at a gasoline component storage tank in Pertamina's Cilacap refinery in Central Java province.

Police say a massive fire has destroyed two storage tanks at Indonesia's largest oil refinery. Local police chief Lt. Col. Rudy Darmoko says no injuries have been reported in the fire at the Pertamina national oil company refinery. Several explosions occurred at the storage tanks after the blaze broke out early Saturday. Darmoko says the cause of fire is still being investigated but there are no signs of sabotage. Residents were evacuated from around the Cilacap refinery on Java island. Pertamina spokesman Muhammad Harun says the fire will not disrupt fuel production. Another fire in 2008 at the Cilacap refinery killed three people.

Related Stories

[Explosion and fire damage Indonesia's largest oil refinery; no injuries](#)

[Fuel oil distribution not affected by Pertamina refinery fire](#)

[Fire engulfs Pertamina refinery in Cilacap](#)

http://www.straitstimes.com/BreakingNews/SEAsia/Story/STIStory_652325.html

CANADA, B.C, LAKE COWICHAN, APRIL 3 2011. B.C. BATTLES TO RECOUP CLEANUP COST OF LAKE COWICHAN DIESEL SPILL >> GAS-STATION DIESEL SPILL DESTROYED COUPLE'S LAKE COWICHAN HOME

katie derosa



Don and Luanne Palmer outside the house being rebuilt for them after their original home was torn down because of a diesel leak from a neighbouring gas station. Luanne was diagnosed with cancer before the home was finished but was able to move in briefly before she died in December.

The cleanup of a major diesel spill that destroyed a Lake Cowichan couple's home cost taxpayers \$1.3 million. Now the Ministry of Environment is trying to recover the money from the owner of a gas station where the spill occurred, but it is thought he has fled the country. The diesel spilled from a ruptured tank at the station on Lake Cowichan Road in March 2008. The oil threatened the aquatic life in Oliver Creek, a tributary that drains into the Cowichan River, and engulfed the soil around Don and

Luanne Palmer's property. The Ministry of Environment took over the sprawling remediation when gas station owner Phil Keshwani ran out of money. The riverfront home where the Palmers had lived for 40 years had to be demolished. Luanne Palmer died of lung cancer, at age 68, in December, days after moving into their new house. Keshwani has left a trail of debt that means Don Palmer's nightmare is not over. In addition to the money owed to the ministry, Keshwani owes \$150,000 to Johel Brothers Contracting, the Cowichan Valley-based company he initially hired to work on the property. Johel Brothers put a \$100,000 property lien — a right over a property to secure a debt charged on it — on the now-abandoned gas station and a

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\$50,000 property lien on the Palmer home. Property liens expire after one year, unless the company initiates a court action. Johel did that three days before the lien was set to expire on Sept. 15, 2009. Don Palmer, 71, said he has already spent \$30,000 on legal fees and cannot afford a lawyer to fight the existing lien. "We went through a lot of pain and suffering over this. It cost Luanne her life," Palmer said. While there is no evidence that diesel fumes caused Luanne's cancer, her husband is convinced that the stress of the ordeal led his wife to an early grave. Palmer said he worked his whole life to avoid being in debt but is losing sleep over the lien. "I'd like my kids and grandkids to have this [property] one day," he said. "If they couldn't afford to pay [the lien], they'd have to sell the house to pay these guys and we've got nothing to do with this." The ministry confirmed it is in a legal battle with Keshwani over the cost of the cleanup. It is believed Keshwani went to England, where he had previous business dealings. In 2005, he was named as an owner of a post office building in Camden, London, that was in danger of collapse. Camden council ordered emergency safety work, costing taxpayers a hefty bill for scaffolding because the building owners refused to undertake repairs, the Camden New Journal reported. Keshwani was quoted in the paper as saying the council was overreacting about the safety concerns and said the repairs were delayed because the three owners were in court about who should pay for them. Dave Johel, one of the owners of Johel Brothers, said he believes Keshwani has left the country. "We have not seen him in a long time," he said. "When he owes that kind of money, he knows he's in trouble." Johel said he does not want to have to go after Palmer and wants the ministry to cover the company's losses. "We were hoping someone would come around so we could recover some of our costs. They want us to fight the locals and it's not something we really want to do," Johel said in an interview Monday. "We're definitely not happy and we definitely don't want to be arguing with Don on it." A ministry spokesman would not comment on the property lien, saying it is a matter that "transpired before we were involved with the work at the site."

<http://www.timescolonist.com/news/battles+recoup+cleanup+cost+Lake+Cowichan+diesel+spill/4546912/story.html>

AUSTRALIA, NEW SOUTH WALES, LIVERPOOL, APRIL 3 2011. GAS DRIVES AWAY DINERS AT LIVERPOOL RESTAURANT

simone roberts



Restaurateur Abi Toufaily is losing business thanks to a gas problem.

A service station's gas problem may cost one Liverpool restaurant owner his business. Diners at Aquacotta on Hoxton Park Rd have begun walking out on meals at the Italian restaurant due to a bad odour coming from the BP service station next door. The smell is being emitted from 10 LPG gas bottles lining the fence between the two properties. The service station owners have refused to move the bottles, leaving a bad taste in the mouths of restaurant goers and owner Abi Toufaily. "The fumes are wafting into the restaurant and we're losing customers," Mr Toufaily said. "A few weeks ago I had a table of 20 walk out. They won't be back." Not only is the bad smell proving devastating for business, Mr Toufaily is worried about the safety of his employees. "My staff don't want to be breathing in gas fumes. And can you guarantee me those gas bottles will never

explode?" Workcover said it conducted tests inside the restaurant and detected no odour, but Mr Toufaily said this was "rubbish". "No such test has ever been conducted," he said. Following inquiries from the Leader, Workcover requested the service station owners raise their fence to create a greater barrier between the businesses. The service station has complied with the request but Mr Toufaily said the result was "unacceptable". "A colourbond fence isn't going to do anything. I've still got customers walking out." A spokesman for the station's owners said they had met all legal and safety requirements for the storage of the bottles. It's not the first time the service station has butted heads with its neighbours. As reported in the Leader last month, residents of Frangipane Ave complain the owners are operating outside their development consent. The station has applied to council to extend its operation to 24 hours a day. A decision on the matter will be made at the council's April meeting.

