



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 675 Newsy Stuff

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

January 08 2011



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USA, GA, ATHENS, JANUARY 1 2011. SPILL DEVASTATES CREEK AND RAISES TROUBLING QUESTIONS: 2010'S TOP STORY

lee shearer

 **Photo's** <http://athenscms.com/oa/zenphoto/073010-trail-creek-runs-blue/072910-blue-water-01rh.jpg.php>



Contaminated waters from Trail Creek pour into the North Oconee River on Thursday. The water in the east fork of the stream was contaminated Wednesday when a J&J Chemical Co. plant burned.

The chemicals that spilled after a fire at the J&J Chemical Co. plant off Olympic Drive wiped out aquatic life in a stretch of Trail Creek and cost two dozen people their jobs. But the July 28 fire and resulting chemical spill exposed a much more troubling problem, some believe. "One of the things that sticks with me still is that this is what it looks like on the ground when some of the very basics of the state government's role in our communities are eroded by budget cuts and staff reductions," said Ben Emanuel, Oconee River projects coordinator for the Altamaha Riverkeeper, one of the groups that banded together to gather information and post warning signs after the spill. Emanuel believes budget cuts over the past few years at the state Environmental Protection Division, the lead state agency in environmental disasters like the Trail Creek spill, may be so deep that the agency may not be able to do its job of environmental protection any more. EPD workers put in long hours trying to assess the spill and limit its effects, but an EPD emergency team took hours to respond as the fire launched exploding fireballs and sent towering plumes of black smoke into the Athens night sky. And like citizens and elected officials, both the EPD and local emergency response teams had a hard time at first finding out just what was in the chemical runoff that poured into a branch of Trail Creek as firefighters used 740,000 gallons of water to keep the fire from spreading. The water flowing off the fire site at the building on Trans Tech Drive, in Northeast Clarke County, carried thousands of gallons of formaldehyde,

glutaraldehyde, paradichlorobenzene and dozens of other chemicals downstream. Also in the mix were oily perfumes and a brilliant blue dye that made it easy to see the contamination as it flowed down Trail Creek and into the North Oconee River at Dudley Park. But most people at first knew only that the water looked and smelled funny. "The first few days was a real exercise in frustration," said District 9 Commissioner Kelly Girtz, one of many who struggled to get answers in the days following the fire about the runoff and whether it was dangerous to people or pets. "I think I spent about 30 hours ... dealing with phone calls and messages," Girtz said. "I was getting the sense that there was incomplete information at best, and seemingly no one steering the ship." In the end, it was not the RPD or the Athens-Clarke government but volunteers from a coalition of environmental groups Emanuel pulled together that posted warning signs along the stream telling people to avoid contact with the water - four days after runoff from the fire gushed downstream. Commissioners like Girtz and Andy Herod got dozens of e-mails and calls from constituents, alarmed after noticing the water smelled like urinal cakes or seeing it flow toilet-bowl blue and wondering if they were safe. Herod couldn't tell them anything at first because he couldn't find out anything, either, he said. "I think there was a general failure to communicate," Herod said. "The elected officials were basically left in the dark as to what was going on." Athens-Clarke government administrators vowed to do a better job of communicating to the public and to officials in future emergencies. "One of the main things it reinforces for me is that we are a community that thrives on information. The better information we can share, the more confidence the community has in what we do," said Athens-Clarke Manager Alan Reddish. EPD officials said the agency would communicate better in the future, both within the agency and to outsiders. But EPD emergency responders were hampered during the Trail Creek spill because they couldn't get information quickly from the chemical company or the cleanup company it hired about what chemicals were in the plant or about the unfolding crisis, according to an EPD report on the spill. Emanuel wonders if the spill signals the beginning of an era of do-it-yourself environmental protection for the state. "EPD has been gutted, and that hampered their ability to respond," he said. Meanwhile, Emanuel and others are keeping a close eye on the stream, wondering how long it may take to recover. Eventually, the blue water flowed on downstream, along with the toxic chemicals. Water samples taken in mid-November showed no detectable levels of paradichlorobenzene, the EPD announced early in December. The formaldehyde was gone by September, the agency said. But life has been slow to return to the creek, said Jessica Sterling, a graduate student in ecology and a member of the Upper Oconee Watershed Network, which has for years monitored the health of Trail Creek and other

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Athens waterways. UOWN volunteers last tested Trail Creek's waters Nov. 13, and will test again early next year. Contamination remains at a small wetland off Olympic Drive, just downstream from J&J Chemical, Sterling said. "We could still smell that perfume, and see that grayish-blue color," she said. "It makes you wonder what's still there." But UOWN volunteers did find a few living creatures such as blood worms, which can survive in polluted water; in August, they found none. Although Athens-Clarke officials have made progress in reducing pollution from everyday sources such as runoff from parking lots, Sterling wonders how much planning local officials have done to protect area waters from catastrophic chemical spills like the one that killed Trail Creek. The county had another major spill just seven years ago, when gasoline wiped out life in Hunnicutt Creek, which flows into the Middle Oconee River at Ben Burton Park. "It doesn't seem like we're prepared for that at all," she said. "What is the plan? Is there a plan?" Life returned to Hunnicutt Creek in about a year, but neither environmental officials nor local water activists can say if Trail Creek will recover that quickly. Gasoline, the major pollutant in the Hunnicutt Creek spill, is lighter than water, so most of the poison was flushed downstream quickly. Sterling and other water activists suspect some of the toxic chemicals that poisoned Trail Creek may have sunk into stream sediments and will be slowly released into the creek's waters for a long time to come. A company hired to clean up the land around the chemical factory is scheduled to finish its cleanup and issue a final report to EPD officials by Jan. 14; after that, officials in the environmental agency will decide whether the company will also have to undertake a second cleanup in Trail Creek itself.

http://onlineathens.com/stories/123110/new_763658698.shtml

USA, OH, COLUMBUS, JANUARY 1 2011. ODOR AT REFINERY WAS FROM CRACKED PIPE >> EAST SIDE OIL RECYCLER REPLACES PART

spencer hunt

An East Side refinery with a history of odor issues drew the attention of state officials again yesterday after neighbors reported a stench to the Ohio Environmental Protection Agency. Ohio EPA inspectors who visited the Heartland Refinery Group's used-oil refinery found the odors emanating from a cracked pipe. Erica Snedegar, Heartland's vice president of sales and marketing, said workers replaced the pipe. The plant initially was praised by local officials and state EPA officials as a "green" recycling business when it opened in February 2009 because it would clean old motor oil and sell it for new use. In December 2009, about 4,000 people around the plant at 4001 E. 5th Ave. were evacuated when a gasket blew, releasing a cloud of what firefighters feared might be hydrogen sulfide gas. The Ohio EPA filed a lawsuit in Franklin County Common Pleas Court in June to demand fixes at the plant. In related court hearings in August and September, Judge Harland H. Hale rejected state requests to close the plant until a plan to eliminate the problems was in place.

http://www.dispatch.com/live/content/local_news/stories/2010/12/31/odor-at-refinery-was-from-cracked-pipe.html?sid=101

USA, VA, CHARLOTTESVILLE, JANUARY 1 2011. FIRE AT BARRACKS ROAD GAS STATION



This Nissan SUV ran over a gas pump and started the small fire. No one was injured.

A scary moment at a Barracks Road gas station Friday morning as a vehicle ran over a gas pump and started a small fire. A woman picking up her SUV from Finley Service Center and gas station lost control of the vehicle and plowed through a pump. The front of her Nissan caught on fire for a brief moment due to the gas left in the pump hoses. The pumps have an emergency shut off, preventing the fire from accessing the large fuel tanks. Finley employees had the fire nearly extinguished by the time the Charlottesville Fire Department arrived. Police and fire crews shut down one lane of traffic in front of the station as a precaution, but reopened it shortly after. The woman in the vehicle was not injured.

<http://www.nbc29.com/Global/story.asp?S=13764682>

USA, MN, HENNEPIN COUNTY, ST PAUL, JANUARY 1 2011. MINNESOTA SUES 3M OVER CHEMICAL DISPOSAL

The state of Minnesota is suing 3M Co. over its disposal of chemicals previously used to make Scotchgard and other products. The lawsuit filed Thursday in Hennepin County alleges 3M damaged the state's natural resources, as well as ground and surface water, by disposing of perfluorochemicals, or PFCs. Maplewood, Minn.-based 3M has produced PFCs since the 1940s, and legally disposed of them in landfills until the 1970s. 3M stopped making PFCs in 2002. In 2004, traces of the chemicals were found in groundwater from Lake Elmo to Hastings. The state's lawsuit seeks unspecified damages. Phone

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messages left with 3M were not immediately returned. In May, the state and 3M entered a written agreement to withhold a lawsuit while trying to negotiate an out-of-court settlement. That agreement expired Friday without settlement.

<http://www.businessweek.com/ap/financialnews/D9KEA12O00.htm>

SWITZERLAND, LAKE ZURICH, JANUARY 1 2011. OIL SLICK APPEARS ON LAKE ZURICH

An oil slick the size of an ice rink appeared on Lake Zurich late Wednesday afternoon. Police in Freienbach in canton Schwyz said they didn't know how it had got there. Fourteen firefighters set up an oil barrier to stop the slick spreading. As it was already dark when it was spotted, the clean-up operation will be starting today. Police said the slick didn't pose a threat to the environment

<http://worldradio.ch/wrs/news/wrsnews/oil-slick-appears-on-lake-zurich.shtml?22430>

INDIA, JAMNAGAR, JANUARY 1 2011. LABOURER DIES IN ESSAR REFINERY

A labourer was killed at the expansion area of Essar Oil Refinery in Vadinar in Jamnagar district on Thursday. Rajendra Singh Rajvir (25), who was working at the expansion area of Essar Oil Refinery, was injured when a heavy substance being carried by a crane reportedly fell on him in the morning. The labourer was seriously injured and later died, sources said, adding that the incident created a ruckus among the other workers. Labourers reportedly pelted stones at the ambulance which had come to take the body of the deceased, sources said. However, police rushed to the spot and brought the situation under control, they added. Essar Oil Refinery officials said it was an accident and also denied that the labourers at the site had indulged in stone pelting.

<http://timesofindia.indiatimes.com/city/rajkot/Labourer-dies-in-Essar-refinery/articleshow/7193060.cms>

INDIA, KERALA, MALAPPURAM, JANUARY 2 2011. PANIC AS LPG TANKER TURNS TURTLE IN MALAPPURAM

Authorities had anxious moments when an LPG tanker turned turtle while overtaking a lorry at Thazhekkad on the Perinthalamana-Palakkad national highway, today, police said. However, there was no gas leakage from the tanker lorry, they said. Vehicular traffic on the Perinthalamana-Palakkad route has been affected due to the accident, which triggered panic among people in the area. The tanker was coming from Mangalore to Coimbatore.

<http://expressbuzz.com/states/kerala/panic-as-lpg-tanker-turns-turtle-in-malappuram/236023.html>

USA, TX, AUSTIN, JANUARY 2 2011. TWO BURNED AT DOWNTOWN GAS STATION FIRE >> SOMEONE LIT A LIGHTER IN TRUCK CAUSING THE FIRE

john bumgardne

Watch the Video <http://www.news8austin.com/content/headlines/275895/gasoline-container-explosion-injures-4>



The Austin Fire Department is investigating an accidental fire Saturday morning at a gas station in downtown Austin this New Year's Day. According to Austin Fire Department officials, two young men and two young women were in a truck at the Shell gas station near 9th Street and Interstate 35, transporting gas in a bucket when it ignited. AFD Battalion Chief Palmer Buck said someone lit a lighter in the truck, causing the fire. The two males were flown to Brooke Army Medical Center with severe life threatening injuries, one with 90 percent of his body burned and the other with 70 percent. The two women were taken to University Medical Center at Brackenridge with minor injuries. Buck said the victims and the passengers used poor judgment by transporting the fuel inside the car and in lighting the lighter nearby.

<http://www.kxan.com/dpp/news/two-burned-at-downtown-gas-station-fire>

USA, ORE, ST HELENS, JANUARY 2 2011. BIG TANKER RIG HITS COWS, SHUTS DOWN HWY. 30

justin burton

A big rig hit several cows on Highway 30 on Friday evening, creating a hazard that shut down the roadway. Oregon State Police said that the crash happened on Chaney Rd. north of St. Helens at around 9:15 p.m. The tanker was full of 3,500 gallons of fuel, which began leaking after the crash, creating a hazardous situation for crews. All lanes of the highway were closed down for nearly nine hours. OSP dispatchers said as many as four cows were hit, and they may have suffered fatal

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injuries. The driver of the truck may have been injured, but injuries weren't thought to be life-threatening. ODOT urged drivers to avoid the area, since there aren't many good detours.