<http://liverpool-leader.wherelive.com.au/news/story/stench-drives-away-diners/>

CHILE, SANTIAGO, APRIL 3 2011. SHELL SELLS CHILE OPERATIONS FOR \$614 MILLION

selina williams

Royal Dutch Shell friday said it has agreed to sell most of its downstream business in Chile to conglomerate Quinenco for about \$614 million as the oil major pares down its global downstream operations to focus on fewer and larger markets. The proposed sale covers all of Shell's existing retail, commercial fuels, bitumen and chemicals businesses, in addition to related

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supply and distribution infrastructure in Chile. The retail network of about 300 sites will continue to operate under Shell's brand through a trademark license agreement. Under a separate agreement, Quinenco has also been appointed as a distributor to market, sell and distribute Shell-branded lubricants in Chile and will provide services for Shell's international customers in Chile of marine products. "This deal is consistent with our strategy to concentrate our downstream footprint," said Royal Dutch Shell's Downstream Director Mark Williams. Analysts said the deal would be modestly positive for shares and fits in with Shell's overall strategy to divest its non-core refining and marketing assets and invest the proceeds in upstream projects.

<http://www.marketwatch.com/story/shell-sells-chile-operations-for-614-million-2011-04-01>

NIGERIA, BAUCHI, APRIL 3 2011. 50 FEARED DEAD IN NIGERIAN TANKER INFERNO



A fuel tanker overturned at an army checkpoint in central Nigeria, sparking an inferno in which some 50 people were killed, a road safety official said Saturday. "A fuel tanker ran into a convoy of vehicles at an army checkpoint in Narabi village ... and fell on its side, spilling its contents, and caught fire," Haruna Likong Albashi said of the accident on Friday night. "Seventeen vehicles at the checkpoint were engulfed in flames.... In all from our estimation we have around 50 dead." The accident occurred near the Bauchi state border with Plateau state in central Nigeria. Such accidents occur frequently in Nigeria, where roads are poorly maintained and chaotic traffic is commonplace. Friday's accident occurred on the eve of parliamentary elections throughout the country, the first of three landmark ballots to be held this month. Army checkpoints are common in the West African

nation, particularly in central Nigeria, which has been hit by years of clashes between Christian and Muslim ethnic groups. In November, more than 30 people died in the northern state of Yobe when two buses collided and burst into flames. A fiery road crash outside the commercial capital of Lagos in August burnt at least 15 people to death and injured 18.

<http://www.google.com/hostednews/afp/article/ALeqM5gxfRqwmEhuWdYJXa6-YfzFqfjyUQ?docId=CNG.1a0d3c9292326e1ddada23d652671adf.161>

AZERBAIJAN, BAKU, APRIL 3 2011. SOCAR TO OPEN 300 PETROL STATIONS IN ROMANIA



State Oil Company of Azerbaijan will launch near 300 petrol stations in Romania under the brand of SOCAR, during 3 years coming. SOCAR President Rovnag Abdullayev spoke about launch of stations in Ukraine and Romania and noted that the first stations of company had already been launched in Ukraine: "17 SOCAR stations are expected to be launched. In Romania, SOCAR has purchased certain petrol station. According to program, number of SOCAR petrol station in Romania will be reached 300, during next 3 years". He also noted that, construction of Petkim Oil Refinery Plant has already been started in Turkey: "First oil products will be produced and sold in 2013. Locating of this plant in Mediterranean Sea creates opportunities for us to sell the oil products in the sea basin".

<http://news.az/articles/economy/33665>

USA, IA, PARKERSBURG. APRIL 3 2011. APRIL 3 2011. FIREFIGHTER: TANKER RAIL CAR LEAKS SMALL AMT. OF DILUTED HYDROCHLORIC ACID SOLUTION

A tanker rail car apparently released a small amount of a diluted hydrochloric acid solution vapor, equivalent to battery acid, in Parkersburg Saturday night until it was contained.

Updated: 2:08 a.m. Sunday

When the tanker rail car was moving and the diluted [hydrochloric acid](#) solution was shaken up inside, it was reacting with the moisture in the air and creating a tiny amount of vapor that was released Saturday night, according to CSX Train Master Mike Bias. He said most of the cars have vents. The car was then parked and the vapor was apparently not being released. Officials were just waiting for the car to be fixed in order to be moved out of the yard early Sunday morning. Bias said the DuPont Hazmat team left the scene Saturday night since the car was not from their plant as originally thought. /He said they did not have the right equipment to fix it. Around 1:45 a.m. Sunday, a different hazmat team was on its way to the low yard near 19th Street in Parkersburg to fix the car so it could go to Tetra as originally planned, he said. The car reportedly came from Kentucky. Bias said there were no concerns with it. A tanker rail car apparently leaked a small amount of a diluted hydrochloric acid solution, equivalent to battery acid, in Parkersburg Saturday night. Parkersburg Fire Captain [Eric Taylor](#) said

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the leak was isolated quickly on the rail car at the lower end of 19th Street near the flood wall Saturday night. He said the leak which was a vapor since it came in contact with rain water, was found around 9:30 p.m. when a worker was rearranging the railcars. A Wood County 911 Center dispatcher said the worker who called it in said it was leaking from the top. The release apparently stopped when the rail car came to a halt. At 10:45 p.m. Saturday, Taylor said the DuPont Hazmat team was expected to change the cap in order to be able to move the railcar from the intersection. The area was isolated and there were no evacuations, according to Taylor. Members of the Parkersburg Fire Department, Wood County Emergency Management Office, CSX Railroad, and the DuPont Hazmat team responded.

http://www.wtap.com/news/headlines/Firefighter_Railcar_Leaks_Small_Amt_of_Hydrochloric_Acid_Solution_Leak_Contain_ed_119134514.html

SOUTH ATLANTIC OCEAN, APRIL 3 2011. PENGUIN RESCUE OPERATION UNDER WAY AFTER SOUTH ATLANTIC OIL SPILL

david ariosto



The M.S. Oliva ran aground, fracturing its hull and ultimately splitting the vessel in two.