<http://www.kgw.com/news/local/Big-rig-hits-cow-shuts-down-Hwy-30-112741484.html>

PHILIPPINES, MANILA, JANUARY 2 2011. REVELRY CASUALTIES RISE TO 546

samuel medenilla

Firework-related injuries rose to 546 cases after the New Year's Eve celebration, the Department of Health (DoH) said on Saturday. During the New Year's Eve revelry alone, authorities recorded 270 injuries due to fireworks and 15 hurt and one killed by stray bullets in Metro Manila, Rizal, Batangas, Laguna, Bulacan, and Ilocos. DoH Undersecretary Dr. Mario Villaverde told a media forum on Saturday that the fireworks-related injuries increased by 7 percent compared to the 512 cases recorded in same period last year and 19 percent higher compared to 5 years ago. Villaverde said that based on a preliminary nationwide report covering December 21 to January 1 – 518 or 95 percent were due to fireworks injuries, 20 (4%) to stray bullet injuries, and 8 (1%) to fireworks ingestion or poisoning. Almost half or 301 of the cases were at the National Capital Region (NCR), followed by Ilocos (35), and Western Visayas (29). He said the increase in the number of incidents could be attributed to the proliferation of cheap and low-quality fireworks, particularly the match-like Piccolo. "The increase in the number of injuries was probably due to the proliferation of the cheap, low-quality, and prohibited Piccolo that injured a bigger number of children. Also, a significant high proportion of bystanders, who were injured and a high percentage of active users under the influence of alcohol contributed to the increase," Villaverde said. According to a DoH report, Piccolo caused 32 percent of the total injuries at 182, followed by Kwitits (74), and Pla-pla (32). Villaverde said 408 of the victims, where males between the ages of 1 to 10-years-old. "The critical factor here is children and handling of Piccolo, since it's the most accessible children," he said. "Again we are reiterating our call for the total ban of firecrackers and the release of guns in celebrating New Year. Of course it has been a tradition in the Philippines, and it will take time before it becomes a reality, but the DoH will continue pushing for it," he added. Director Nicanor Bartolome, National Capital Regional Police Office (NCRPO) chief, said it recorded a drop in the number of injuries caused by stray bullets – 20 cases compared to previous years. DoH Director of the National Epidemiology Center Dr. Eric Tayag said that the number of casualties could still change after the department has completed collecting its data on injuries from fireworks and stray bullet up to January 5. "This figure is not yet final since there are still people who have been injured by firecracker, but were not included in the figures since they did not go to the a hospital. There is a probability that the total of injured cases will be lower compared to last year." Tayag said. Despite the 7 percent increase in DoH's preliminary report, he said the campaign against fireworks was still successful after it led to a drop in the number of injured children and the number of Piccolo-related injury after its launch.

<http://www.mb.com.ph/articles/295928/546-persons-injured-due-firecracker-blasts-stray-bullets-doh>

KENYA, NAMBALE, NAURIA, JANUARY 3 2011. MILLIONS LOST AS TRAIN DERAILS IN KENYA

reuben olita



The fuel tankers which derailed near Malaba in western Kenya, spilling over 200,000 litres of fuel destined for Kampala

Over 200,000 litres of fuel worth millions of shillings spilled on Saturday night when a train transporting fuel to Uganda from Mombasa derailed 10km to Malaba border in Kenya. Five tankers overturned with only two remaining intact in the 8:00pm incident that occurred at Nauria village, Kapina sub-location in Nambale district. Residents had a New Year feast as they siphoned fuel from the tankers throughout the night but were lucky there was no fire outbreak. Some 110 people perished when a petrol tanker caught fire on January 31, 2009 in Molo in Kenya. Bukhayo North chief Moses Opiyo said the poor state of the rail could have caused the train to derail. He added that the fuel spilled over 1km away to the nearby River Nauria

and was threatening the lives of cattle and people, who rely on the water for survival. Meanwhile, drama erupted when police officers censored the type of pictures being taken, and prevented journalists from taking photos of people siphoning fuel. The tankers, which included one belonging to Mukwano oil, were severely damaged. Officials from Rift Valley Railways did not explain the cause of the derailment. Bungoma Railway police boss Selina Limo was among the first to arrive at the scene at 9:30pm and prevented residents who had flooded the scene to siphon fuel. Experts said the Nairobi-Malaba railway line needed upgrading. "These lines are too small and old. We need to increase the railway caliber to accommodate new modern wagons which travel faster," said logistics consultant in charge of Western Kenya, Joseph Spee. Spee said Kenya and

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Uganda have World War II trains, adding that the region needed second generation trains before they acquire electric ones. Residents complained of fuel spillage, saying it had spoilt their environment and appealed to the Rift Valley Railways to compensate them for the lost vegetation and polluted river water. The engine was disengaged from the tankers and allowed to proceed to Malaba railway station. Uganda relies on Mombasa port for imports and exports. The move to use the railway to transport oil is meant to make it safer and cheaper compared to roads.

<http://www.newvision.co.ug/D/8/13/742653>

INDA, BARRACKPORE, MOHANPUR, DECEMBER 3 2011. 1 KILLED AS AMMONIA GAS TANKER BURSTS IN FACTORY >> FRESH LEAKAGE DETECTED FROM A CYLINDER

Fresh leakage of ammonia gas was detected from the ice factory at Barrackpore of West Bengal's North 24 Parganas district on Saturday, a day after one person died and many fell ill after inhaling the gas leaked from a tanker that burst in the factory. Two fire-tenders rushed to the spot. There was no report of any death or anyone falling ill. Panic gripped the locality since Friday evening, and many fled fearing further health complications, the district administration said. On Friday, the Fire Department filed a First Information Report against the factory owner, who is absconding. Sub-Divisional Officer (Barrackpore) Ajay Kumar Pal said the fresh leakage was detected from a cylinder stored on the factory premises. "The State government's industrial safety officers visited the site today [Saturday] and took requisite measures to prevent any more leakage. The remaining cylinders are being sprayed with water to prevent the gas from spreading out." A tanker full of ammonia gas burst in the factory on Friday. Six persons who were near it fell ill. One of them died while being taken to hospital. Some locals were admitted to hospital after they complained of uneasiness, but discharged later. Asked whether the factory's licence would be cancelled, given that the factory is located in a residential area, Mr. Pal said the decision would be taken in a couple of days. Director-General of Fire Services Gopal Bhattacharya expressed dissatisfaction with alleged police "inaction" in arresting the owner. "I wonder how the municipality could renew the licence of an ice factory built in a residential area. Moreover, the factory does not have any safety mechanism in place, leaving the workers and the local people vulnerable to such incidents."

<http://www.thehindu.com/news/states/other-states/article1023363.ece>

USA, ILL, JOHNSBURG, JANUARY 3 2011. A MORTAR FIREWORKS DISPLAY KILLS ILLINOIS MAN



We often hear how dangerous fireworks are. They should be left to the professionals. One man, 31-year-old Robert Fruend, of Johnsburg, Illinois is dead from an illegal type of fireworks, mortar fireworks. He was celebrating New Year's Eve with a big fireworks display. The display ended and his audience went inside of the home. Not long after they heard a huge explosion and ran back outside. The blast from mortar fireworks sent Fruend to the ground with serious head and chest injuries. The type of fireworks that killed him is a round ball, about the size of an orange with a fuse attached. You light the fuse and put the ball into a tube and the firework shoots into the sky. That type of fireworks is illegal in Illinois, as reported in the [Chicago Tribune](http://www.chicagotribune.com). Most times, although items are illegal, they are still relatively easy to obtain. Since Fruend was alone in the yard at the time, it has not been determined what went wrong. When rescue workers reached the home, they pronounced Fruend dead. There are reasons why things like the mortar fireworks are illegal. Even if fireworks are legal where you live, extreme caution needs to be used. Make sure you know how to light the fireworks properly. Make sure you have a water source handy in case of fire. Keep kids and pets a safe distance away. Do everything you can to protect yourself and others in the area. It was a freak accident, but one that could have been avoided. Don't risk your life just for the sake a

fireworks display, especially mortar fireworks.

<http://news.gather.com/viewArticle.action?articleId=281474978865485>

VIETNAM, DA NANG, JANUARY 3 2011. 1KM OIL SLICK ON BEACH

Thousands of blobs of oil have been washed up on more than one kilometre of sand along My Khe beach here, but no one is sure where it has come from. According to Phan Minh Hai, deputy head of Eco Tourist Sea Board, the oil – as big as fingertips – started appearing on Sunday. Samples have been taken for testing to try and clarify where it came from. Hai said it was possible the oil came from offshore ships and had been blown inshore by the prevailing north-east winds. The board has asked an environmental company to clean up the mess.

<http://vietnamnews.vnagency.com.vn/Environment/207280/1km-oil-slick-on-beach.html>

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USA, AKA, ANCHORAGE, JANUARY 3 2011. OIL COMPANY REPORTS PIPELINE EXPLOSION IN ALBERTA



A fire was sparked after an explosion this weekend at a gas pipeline in the area of Swan Hills, Alta., about 220 kilometres northwest of Edmonton, an oil and gas company has reported.

A fire was sparked after an explosion this weekend at a gas pipeline in the area of Swan Hills, Alta., about 220 kilometres northwest of Edmonton, an oil and gas company has reported. Pengrowth Energy Corp. issued a news release saying its line ruptured north of a processing facility. The company said it followed its emergency-response plan and that the pipeline was "quickly isolated and contained." There were no injuries, said the company, adding the as-yet unexplained rupture took place in an isolated area with no homes nearby. Police and firefighters responded to the incident, and an investigation into what happened

is underway, the company said. Repairs are expected to take five to 10 days, the company said.

<http://www.calgaryherald.com/news/company+reports+pipeline+explosion+Alberta/4049861/story.html>

USA, MA, DORCHESTER, JANUARY 3 2011. OIL SPILL FORCES RESIDENTS TO EVACUATE APARTMENT >> RESIDENTS NOT ALLOWED TO RETURN UNTIL SPILL IS CLEANED UP

 **Watch the Video:**

<http://www1.whdh.com/news/articles/local/12003172117637/oil-spill-forces-residents-out-of-home-in-dorchester/>

 **Watch the Video:** <http://www.thebostonchannel.com/news/26345003/detail.html>

A heating oil spill Sunday morning forced residents of a Dorchester apartment building to evacuate. Fire officials said they received a call at about 11:38 for the spill at 251 Boston St. When crews arrived, they discovered an oil tank had sprung a leak. Officials estimated more than a hundred gallons of the oil had spilled and seeped into the ground below the basement. "It smelled like paint thinner or something," said resident Crystal Edwards. "Then when my son got up 'I said do you smell that?' And he said, 'Mommy it's gas!'" More than a half dozen residents of the three-story building were evacuated. Officials said they would not be allowed back inside until hazardous materials crews cleaned up the spill which could take a day or up to a week. In order to prevent a fire, power was also shut off to the home. "This is serious because it's a petroleum product and human beings are not allowed to inhale or maintain their breathing in this type of environment," said Boston firefighter Fred Ellis. Edwards had to be transported to a local hospital due to breathing difficulties. She was released a short time later. "It was really bad," said Edwards. "I just came from the hospital because I have chronic asthma. I came back because I'm worried about my house." Fire officials were investigating what caused the leak but said the tank was old. "It was a tank that failed with age over time," said Ellis. "The bottom of the tank started leaking out apparently somebody tried to put what we call a band aid on it but it didn't hold and caved in."

<http://www.thebostonchannel.com/news/26345003/detail.html>

USA, PA, DAUPHIN COUNTY, JANUARY 3 2011. POSSIBLE FUEL SPILL INTO SUSQUEHANNA RIVER



A spokesperson for the department of environmental protection says he believes the leak is lubricating oil rather than a fuel oil product. He says very small amounts are still seeping into the water, but that it is contained. The d-e-p says it still doesn't know the source of the spill. It did collect samples Sunday to determine where the oil came from. Around 3:15 Saturday afternoon, several emergency crews in Dauphin County got a call of something strange in the Susquehanna River, off West Franklin Street in Steelton. "It appeared to be an oily product on the river," said Tim Lehman, Steelton Emergency Response. They quickly suited up to go in and lay down pads and 160 feet of booms to collect whatever was seeping in. "We have an idea that it may be coming from storm water somewhere. That's still under investigation," Craig Powers, Swatara Township Deputy EMA Coordinator. Boats were on the water investigating further and trying to keep the possible fuel from spreading. Emergency response crews say that fortunately, the spill wasn't too bad. "It's not a good thing that we had this coming into the river, but it seems so far that the environment hasn't been adversely impacted," said Lehman. And so far, officials say there's also no threat to

public safety. " The Steelton Borough Water Treatment Plant has been notified. They're monitoring this situation and down

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below, Highspire Area, everything is being monitored currently," said Powers. The booms will sit in the river for at least a few days. Then the Department of Environmental Protection will pull them out and test them to see what's in the water. The source of the spill is still under investigation.

<http://www.whptv.com/news/local/story/Possible-fuel-spill-into-river/8N52XquLnk6x2D0fRRYCWw.csp>

USA, N.J, NEW BRUNSWICK, JANUARY 2011. SAFETY IS FIRST FOR AIRCRAFT REFUELLERS, ALSO CALLED FUEL LINE TECHS.