Story Highlights:

- Rescuers are struggling to save tens of thousands of Northern Rockhopper penguins
- The penguins are threatened by an oil spill following a shipwreck near remote island chain
- At least 300 penguins have died since the spill, local officials say

On an island chain located halfway between Africa and Argentina, local authorities say a massive penguin rescue operation is under way. A mix of island officials and resident volunteers are struggling to save tens of thousands of Northern Rockhopper penguins threatened by an oil spill in the remote stretches of the south Atlantic, roughly 1,500 miles west of Cape Town, South Africa. The islands' conservation director said at least 300 penguins have died after a cargo ship leaked thousands of tons of heavy oil, diesel fuel and soya bean near Nightingale Island, a British territory part of the Tristan da Cunha archipelago. "I've seen about 15 to 20 dead penguins just today," director Trevor Glass said. Thousands more are covered in the ships' oil and diesel fuel, according to local officials and conservationists. "The danger now is getting the rest of these penguins past that oil slick," Glass said. The rescue operation began shortly after March 16, when the M.S. Oliva -- a Maltese-registered ship -- ran aground, fracturing its hull and ultimately splitting the vessel in two. The ship was heading from Santos, Brazil, to Singapore and had been carrying 60,000 metric tons of soya beans and 1,500 metric tons of heavy fuel, according to islands' administrator Sean Burns and Transport Malta, the Maltese shipping authority. The agency said in a statement that it "is investigating the grounding and subsequent complete hull failure" of the bulk carrier cargo ship. The dramatic rescue of the ship's 22 crew members was captured on video, along with the spills' aftermath, which showed penguins soaked in heavy oil. It was shot by an expedition team from an eco-tourism ship - whose crew used inflatable boats to help ferry the sailors to safety, according to David E. Guggenheim of the Washington-based Ocean Foundation. Guggenheim witnessed the rescue aboard the vessel, called the Prince Albert II. Since then, an oil sheen has surrounded the island chain, which officials say could lead to an environmental disaster. Rescue workers, using inflatable watercraft and fishing vessels, are now ferrying penguins to a series of makeshift rehabilitation centers at the main island of Tristan da Cunha, according to Glass. There, he added, conservationists and volunteers are working in an effort to nurse the blackened penguins back to health. "We need help," said Katrine Herian, a spokeswoman for the Royal Society for the Protection of Birds who is also apart of the ongoing rescue effort. "The priority is to get food into the birds as they are very hungry," she said. "We are trying locally caught fish and some are starting to take small half-inch squares of the food." Herian noted that some of the islands' residents had emptied their personal freezers in an effort to help feed the animals. By Friday, Glass said his team had corralled and transported a total of nearly 5,000 penguins, despite harsh winds and high seas that had hampered earlier rescue attempts. But the timing of their task is daunting. The shipwreck, having occurred at the end of the birds' molting season -- a period during which penguins shed their feathers, do not eat and largely stay out of the water -- left the birds "at their weakest possible state," Guggenheim explained. "They're very hungry." The season's end also marks the beginning of a period when penguins re-enter the sea, now laden with heavy oil and soya beans. In a written statement, Tristin da Cunha administrator Burns said it is unclear what the impact of the ship's cargo will have on the local marine environment, particularly "any long-term effect on the economically valuable fishing industry for crawfish, crayfish or Tristan Rock Lobster ... which is the mainstay of Tristan da Cunha's economy." Fewer than 300 people live on the island chain, eclipsed by the its

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massive penguin population -- estimated at 150,000 -- which accounts for roughly 40 percent of the world's total, according to the International Union for the Conservation of Nature, a global network of conservationists. The Northern Rockhopper penguin had been listed as "one of the world's most threatened species of penguin," according to the RSPB.

<http://edition.cnn.com/2011/WORLD/africa/04/02/atlantic.penguin.rescue.operation/>

MEXICO, VERACRUZ, APRIL 3 2011. MEXICO ALCOHOL DISTILLERY BLAST KILLS 3, INJURES 3



A fire burns at an alcohol factory after an explosion near the city of Orizaba, Mexico, Saturday April 2, 2011. According to local police and civil protection, four people died due to the explosion.

An explosion and fire has hit a Mexican factory that distills raw alcohol, killing three people and injuring three others. Firefighters battle a fire at an alcohol factory after an explosion near the city of Orizaba, Mexico, Saturday April 2, 2011. According to local police and civil protection, four people died due to the explosion. Firefighters battle a fire at an alcohol factory after an explosion near the city of Orizaba, Mexico, Saturday April 2, 2011. According to local police and civil protection, four people died due to the explosion. (AP Photo/Juan Jose Enriquez) The civil defense agency in the Gulf coast state of Veracruz says the dead from Saturday's blast have not been identified and it is unclear whether they were plant workers or neighbors of the facility near the city of Orizaba. About 600 people have been evacuated from homes in the general vicinity of the plant. The company's website says it produces ethanol for medical and other purposes. It is not clear what triggered the blast.

<http://www.ajc.com/news/nation-world/mexico-alcohol-distillery-blast-895925.html>

USA, VIRGINIA, APRIL 8 2011. RADIOACTIVE FUEL RODS: THE SILENT THREAT >> JAPAN'S NUCLEAR CRISIS HAS HIGHLIGHTED THE DANGER OF THE SPENT FUEL RODS PILING UP OUTSIDE AMERICA'S NUCLEAR PLANTS



Photo Gallery [35]: <http://theweek.com/article/slideshow/213954/radioactive-fuel-rods-the-silent-threat>



A water-filled tank in Virginia is used to cool and store used-up radioactive fuel rods: Pools like these in the U.S. are holding about four times more than originally intended.

What are Fuel Rods?

They're the source of the fission reaction that makes nuclear plants work. Fuel rods are long metal tubes filled with uranium that's been formed into pellets. When these rods are placed inside the reactor, nuclear fission occurs, generating heat. That in turn boils water and creates steam, which powers turbines and produces electricity. When the uranium fuel is used up, usually after about 18 months, the spent rods are generally moved to deep pools of circulating water to cool down for about 10 years, though they remain dangerously radioactive for about 10,000 years.

How Do the Japanese Store their Spent Fuel Rods?

The same way we do in the U.S. When the earthquake and tsunami knocked out the cooling systems at the multiple nuclear reactors at the Fukushima Daiichi plant, it wasn't just the reactors that were affected. Several spent-fuel-rod pools also lost electric power, shutting down pumps. Water in the cooling pools stopped circulating and began to boil off or leak out. As the water level fell, the spent fuel rods were exposed, and their temperatures soared. Several began to melt down, releasing extremely high levels of radiation into the air.

Could that Happen in the U.S.?

It's within the realm of possibility. The U.S. has 104 operating nuclear plants, and most store all the spent fuel rods they've ever used right on-site. All told, there are 71,900 tons of spent fuel rods at U.S. nuke plants—the vast majority of them sitting in pools that today are mostly full, according to a recent state-by-state tally by the Associated Press. "The spent-fuel pools are currently holding, on the average, four times more than their designs intended," said Robert Alvarez, of the Institute for Policy Studies. U.S. officials insist they have stricter safety standards for the pools than Japan does. But former Nuclear Regulatory Commission member Peter Bradford said, "The phrase 'it can't happen here' is an invitation to disaster."

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Is There a Threat of Terrorism?

There's little doubt of that. The National Academy of Sciences warned Congress in 2006 that if terrorists flew a plane into the pools, or bombed the pools after crashing through a plant's security perimeter, they could expose the fuel rods, causing "the release of large quantities of radioactive materials to the environment." David Lochbaum, head of the nuclear-safety program for the Union of Concerned Scientists, told a congressional hearing last week that while nuclear fuel inside reactors is protected by multiple thick layers of metal and concrete shielding, spent-fuel pools are typically covered with sheet-metal roofs, "like that in a Sears storage shed." Pete Stockton, a former security expert with the Department of Energy, warns that if fuel rods were exposed and melted down near a populated area, the resulting radiation would force a massive evacuation. The Indian Point plant 35 miles north of Manhattan, for example, could "take out New York City," Stockton said.

Is There a Better Way of Storing Rods?

One possibility is to seal them in aboveground "dry casks" made of concrete and steel, as Germany does. Casks are already in use across the U.S., though on a limited basis due to the cost and the absence of regulations compelling utilities to use them. Enclosing all spent fuel rods in casks would cost between \$5 billion and \$10 billion, experts estimate. The nuclear industry has strongly resisted taking on that cost.

Why Not Bury the Rods Under a Remote Mountain?

That was actually the plan until two years ago. In the 1980s, the federal government launched a plan to bury spent fuel in nickel-alloy chambers 1,000 feet below the surface of Nevada's Yucca Mountain. George W. Bush green-lighted the Yucca Mountain repository in 2002, and nuclear utilities have levied more than \$20 billion in charges to pay for its construction. But opponents, led by now-Senate Majority Leader Harry Reid of Nevada, argued that waste could eventually leak into the water table 1,000 feet below the repository, and worried Yucca Mountain would become a terrorist target. "Leave it on-site where it is," Reid argued in 2009. "Saves the country billions and billions of dollars." Last year President Barack Obama, delivering on a campaign promise that helped him win Nevada in 2008, called off the stalled project and named a "blue-ribbon commission" to come up with something else.

How Urgent is the Situation?

Fairly urgent. The NRC predicts that at the rate we're discarding rods—about 2,000 tons a year—we'll run out of existing storage space by 2015. The Japanese crisis has sparked a new debate about fuel-rod storage in Congress, with some congressmen pushing for a reconsideration of Yucca Mountain. During hearings last week, William Levis, chief operating officer of a New Jersey-based nuclear plant, said the industry keeps storing fuel rods in pools next to nuke plants because the government has provided no better alternative. "It's really our lack of a national strategy of what we're going to do with it," he said.

The Scandinavian Solution

Sweden and Finland are no longer merely talking about the possibility of storing spent fuel rods underground—an approach known as "deep storage." They've approved, and begun work on, their own Yucca Mountains. Sweden has chosen a site at Forsmark, and work on an underground nuclear storage facility is expected to be completed in about a decade. Finland has already begun blasting a network of tunnels for a deep storage cavern called Onkalo, which it hopes to have up and running in 2020. Among other cutting-edge innovations, these sites will line the storage shafts with bentonite, which, when exposed to water, swells, sealing off the spent fuel rods, and protecting them from earthquakes and underground water flows. The group spearheading the construction says that sealing fuel rods inside corrosion-resistant copper canisters, bedrock, and bentonite guarantees safe burial for 100,000 years. "We are going to be the ones who set the standard for final disposal," a spokesman said.

<http://theweek.com/article/index/213954/radioactive-fuel-rods-the-silent-threat>

USA, CA, MENDOCINO CO, GUALALA, APRIL 8 2011. GUALALA STATION ROBBED OF GASOLINE TOTALING \$5,500

mary callahan

Mendocino County authorities are investigating the theft of about \$5,500 worth of gasoline from a gas station in coastal Gualala, where the culprits arrived by night, jimmed or hacked into the dispenser and pumped more than 1,100 gallons of Super unleaded fuel into a U-haul box truck. The fuel's disappearance was discovered Wednesday when a morning clerk at the Chevron did a tank measure and found a difference of more than 1,100 gallons from a similar check conducted when the station closed at 8 p.m. the night before, clerk Cindy Broesamle said. A review of surveillance video revealed the theft. The footage showed a sporty black Trans Am-like car and a beat-up U-haul truck arriving at the station around 4:30 a.m., with the truck pulling up to the pump, Broesamle and the Mendocino County Sheriff's Office said. Perhaps using a key typically employed by maintenance or inspection personnel, the thief was able to unlock the pump, punch in a code or otherwise

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manipulate the electronics and pump a large volume of fuel into a tank in the back of the truck, they said. The license plate was covered, preventing identification of the vehicle, Broesamle said. Super unleaded at the Chevron is currently priced at \$4.60 a gallon, just raised from \$4.55, she said. Authorities put the estimated value of the stolen fuel at \$5,500. The manager of the Unocal 76 station across Highway 1 said he thinks someone tried and failed in a similar attempt there last week, though the would-be thief instead ended up shutting down the pump. Unocal manager Bob Sundstrom said the pump wasn't working when the station opened one morning and the internal computer code indicated the pump had failed. A maintenance tech said it had been tampered with, and it appeared someone used a key to unlock the pump and punched in a code but couldn't make it work. Tank measurements and other records suggested no gas was missing, Sundstrom said. Industry representatives likened the keys used for older dispensers by service technicians to the universal key a hotel maid might have that works in every room of an inn. Abuse of the keys is not new but is more prevalent around California in recent weeks because of skyrocketing gas prices. Greg Taylor, transportation manager for Redwood Coast Petroleum in Santa Rosa, said similar thefts had occurred in the Los Angeles area and near Crescent City. "I'm aware of the problem," said Jay McKeeman, a spokesman for the California Independent Oil Marketers Association. "It's been reported in a variety of trade publications that this is a continuing problem." Anyone with information about the Gualala case is asked to call Mendocino County Sheriff's Deputy Mike Gander at (707) 463-4086, the sheriff's office said.