Aircraft refueller Luc Daigle fills a plane at the Greater Moncton International Airport. Aircraft refuelling seems like a simple job, but it carries a world of responsibility. In the event that a plane goes down, the first thing that's checked is the fuel. Therefore, just as every precaution is taken to get the fuel into the aircraft safely, so is the process to ensure that the fuel itself is pristine, before it ever reaches that stage. By the time it gets to the airplane, the fuel will have been checked multiple times, at every transfer point, for water, dirt or any other contaminant that would affect its performance. As well, the criteria for even choosing an individual for the job of aircraft refueller is understandably stringent. There's definitely a personality profile for those best suited for the work, such as being mechanically inclined, the ability to think on their feet, and being consistent in their protocol. That means they can't ever

forget and leave a cap on a wing, for instance, or forget to disconnect any part of the necessary apparatus used in the refueling process. There can be absolutely no departure from the normal, and at all times must maintain an optimum level of consistency. Period. Any breach of that behaviour could mean personal injury - or worse. Background checks on all applicants are carried out as a matter of course - and this actually applies to any employee who operates on the air side of things. All must pass security clearance through Ottawa, which can often take months, but they will not be on the job until the green light is given. And then there's the training! All aircraft refuellers must follow the rules and regulations of Royal Dutch Shell, the parent company who owns Shell Aviation. Refuellers at the Greater Moncton International Airport work for Airport Terminal Services (ATS), who own the dealership of Shell Aviation. They're pumping on behalf of Shell Aviation - under the umbrella of Royal Dutch Shell who are industry leaders when it comes to quality control and safety training. There are no grey shades when it comes to how well these aircraft refuellers are trained under the Royal Dutch Shell program. It begins with three weeks of hands-on and theory (ACE training), which covers the entire gamut of safety modules - including first aid, fire extinguishing and the like. They are also trained on what to do and whom to call in the event of a fuel spill. Absolutely nothing is left to chance, and a refueller does not go to the next level until he is deemed ready to handle the job. As well, training is ongoing throughout the career of an aircraft refueller, and there is mandatory annual recertification. Those safety precautions extend to the refueller himself, as Monctonian Luc Daigle of Airport Terminal Services explains. "You have to be grounded to the aircraft," he says of procedures in place while refuelling. "A little wire goes from the truck to the plane - and then you have to have your gloves, eye protection, and bump cap. It's a hat with a little padding in it, and it looks like a baseball hat." On the job for about five years now, this former construction worker began his employment at the airport, handling baggage. The opportunity came up for him to become a fuel line tech, and he jumped at the chance. In between refuelling aircraft, on a slow day, he'll often re-visit his old job and help move a few bags. Also, if flights have been cancelled due to heavy snowfall, he'll help with plowing the parking lots and fuel farm (refuellers have a Class 3 drivers license). But when the aircraft (including helicopters) are moving and require fuel, Luc and fellow refuellers are at the ready. Planes that need refuelling normally request service in advance, and the amount dispensed of course depends on not only the size of the aircraft, but the amount of fuel needed. A passenger jet on average can use a top-up of up to 15,000 litres. Luc thoroughly enjoys what he does, not only being outside most of the time (that thrill understandably diminishes somewhat during the deep freeze of winter), but the privilege sometimes of refuelling a plane that just might provide an up-close glance of any celebrities aboard. On average ATS refuellers service about 253 departures per month "at the local Shell." While there is a tremendous amount of responsibility that accompanies a job that might at first glance seem simple, Luc does not feel that the work is stressful. If it were though, he has the perfect antidote by way of his love of driving motorcycles, and tinkering with them in his backyard. He's also a drummer, and plays "all kinds of music." A great hiring choice for the job, Luc Daigle has the perfect attitude for an aircraft refueller. "(I just) go with the flow," he says.

<http://nbbusinessjournal.canadaeast.com/gallery/1366900,656501>

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NETHERLANDS, JANUARY 3 2011. 2 BOYS KILLED IN NEW YEAR FIREWORKS EXPLOSIONS

Two boys were killed and dozens of others injured in illegal fireworks explosions on New Year's Eve. A home-made bomb left a 17-year old in the northern village of Boerakker with serious head injuries. The boy died in hospital on Saturday morning. In the eastern town of Harderwijk, a 13-year-old boy was rushed to hospital after being hit by illegal fireworks on a campsite. He too died shortly afterwards. Police are hunting down the man who set off the device. On the whole, the authorities say New Year celebrations passed off relatively peacefully. Minor incidents were reported in the big cities, though. In The Hague, for instance, two police officers were injured in clashes with youths throwing fireworks. Forty cars were set on fire, almost double the number from last year. Several arrests were made. In Amsterdam, around 50 people were arrested, mainly for public disorder offences. Firemen in the capital put out nearly 200 fires in underground waste bins, considerably more than last year too. In Rotterdam, bakery went up in flames and several adjacent homes were evacuated. A fire gutted a farm in Friesland and killed dozens of cows. Relatively few traffic accidents were reported, despite the heavy fog in several central and southern provinces. Low visibility due to fog is blamed for the comparatively moderate fireworks sales this year.

<http://www.nrw.nl/africa/bulletin/two-boys-killed-new-year-fireworks-explosions>

USA, TN, HAMILTON CO, JANUARY 3 2011. BAYLINER LEAKS DIESEL AT DALLAS BAY MARINA

▶ **Watch the Video** http://www.wdef.com/news/crews_contain_fuel_spill_at_hamilton_co_marina/01/2011

A 40-foot Bayliner sprung a leak Saturday afternoon at a Dallas Bay marina. Hamilton County EMS spokesperson Amy Maxwell tells Eyewitness News around 10 gallons of diesel spilled into surrounding waters due to a malfunction. The leak was quickly stopped. Maxwell says the spill was minimal and HAZMAT crews couldn't detect fuel in the water at last check.

<http://www.wrcbtv.com/Global/story.asp?S=13768610>

SAUDI ARABIA, DAMMAM, JANUARY 4 2011. THREE SRI LANKANS SERIOUSLY INJURED IN FACTORY EXPLOSION IN SAUDI ARABIA

Three Sri Lankans have been seriously injured due to an explosion that took place in a factory at Dammam in Saudi Arabia, the state-run radio SLBC reported. According to the Minister of Foreign Employment and Welfare Dilan Perera, the three Sri Lankans were injured when a gas tank in the factory exploded. They are currently receiving treatment in an Intensive Care Unit of a hospital in Dammam. Sri Lanka External Affairs Ministry and the Sri Lankan Embassy in Riyadh have taken joint measures to provide facilities and treatments to the injured Sri Lankans as soon as possible. The site of the accident is 500 kilometers away from the Sri Lankan Embassy in Riyadh and the Minister has said that Sri Lankan authorities have held discussions with the factory owners to take necessary measures to provide treatments and other required facilities for the injured. A group of Sri Lankan officials including the welfare officer of the Embassy are to visit the hospital Tuesday to assess the conditions of the injured.