<http://www.pressdemocrat.com/article/20110407/ARTICLES/110409530>

USA, NE, OMAHA, APRIL 9 2011. DRIVER CRITICAL AFTER FIERY CRASH WITH TANKER >> PICKUP, SEMI COLLIDE IN LINCOLN

 **Watch the Video** http://www.wowt.com/news/headlines/Driver_Critical_After_Fiery_Crash_With_Tanker_119498674.html

A collision between a pickup and a tanker truck in Lincoln Friday morning sparked an explosion and fire, leaving one driver critically injured. Police say the pickup was speeding north at 56th and Summer streets when it crossed the center line and hit the tanker, clipping the fuel tanks around 3:45 a.m. One of those tanks broke off and exploded. The driver of the pickup, 29-year-old Mathew Gabel, was hospitalized in critical condition. The driver of the semi was not hurt. Power lines, which fell on both vehicles, had to be turned off before emergency crews could move in. Diesel fuel from the tanker leaked into a nearby creek. Booms have been set up to contain the fuel until it can be removed.

http://www.wowt.com/news/headlines/Driver_Critical_After_Fiery_Crash_With_Tanker_119498674.html

USA, HI, HONOLULU, WAIKELE. APRIL 9 2011. 4 DEAD, 2 HURT IN EXPLOSION AT WAIKELE FIREWORKS STORAGE UNIT

gordon y.k. pang

 **Photo Gallery:**

http://www.staradvertiser.com/news/breaking/Up_to_4_people_dead_after_explosion_at_Waikele_storage_facility.html

 **Watch the Video**

http://www.khon2.com/news/local/story/4-killed-in-Waikele-fireworks-explosion/sY9Ore15IUSERNjf-51_Vg.csp

 **Watch the Video:**

http://www.khon2.com/mostpopular/story/Handling-fireworks-an-uncertain-occupation/vYgK_F0FqEa6iFj0b8dbDw.csp

 **Watch the Video** <http://www.kitv.com/news/27481848/detail.html?source=hon>



A burned out car is seen near the entrance to an underground storage bunker used to hold confiscated fireworks. A fire and explosions in the bunker killed at least two people this morning.

Four people were killed and two were injured after an explosive fire this morning in an underground former military bunker in Waikēle where confiscated fireworks are stored. Honolulu police late this afternoon said three males in their 20s and one male in his 50s suffered fatal injuries. A fifth male in his 20s was transported to a hospital in critical condition. A sixth male, also in his 20s, suffered minor injuries and refused treatment at the scene, police said. Honolulu Fire Dept. spokesman Capt. Terry Seelig said firefighters removed two bodies from the entrance of the storage facility at the Waikēle Business Center on Pakela Street. However, the fire was still burning late this afternoon so the two other bodies could not be retrieved, police

said. The two injured people were found outside the cave, Seelig said. All of the six are men believed to be in their 20s and are

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employees of Donaldson Enterprises, the company that is using the cave, officials said. One of the men said to be inside was identified by a relative as Justin Kelii, 29, of Kaneohe. His grandfather, George Kelii, said firefighters told them Justin Kelii was last seen inside the cave when the explosions began. Robert Leahey, 50, was identified as one of the men who died, according to his brother, sports broadcaster Jim Leahey. He was one of the two men whose bodies were recovered. "This is a very tragic situation," Seelig said. "It's a very, very dangerous fire because there are still explosives involved." "What appears to have happened was there's been a fire in a storage bunker. Inside of the bunker are explosives. These are aerial fireworks that are stored in the bunkers," he said. "These are old bunkers that are one-time military bunkers used for munition storage so they're designed to hold materials like this." Early this afternoon, Seelig said that the situation inside the bunker was too unstable for firefighters to go inside to battle the fire. He said the heat scorched koa haole trees up to 40 feet from the entrance of the bunker. No one has been able to make contact with the two people deemed missing but who are believed to be inside the tunnel. "That's why we're calling them unaccounted for. It's unfortunate but the risk is too great to the rescuers and the degree of explosions and fire previously in the bunker indicate it's not safe for us," Seelig said. Firefighters were shooting water into the entrance of the underground facility, but have not been able to enter it because of the danger from more explosions. Explosions were still occurring at the scene late this morning, officials said. It is clear there were "a fairly large amount of aerial fireworks ... the larger caliber aerals that are used for public display," Seelig said. "We're working on a plan with HPD and ATF (the federal Bureau of Alcohol, Tobacco, Firearms and Explosives) here on scene on how we're going to manage this scene. It's in a bunker that can contain these kinds of explosions. At this time, our priority is no further injury or loss of life and to control the scene. "This may take a while and it's an extremely dangerous situation for our firefighters and other responders." Realtor Peter Savio, who handles the leases for the storage facility, said the dead men are employees of Donaldson Enterprises, a company that stores confiscated fireworks. Donaldson Enterprises Inc., which registered as a Hawaii business in 1988, is an unexploded ordnance remediation company, started by the late Byron Donaldson, a retired Marine and former Honolulu Police Department employee, the company's website says. His widow, Ryoko Donaldson, runs the company. The company did not return calls seeking comment. However, a woman who said she was not Ryoko Donaldson, but who answered the phone at Donaldson's house, said the company has no comment at this time. The company has completed more than 500 explosives- and ordnance-related projects in Hawaii, Alaska, Japan, Guam, Palau and the Commonwealth of the Northern Mariana Islands, according to its website. Its services include detection of subsurface unexploded ordnance, utilities and underground storage tanks. The website says every job was conducted "without a single accident or injury." A search through the Occupational Safety and Health Administration's incident reports yielded no results in relation to the company. Jennifer Shishido, administrator of the Hawaii Occupational Safety and Health Division, said today that an investigator has been dispatched to the scene. HFD Battalion Chief Socrates Bratakos said this afternoon that the company that leases the facility applied for and received a license to store fireworks after the department inspected the tunnel last year. "Our records show they had 1.4g aerial rockets," he said. "That might include consumer fireworks as well." Bratakos said he is not aware of any fireworks-related citations or violations for the company. At one time, there were up to seven companies storing fireworks in the tunnels, Savio said. Now that most fireworks are banned on Oahu, only about two other companies besides Donaldson stores fireworks there. "We're actually, probably, although it sounds horrible, lucky that it happened here in the cave rather than in a warehouse or a building because the explosion could have done considerably more damage and caused a lot of fire and things," Savio said. "Here, it's contained in a cave," he said. Seelig estimated that each of the bunkers are about 250 feet long, 12 to 20 feet in width, and 18 feet high. He said there is only one entrance to the facility, which consists of caves formerly used by the military. The fire department received the first call at 8:53 a.m. from the Waikele Business Center, according to Seelig. On the way to the scene, firefighters were told there was a car fire. When they arrived, there was a vehicle on fire outside the bunker entrance but also an explosive fire raging inside. "There was a report that there were six people in the bunker at the time of the explosions. When we first got to scene, the first company observed fire and explosions happening at the front of the bunker. And there was a lot of debris on the ground from spent aerial casings," Seelig said. "They did a quick knockdown of flames from the side and then, because there was a report of four people right in front of the bunker, they did a quick assessment. They found two of them and brought them out. Unfortunately, there were no signs of life. "Two people were out(side) at the time. One was badly injured. He was transported to a hospital in critical condition. The other one had minor injuries and declined medical treatment. "There are two others that are not accounted for, but they're in the bunker. There are still explosions happening in the bunker of aerals and smoke, so there's obviously a fire still happening to some degree, not as large as it was." Seelig said the danger was only to an area immediately surrounding the bunker. While media was being kept out of the area, others doing business at Waikele Self Storage were being allowed in and out.