http://www.colombopage.com/archive_10C/Jan04_1294080348CH.php

NIGERIA, EKITI STATE, IDO OSI, JANUARY 4 2011. 4 DIE IN FUEL TANKER ACCIDENT, AS FIRE GUTS PDP CHIEFTAIN'S HOME

bolu-olu esho

Four people were on Monday burnt beyond recognition in Ido-Ekiti as a fuel tanker rammed into the multimillion naira mansion of a Peoples Democratic Party (PDP) chieftain in the state, Chief Femi Akinyemi on the outskirts of the town. The building was razed with all valuables, including a Nissan sport car with registration number AG442NSR parked in the garage. But two vehicles, a BMW 5 series and Toyota Landcruiser (SUV) and the Boys Quarters of the building were saved by firefighters. Sunday Afolabi, the aide of the PDP chieftain, who was the only one at home when the incident occurred, disclosed that he heard a loud explosion at the gate around 10:10 a.m., which forced him to go out to see what the problem was. To his chagrin, he saw smoke at the gate and suddenly the entire compound was engulfed in flames. This he said scared him and he scaled the perimeter fence to escape from being trapped. Eyewitness account said the fuel tanker, which was conveying diesel rammed into the gate of the house while trying to avoid a commercial motorbike rider, who suddenly stopped when he saw some men of Federal Road Safety Corps (FRSC) to avoid being arrested because he was carrying three passengers. In the process, the tanker ran over the four men on the bike and rammed into the gate and caught fire. The four men on the motorbike were burnt beyond recognition, while the tanker driver, Samuel Ajayi and his assistant, Adeniran Sunday were rushed to the Accident and Emergency Unit of Federal Medical Centre, Ido-Ekiti for treatment. When newsmen visited the hospital, security had been beefed up at the ward where the drivers were admitted for fear of being attacked by the natives over the death of the four men on the bike. The driver was asleep when Daily Sun visited him, while his assistant had been

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wheeled to the theatre for surgical operation because he sustained first-degree burns. Men of the state fire service were said to have arrived the scene shortly after but they could not save the building from the fire, which burnt for over four hours. Four hours after all firefighters in the state had converged on the scene, the flames from the tanker could not be put out. When Governor Kayode Fayemi came to the scene about five hours later, he queried why the firefighters could not put out the fire. In his response, the leader of the firefighters disclosed that they ran out of Foam Compound meant to fight inflammable substances. When newsmen met the PDP chieftain, he was surrounded by former governor Segun Oni and former Minister of Aviation, Dr. Babalola Aborisade and some chieftains of PDP consoling him. Chief Oni said although it was an unfortunate development, but "thank God nothing irreplaceable was lost in the inferno." Chief Akinyemi said the incident would have been more disastrous if it had been on Sunday evening because a lot of party members were holding meetings in his compound.

<http://www.sunnewsonline.com/webpages/news/national/2011/jan/04/national-04-1-2011-0028.htm>

AUSTRALIA, NEW SOUTH WALES, CUMBALUM, JANUARY 4 2011. FUEL SPILL IMPACTS WETLANDS

alex easton



Environmental impact: Fuel spilled from last Friday's fatal tanker crash at the bottom of Tintenbar Hill will impact the surrounding wetlands for years to come.

A wetland contaminated with petrol and firefighting foam after last week's tanker crash and explosion at Cumbalum will take years to recover, an expert has warned. The crash happened on the edge of the wetland and next to Emigrant Creek and dumped thousands of litres of fuel into the sensitive environment. It was not known precisely how much unleaded petrol and diesel fuel had spilled into the waterway and wetland, although emergency crews had worked hard to contain it. However, with about 33,000 litres of fuel coming from the tanker, it was impossible to contain all of it and burning pools of unleaded petrol and diesel were clearly visible within

the wetland. Rous Water technical services director Wayne Franklin said the spill would have no impact on Emigrant Creek Dam because it had happened downstream and well outside the dam's catchment area. Wetland Care Australia program leader Josh Keating said it would be hard to tell the precise impact without investigating the site, but said the spill would have a severe environmental impact on the wetland and creek. "It will have a devastating impact on water quality and biodiversity," he said. "Remediation of the site will have to be pretty intensive and even then it will take years to recover." Mr Keating said wetlands could recover from normal bushfires because seeds would survive and regenerate and animals could take shelter in burrows. However, heat generated by burning pools of petrol could be enough to kill both seeds and sheltering animals. "What they will probably find is the earth is scorched to a significant depth," Mr Keating said. The chemicals in the fuel and in the foam used by firefighters could have an on-going impact by having soaked into the soil where they can leech into Emigrant Creek and be carried downstream towards the Richmond River, potentially extending their impact into the fishery."

Related Stories

- [Fatal crash haunts Cumbalum man](#)
- [Autopsy needed to identify truckie](#)

<http://www.northernstar.com.au/story/2011/01/04/crash-tintenbar-fuel-environment/>

USA, N.Y, SHIRLEY, JANUARY 7 2010. REPORT: FAULTY PLUG, HUMAN ERROR IN GAS LEAK

will van sant & nicholas spangler

 Watch the Video:

<http://www.newsday.com/long-island/suffolk/losses-from-shirley-gas-leak-adding-up-1.2586070?qr=1>



Propane gas leaked from the red valve on Saturday, causing an evacuation of area.

A deliveryman's mistakes in identifying critical valves and a plastic plug that gave way under pressure contributed to the propane tank leak that forced the evacuation of 2,000 people near a Shirley shopping center on New Year's Day, investigators said Monday. Their report doesn't reveal who is responsible for placing the plastic plug at the vulnerable spot instead of the more commonly used, sturdier metal plug. Synergy Gas, the tank's owner, said a contractor did work in October to upgrade the tank to meet new industry standards, which take effect in July. In its report, Brookhaven's Division of Fire Prevention said that the deliveryman, from