 **Related Stories** [HFD: 4 Dead, 1 Critical In Waikele Explosion, Witnesses Say Victims Suffered Burns](#)

 **Related Stories** [4 killed in Waikele fireworks explosion](#)

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USA, PA, NESQUEHONING, APRIL 9 2011. CHEMICAL SPILL SENDS 2 WORKERS TO HOSPITAL

mia light

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A chemical spill that created noxious fumes sent two people to the hospital and closed two business warehouses in Nesquehoning on Friday morning. Nesquehoning Police Officer Timothy Wuttke said an emergency response call for a sick male came in at 9:40 a.m. from Ametek Winchester Plastics on Mountain Avenue in the borough. At the scene, Wuttke said emergency responders found two sick men, both of whom had accidentally inhaled fumes from a chemical that spilled during a delivery of supplies at the plastics manufacturing facility. Wuttke said Ametek's delivery area was wet with rain Friday when the chemical - maleic anhydrid - spilled. Mixed with water, maleic anhydrid becomes maleic acid. "Apparently when they were unloading the shipping container, the package opened and the substance spilled out. When it comes in contact with water, which it did, it releases fumes that are hazardous when inhaled," Wuttke said. Nesquehoning ambulance and Lehigh Valley ambulance transported both men to St. Luke's Miners Memorial Hospital, Coaldale, where they were treated and released. No other injuries were reported, Wuttke said. Wuttke said the amount of chemical that spilled was minimal, but the Carbon County Emergency Management Agency was called to the scene due to the chemical reaction that sickened the two employees. Emergency management dispatched Rapid Response Inc. of Northampton for containment, cleanup and disposal of the chemical. During cleanup, Ametek closed its warehouse and sent all the day-shift employees home. A neighboring warehouse, owned and operated by a business adjacent to the Ametek facility, also closed during the cleanup and sent its day-shift employees home. "Second shift was back on the job in the manufacturing section of the Ametek plant, but the warehouse remained closed," Wuttke said. Regional fire departments responded to the scene to provide a "foam response team" with industrial fire retardant foam, which is specifically designed to coat and suppress flammable liquids. However, the foam services were not needed, Wuttke said. "The HazMat team went in, they found out what it was, they cleaned it up and it was done," he said. Responding departments were from Nesquehoning, Hauto, Lansford, Summit Hill, Coaldale, Mahoning Township, Bowmanstown, Penn Forest Township and Lehigh Valley.

<http://standardspeaker.com/news/chemical-spill-sends-2-workers-to-hospital-1.1130146>

USA, GA, SAVANNAH, APRIL 9 2011. WORKER DIES IN TANKER TRUCK EXPLOSION >> COLONIAL TERMINALS WORKER DIES INSTANTLY WHILE FILLING TANK WITH HIGHLY FLAMMABLE CHEMICAL

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 **Photo Gallery** <http://savannahnow.com/news/2011-04-08/worker-dies-tanker-truck-explosion>

 **Watch the Video** <http://www2.wsav.com/news/2011/apr/08/12/tanker-truck-explodes-lathrop-avenue-ar-1691118/>



It took about 20 minutes for Savannah Fire and Emergency Services firefighters to contain a blaze caused by an explosion on a tanker truck Friday. A company A Colonial Terminals employee died Friday afternoon when the tank he was sitting on exploded. The incident occurred about 4:10 p.m. at the company's container facility, which is located at the end of West Lathrop Avenue next to the Savannah River. Company spokesman Andrew Calhoun said the man was using a hose to fill a 7,000-gallon tanker truck with Toluene, a highly-flammable solvent used in gasoline blending and as a paint thinner. Calhoun said a spark ignited and the tank exploded. The man died instantly. At press time Friday, the worker's identity had not been released. Company officials say they don't know why the tank exploded. The cause of the fire is under investigation by the Occupational Safety and Health Administration, Chatham Emergency Management Agency, Savannah Fire and

Emergency Services and Colonial Terminals, said Bill Baker, the company's vice president of operations. "Our next step is to try to piece together what happened," he said. Two other employees were reported to have minor injuries, described as "scrapes and bruises" from trying to get away from the fire. Neither was taken to the hospital, company officials said. Colonial

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Terminals Environmental Health and Safety Manager im Baker said four workers were nearby when the explosion happened: The tanker filler who died, the truck driver who was standing about 30 yards away and two workers who were passing by. Jim Baker said about 50 to 75 employees from the facility's "Plant 2" were evacuated. Emergency response protocols call for isolating the area and also to consider a half-mile evacuation when a tanker truck of Toluene catches on fire. The chemical's vapors are highly flammable and can be harmful if inhaled, according to Toluene's material safety data sheet. Savannah Fire Spokesman Mark Keller said a half-mile evacuation wasn't necessary because the foam firefighters used to put out the blaze contained the fumes. "We smothered and contained it to where it was not a threat," Keller said. Keller said it took about 20 minutes for firefighters working on five engines to contain the blaze, which spread to a small, elevated platform connected to a storage tank. He said they used foam to suppress the chemical and water to put out the fire. Savannah Fire's HAZMAT team was called to the scene. Toluene's material safety data sheet classifies it as a hazardous waste that should not be drained into a storm sewer. Colonial Terminals Inc. is a privately-held subsidiary of Colonial Group. The company was founded in 1921 as Colonial Oil and specialized in oil storage and transport before branching out to other volatile chemicals and changing its name. Colonial Group has more than 1,000 employees, about 400 of which work in the company's Savannah facility. Bill Baker said Friday's explosion was Colonial Group's first serious accident since 1971, when a worker died in another fire.

Toluene Emergency Response Guidelines

Evacuation

- If tank, rail car or tank truck is involved in a fire, isolate for 800 meters (1/2 mile) in all directions; also, consider initial evacuation for 800 meters (1/2 mile) in all directions.
- Fire involving tanks or car/trailer loads
- Fight fire from maximum distance or use unmanned hose holders or monitor nozzles.
- Cool containers with flooding quantities of water until well after the fire is out.
- Withdraw immediately in case of rising sound from venting safety devices or discoloration of tank.
- Always stay away from tanks engulfed in flames.
- For massive fire, use unmanned hose holders or monitor nozzles; if this is impossible, withdraw and let fire burn.

 **Related Stories** [Toluene Spill in Savannah: understanding the potential health hazards](#)

 **Related Stories** <http://www.greenfieldreporter.com/view/story/850b84ce281b4ccca5ba7c2ce21e2cd4/GA--Tanker-Fire/http://savannahnow.com/news/2011-04-08/worker-dies-tanker-truck-explosion>

UK, LONDON, APRIL 9 2011. UK. 2 DRIVERS FOUND GUILTY OF CONTRAVENING MERCHANT SHIPPING (DANGEROUS GOODS AND MARINE POLLUTANT) REGULATIONS 1997

On Thursday 03 February 2011, Michael Spreadbury, a British national employed by Edington Logistics and driving their vehicle, a white Mercedes Sprinter van attempted to take passage on one of the DFDS ferries from Dover to Dunkerque. He arrived at the freight check in booth at 19:23 and was advised that the 20:00 sailing was already fully booked but he might be forward shipped if there was space for a small vehicle. He declared to the check in clerk that he was carrying 500kg of aircraft parts and passed over a CMR to that effect. He did not pass over the other paperwork including the dangerous goods notes and manifest. DFDS later received a fax from Eurotunnel advising that this vehicle had been refused shipment due to consignment of UN2911 Radioactive declared in the paperwork. Luckily this was received before the vehicle was loaded and a subsequent search revealed all the correct paperwork including several other parcels of dangerous goods Mr Spreadbury admitted that when checking in at the Dover DFDS ferry terminal that he only handed the check in clerk his passport, weigh bridge ticket and CMR which did not mention any dangerous goods. He further admitted that he did not tell the clerk about the dangerous goods he knew he was transporting, nor did he produce the relevant paperwork which he had in his possession and had produced at the Channel Tunnel when attempting to check in there. He stated that he had made a very silly assumption that he did not need to declare the dangerous goods at the check in booth because they were limited quantities and only declared when questioned that he had aircraft parts which they were. The Magistrate said that Mr Spreadburys' "moment of madness" would leave him out of pocket and fined him £750 and ordered him to pay full costs of £2,090.60.

At 20:15 on Friday 28 January 2011 a British Mercedes car was stopped at a routine customs inspection at Dover Eastern Docks after arriving on a ferry from France. The driver Tomas Kucius, a Lithuanian national stated he had been to see family in Lithuania and was now returning to the UK. A search of the car revealed nine Mercedes airbag modules in the boot. When asked if he had declared these airbag modules to Seafrance before boarding the ferry he admitted that he had not. Kucius confirmed that he purchases these airbags in Europe from scrap car dealers and sells them in the UK on ebay. He had been

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stopped by Port of Dover Police on several occasions prior to this incident and found to be carrying live airbags. The Port of Dover Police had warned him on each occasion that he must declare these goods to the ferry company. The Maritime and Coastguard Agency in cooperation with the Port of Dover Police brought this prosecution because Mr Kucius had not heeded the previous warnings. The Magistrate summing up stated that Mr Kucius' explanation as to why he committed the offence after ignoring the previous warnings lead to endangering passengers and crew on board the ferry was a barely plausible explanation and fined Mr Kucius £2,000 and ordered to pay the full costs of £2,100 and £15 Victim support. Jonathan Simpson, MCA Head of Cargo Safety. The dangerous goods regulations are in place to protect both the ship and its passengers, and the court punishment reflects the significance of the breaches. It is vital with cargoes such as these that the ship is made aware of their presence and that proper documentation is provided in advance of travel. I hope this verdict sends a strong message to others to always declare properly to the operator at check in