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L.P. Transportation Inc. of Chester, N.Y., found the tank's supply valve open - it was supposed to be closed - and so he assumed it was a valve for another purpose. He then opened an adjacent valve, not connected to the tank's delivery system, that he thought was the correct one to allow him to pump in 9,500 gallons of propane he carried. That valve - actually designed to remove gas from the tank - had a "plastic dust cap" instead of the metal plug that [Brookhaven](#) Supervisor Mark Lesko said should have been installed. As the deliveryman filled the tank, the plastic cap gave way under pressure, allowing the propane to escape into the air, according to the report. The deliveryman, who could not be reached for comment, failed to clear away enough snow to see the color coding on four valves or the lack of piping on the valve he opened. Had he done so, or had there been an "approved plug" in place, the leak could have been averted, the report found. "The driver did not assess the situation properly," Lesko said. "And that's the cause of the incident." L.P. Transportation did not return calls and e-mails seeking comment. Lesko said Synergy also had failed to obtain permits and pay fees to perform recent safety upgrades to the tank and would be fined. Lesko did not know how much those fines would be, but said Synergy had belatedly paid its fees. He did not know their dollar amount. Though the report indicates criminal summonses are possible for the responsible parties, Lesko said the summonses would amount to little more than town code violations. There's no indication that the non-permitted work contributed to the leak, Lesko said, and primary responsibility rests with the deliveryman. Bob Melick, regional vice president for Titan Propane LLC, which does business on [Long Island](#) as Synergy Gas, said his company was "investigating the circumstances" of the independent contractor's work. Still, Leko said he expected Synergy, or whatever insurance carrier is on the hook after the company talks with L.P. Transportation, to pay the town and [Suffolk](#) County for the considerable, though undetermined, cost of responding to the leak. Melick said it's too early to talk of compensation until fault is determined. "However, we intend to initiate a discussion with the town and county concerning emergency response costs as soon as reasonably possible," he said in an e-mail. Experts differed on how catastrophic a fire would have been had a spark ignited the leaking gas from the underground tank behind a Kohl's on [Montauk](#) Highway. The closest homes are about 500 feet to the north of the tank and the closest businesses about 120 feet away. Rick Schultheis, a forensic engineer based in [California](#) who has investigated propane explosions, said the gas could have turned into a "very, very fast fire." It had the potential to "scorch" building walls and break windows 300 feet or more away. Anyone in its path would have been burned, possibly fatally, though such fires usually don't pack much explosive force. But Gerard Stocker, a [Lebanon](#), N.J., engineer traveling to [Long Island](#) on Wednesday to help fix the tank, said the tank's placement underground would have limited the damage.

<http://www.newsday.com/long-island/suffolk/report-faulty-plug-human-error-in-gas-leak-1.2584684?qr=1>

USA, ILL, SWANSEA, JANUARY 5 2011. MODEL CAR RACING FUEL CITED AS CAUSE OF DEADLY FIRE



A fire in the trailer at 1603 Caseyville ave in Swansea took the life of David J. Hurst. The fire that killed a Swansea man New Year's Eve started after he used model car racing fuel to re-light a fire in his wood stove, according to the Swansea Fire Department. David Hurst, 29, died of third-degree burns from the fire and was found on a bed inside his mobile home at 1603 Caseyville Ave. "Mr. Hurst apparently had difficulty getting the wood to burn and introduced a flammable liquid into the wood stove," a press release from the department states. "We believe that coals in the stove from the earlier fire vaporized the liquid and the vapors violently ignited creating the concussion heard by several neighbors." An empty can of the racing fuel was found near the wood stove and Hurst's body, according to the department. The fire appears to be accidental, Fire Chief John McGuire said.

<http://www.bnd.com/2011/01/04/1538487/model-car-racing-fuel-cited-as.html>

PHILIPPINES, MANILA, JANUARY 5 2011. FIREWORKS INJURIES TOTAL 929 – DOH



Fireworks-related injuries have reached 929 cases, according to the latest count from the Department of Health (DoH). The breakdown of injuries is as follows: 882 were due to firecrackers, 36 to stray bullets, and 11 to firecracker ingestion. Three days ago, the number of fireworks-related injuries was 20 percent lower than last year. But in the DoH surveillance update dated January 3, the margin of difference was closing and is now only 106 cases or 10 percent lower than last year. Fifty-five patients suffered amputation after getting injured by blasts or burns while 693 were more fortunate they did not get amputated from their injuries. Four hundred fifty one were caused by illegal fireworks led by Piccolo at 245 cases; kwitis at 134; five-star

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at 58; Pla-Pla 49 and Luces, 42. Some 113 persons who were injured were found to be under the influence of alcohol. DoH officials reiterated their call to injured persons who haven't sought medical attention to take their wounds seriously as they are at great risk for acquiring tetanus. Injured persons must receive anti-tetanus shots as tetanus is fatal if not managed early. Symptoms of tetanus include locked jaw, difficulty in swallowing, spasms, convulsion and difficulty in walking and breathing. Dr. Eric Tayag, chief of the National Epidemiology Center (NEC), said many wounded patients usually wait for the next day before seeking medical attention. "Those who were injured by fireworks should immediately seek medical attention because we consider all fireworks-related wounds as serious. They are at risk for tetanus," Tayag warned. "We think that the wound is not serious, but if doctors open the wounds, they are actually deep. Inside, we can find the chemical and paper used in manufacturing the firework, soil, and dead tissue," he said.

<http://www.mb.com.ph/articles/296636/fireworks-injuries-total-929-doh>

INDIA, MUMBAI, JANUARY 5 2011. 3 SCHOOLBOYS SUFFER BURNS AS GAS TANKER CATCHES FIRE

Three children sustained severe burns after a tanker carrying gas, which they were walking past, suddenly burst into flames. According to Chembur police, driver Shivbahadur Yadav was driving to the Rashtriya Chemical Factory (RCF) at around 6 am on Monday. He was returning after having delivered a combustible gas to a factory in Panjarpole. "The tanker was waiting at the signal near Vasant Park when flames suddenly erupted from beneath it," said Bhimdev Rathod, senior police inspector, Chembur Police Station. He added that three schoolboys, who were close to the tanker at the time, sustained burns on their hands and bodies. All were rushed to a nearby hospital. The sight of the tanker catching fire sparked off panic on the busy road, causing several motorists to abandon their vehicles and run to safety. However, some local shopkeepers rushed and doused the flames with water. No major damage was sustained to the tanker in the incident. Rathod added, "The tanker driver Shivbahadur Yadav has been charged with causing hurt due to negligence, and further inquiries are on. The three victims have been taken to a hospital in Sion for treatment. All have sustained 25 to 30 per cent burns." According to police, prima facie it seemed that some residual gas in the tanker had somehow caught fire. A team of experts has been called in to examine the tanker. Police is awaiting this report before taking further action.