<http://www.bymnews.com/news/newsDetails.php?id=84550>

USA, IN, WEST LAFAYETTE, APRIL 9 2011. NEW REGULATIONS AFFECT FARM FUEL STORAGE

Agricultural producers storing more than 1,320 gallons of fuel or other petroleum products on their farms soon will need a written plan for preventing and handling spills, a Purdue University specialist said. The plans are covered in U.S. Environmental Protection Agency regulation amendments that take effect Nov. 10, said Fred Whitford, coordinator of Purdue Pesticide Programs. The federal Spill Prevention, Control and Countermeasure regulation was adopted in 1974. It has been amended over the years. "The SPCC's basic intent is to make sure growers who store large amounts of these products are putting in place measures that will protect the area around their properties, specifically groundwater and surface water," Whitford said. "With this regulation, EPA is saying that we need to be thinking about fuel storage as much as pesticide and fertilizer storage. It doesn't take much oil or gas to pollute water." Under the new amendments, only petroleum products stored in stationary tanks and containers of at least 55 gallons are counted toward the regulated total. Gasoline, diesel fuel and oil in tractors, trucks and other vehicular machinery are exempt. Farmers would not be required to write a SPCC plan if their more than 1,320 gallons of petroleum products are stored on separate farms, so long as no single farm stores the regulated minimum, Whitford said. "If you're between 1,321 gallons and 10,000 gallons, you can self-certify your written plan. If you're at greater than 10,000 gallons, the plan has to be written by a certified professional engineer. The EPA is looking to divide the smaller everyday users of products from those that store much later quantities," he said. Farmers can expect to spend between \$2,000 and \$4,000 to hire an engineer to write the SPCC plan, Whitford said. The plan includes such information as how petroleum products are stored, the location of storage units, the farm's topography and what steps would be taken in the event of a spill. The document is kept on the farm and EPA does not receive a copy. "If EPA has to respond to a spill on your farm, they will ask for this plan," Whitford said. "Regulatory enforcement likely would occur, only if an EPA representative visited a farm on an unrelated matter." Farmers may learn more about the regulation by visiting the EPA's SPCC website, which also includes links for farmers and a template for writing a SPCC plan. General information on the SPCC and fuel and oil storage is available in Purdue Extension publication PPP-73, "Aboveground Petroleum Tanks: A Pictorial Guide." The publication, written by Whitford and co-authors from Purdue, the EPA, Indiana Department of Homeland Security, LaPorte County Co-op, Penn State University and industry, addresses risks related to fuel storage and ways to reduce those risks. The 109-page publication is \$5 per printed copy or free if downloaded online. It is available through Purdue's The Education Store by visiting <https://mdc.itap.purdue.edu/item.asp?ite> or calling 1-888-398-4636.

<http://www.thebrazilltimes.com/story/1716924.html>

SAUDI ARABIA, JEDDAH, APRIL 9 2011. GAS STATIONS ORDERED TO ABIDE BY REFILLING REGULATIONS

muhammad humaidan

Gas stations that leave their entrances and exits open while oil trucks deliver their loads will be subject to various punishments, including fines and shutdown orders, the Civil Defense announced Friday. Director of the Civil Defense in Jeddah Brig. Abdullah bin Hassan Jeddawi said it was imperative for all gas stations to close their entrances, exits and all facilities while gas trucks are pouring benzene into the underground tanks of the stations. The time allowed for trucks to unload under these rules is from 5 p.m. to 6 a.m. the next day. This time can be extended to 8 a.m. on Thursdays and Fridays. "The owners of all gas stations should strictly abide by these rules otherwise they will be punished," Jeddawi said. Many Jeddah residents consider the presence of gas stations in the middle of residential districts a great danger and also complained about the continuous movements of oil trucks carrying fuel to the stations and the alleged irresponsible behavior of truck drivers. Many residents told Arab News strict rules needed to be observed by the gas stations to ensure the safety of local neighborhoods. Many residents wanted gas stations well away from residential buildings to minimize danger. According to

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regulations, the distance between a gas station and schools, factories, hospitals and wedding halls should not be less than 25 meters, while it should not be less than 30 meters from shops, bakeries and coffee shops. The regulations also prevent the construction of gas stations near development projects and water resources.

<http://arabnews.com/saudiarabia/article350118.ece>

USA, S.C, MYRTLE BEACH, APRIL 9 2011. NMB FUEL STATION EXPLOSION CAUSE DETERMINED

 **Watch the Video** <http://www.wltx.com/news/article/131370/1/Fire-Explosions-at-SC-Fuel-Company->

 **Watch the Video** <http://www.carolinalive.com/news/story.aspx?id=601886>

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 **Photo's** <http://www.midlandsconnect.com/news/story.aspx?id=600723>

 **Photo's** <http://www.wect.com/Global/story.asp?S=14375252>



Investigators in North Myrtle Beach have determined the cause of an explosion which in turn devastated a gas station Sunday night. Captain and Fire Prevention Officer Les Williamson has determined the cause of the explosion to be a propane gas leak inside Ford's Fuel Services, "It is ironic that a gas business would have a gas problem and an explosion, but stranger things have happened." That explosion rocked Ford's Fuel Services, located near 13th Avenue North, around 9:30 p.m. Williamson said the leak was tracked to a gas stove located in a break room. That stove was a 1970s model manufactured before the currently required thermocouple safety feature. The feature prevents continued gas flow in the event a pilot light goes out. "If there would have been someone present, there would have been an odor of gas. Propane is provided with an odorant to alert people to leaks. So if the

store would have been open, they would have smelled the gas," says Williamson. According to Williamson, the stove's pilot light extinguished sometime after the close of business Saturday, causing a buildup of propane gas. Sunday night, the gas found an ignition source in another gas appliance in the front showroom of Ford's Fuel Services, resulting in the explosion. "This particular size explosion could occur in any particular building that had a gas leak that accumulated enough volume and found an ignition source. So it could have happened in a residential home, a restaurant and of course it could have happened at a gas company," says Williamson. The North Myrtle Beach location is just one of three branches Ford's Fuel Center. A company representative say they will re-open the destroyed location immediately. A portable office will be put into place Thursday afternoon and they plan to be 80% operational in roughly a week. The building suffered a total loss with more than \$525,000 in damages, and a nearby rental center was also damaged in the fire. "We're fortunate to only have that damage. It's a terrible tragedy. This is a local homegrown company which we support being right next door to them as well. It's a tragedy anytime there is a loss like this especially in the economy we're living in today," said Nancy Bennett, owner of that rental center. On Sunday night, people in the surrounding neighborhoods reported a loud explosion around the time of the fire, causing their houses to shake. A voluntary evacuation was put into place for people in the nearby Sunset Harbor subdivision due to heavy smoke. Tom Jenkins was one of the people who decided to leave Sunset Harbor. His home is right behind Ford's Fuel, only separated by an open field and some shrubbery. "First we heard a really loud bang and the house shook really hard - scared me, just jumped off the couch, wondered what was going on," Jenkins said. Once he went outside he knew immediately where the explosion had happened. He said he then called 911. "All I could see was papers flying in the air and insulation. There wasn't any fire, just a lot of smoke in the air. "It had to be probably a minute later before the fire actually came through, and then it came through in another spot and then the side of the building blew out." "Nobody was in the building, nobody was driving by right in front of the building that we're aware of," NMB Fire Chief Tom Barstow said. "I live about a mile straight from here [and] it pretty much shook my bed." Old Highway 17 was closed for some time, however, it reopened around 7 a.m. Monday morning. No one was injured as a result of the explosion and resulting fire.

<http://www.wect.com/Global/story.asp?S=14375252>

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