<http://www.mumbaimirror.com/article/2/20110104201101040202282751c7579f4/3-schoolboys-suffer-burns-as-gas-tanker-catches-fire.html>

USA, W.VA, HANCOCK CO, JANUARY 5 2011. COMMUNITY RAISES CONCERNS OVER CHEMICAL PLANT EXPLOSION

Keri brown



Some residents in New Cumberland want AL Solutions to close or move their chemical plant away from homes and little league ball fields. Federal investigators are back in Hancock County this week looking into a chemical plant explosion that killed three people last month. Some community members gathered at New Cumberland's first city council meeting after the deadly blast at the AL Solutions plant. More than a dozen residents packed into the small city council chambers. None of them addressed council members directly during the meeting, but those who attended said they want to know why the explosion occurred. Ursula Williams-Greenwood said she can't stop thinking about it. "I have two children under the age of two who are completely terrified and this time when the doors blew and fire was raining down it was a very terrifying situation for everyone that lives near that plant," said Williams-Greenwood, who was

at her father's home when the blast occurred. The AL Solutions plant is about 100 yards from the house and about 300 yards from little league ball fields. Williams said he wants the plant shut down. "It has flying missiles in the form of bolts that actually flew from that over to our street but in the back yard where we walk our dog or that type of thing, have our garden back there or mow the grass, if one of those projectiles would come through and hit somebody they are dead, so it may not be the toxic materials it could be the flying debris that gets us." Emotions are still running high for many in this tight knit community. This is the third fatal accident at this site in 15 years. Brothers Jeffery and James Fish died instantly in the explosion. Twenty-seven year-old Steven Swain was severely burned and died a few days later. Investigators said when the blast occurred, the victims were working with titanium and zirconium. Ronald Moore also attended last night's meeting. He said he worked with some of the victims at the plant from March 2004 through February 2005. He said he's concerned about safety practices and job training at the site. "The stuff was always open. The materials were raw materials. Well, I was a press operator and handled the stuff without any other than just a uniform that they provided for us. There wasn't any flammable protective gear of any

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kind. We didn't even use respirators working with the stuff," said Moore. AL Solutions could not be reached for comment before our deadline, but New Cumberland Mayor Joe Sargent read a letter from the company at the council meeting. "It just said that they shut down the plant in the area of the explosion. They have put a fence up around it for the investigators. There is a few different agencies till investigating the building and they will keep everybody abreast of the whole situation when they have a new update," said Sargent. The company said a portion of the facility and production machinery were significantly damaged in the explosion and it must declare force majeure on the sale and distribution of all materials, meaning that they will not be able to up to live up to their contractual obligations. AL Solutions employs about 25 people. Councilman Richard Blackwell said he hopes the plant will resume operations soon. "We don't have very many employers in New Cumberland and this is a big employer. It brings a lot of money into the city," said Blackwell. The cause of the explosion is still unknown. The federal Chemical Safety Board said it is looking at metal dust and other possible causes. Meanwhile, the community is trying to continue healing. A candle light vigil to honor first responders and remember the victims will be held on Thursday at 6 p.m. in front of the city library.

<http://www.wvpubcast.org/newsarticle.aspx?id=18264>

USA, N.C, FAYETTEVILLE, JANUARY 5 2011. SCUBA TANK EXPLOSION INJURES FAYETTEVILLE COUPLE

nancy mccleary

• **Watch the Video** <http://abclocal.go.com/wtvd/story?section=news/local&id=7878894>

• **Watch the Video** <http://www.wral.com/news/local/story/8875309/>



A garage at a home on Partridge Court shows damage Tuesday after an explosion late Monday night.

A scuba tank explosion in a west Fayetteville home injured a nationally known videographer and his wife, who is a photographer for The Fayetteville Observer. Rick Allen bumped into a cannister of compressed oxygen in the couple's garage around 11:30 p.m. Monday, knocking it to the ground. The explosion was so strong that it blew out a wall between the garage and a bathroom, where Allen's wife, Cindy Burnham, was brushing her teeth. Allen was in critical condition Tuesday at UNC Hospitals' Jaycee Burn Center, a spokesman said. Burnham was treated for facial cuts at Cape Fear Valley Medical Center and released. Matt Blashfield, a neighbor on Partridge Court, was watching television at home when he heard an incredibly

loud blast. "At first, I thought it was Fort Bragg," he said, "but a millisecond later, I said 'no way.' " Blashfield went to the scene where a garage door was blown into the yard, along with bumpers from the couple's vehicles. One of Allen's hands was severed by the blast, but he used a garden hose with his other hand to douse flames from the flash fire. Allen remained conscious and repeatedly told his neighbors and emergency responders that he was OK, Blashfield said. Allen was taken to Seventy-First High School, where he was loaded into a helicopter and flown to Chapel Hill. Allen suffered burns on about 20 percent of his body, Blashfield said. Allen also suffered some smoke inhalation. Investigators haven't determined why the tank exploded, according to Dennis Jones, a Fayetteville Fire Department battalion commander. Allen and Burnham are avid divers who have produced underwater video and photography for years. Their video work has appeared on national networks, including Discovery Channel and National Geographic. Allen worked for 12 years in broadcast television before co-founding a video production company that focuses on documentaries and underwater video services. Burnham has worked at the Observer for 30 years.

<http://www.fayobserver.com/articles/2011/01/04/1060453?sac=Home>

USA, MN, CLAREMONT, JANUARY 5 2011. CORN MASH TANK COLLAPSES AT CLAREMONT ETHANOL PLANT

A 270,000-gallon corn mash fermentation tank at the Al-Corn Clean Fuels in Claremont collapsed inside a building about 1:30 a.m. New Year's Day, draining nearly all the mash from the tank and another connected to it. About 420,000 gallons of mash spilled and about 100,000 gallons got out of the building, but most stayed on Al-Corn land, said Randy Doyle, Al-Corn CEO. Most of the mash in the building was recovered and is being turned into ethanol, he said. Mash is part of the process used to turn corn into ethanol. "It kind of looks like Malt-O-Meal, maybe a little bit more liquidy," Doyle said. The 100,000 gallons that leaked equates to about 10,000 bushels of corn, he said. No one was hurt, though those inside were scared, he said. The collapse also knocked out a roof beam support, bowing out a wall, he said. The area is covered by a tarp, and the roof is being held up by a crane, Doyle said. He can't say how much damages will be. Such collapses are "fairly unusual," he said. The tank was made of carbon steel, and the mash is corrosive to that, he said. There were four such tanks inside the building, which Al-

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Corn opened about 12 years ago. One tank failed and is lost; the other three are off line, he said. The plant relies on stainless steel outside tanks, he said. The plant has expanded from making about 10 million gallons to 50 million gallons, mostly using those tanks. Al-Corn had been trying to get permits to get rid of the tank that failed and the one that drained, and replace them with a stainless steel tank outside, he said. Ironically, Al-Corn received the permit on Thursday, two days before the tank failed, he said. The new tank will cost about \$300,000, he said. When Doyle got to the plant about 30 minutes after the tank failed, he expected it would take at least a week to get it back into operation. But everything was back up in half a day, he said. He credited local contractors and his staff for that. Doyle said he was "absolutely impressed with the effort our people put out." None of the corn mash apparently got into surface water or ground water, said Cathy Rofshus, Minnesota Pollution Control Agency public information officer in Rochester. Workers there used snow and ice dams to block any mash from getting too far, she said. If the mash gets into water, the ethanol and sugar can use up oxygen needed by plants or animals in the water, she said. Two MPCA emergency response members were at the site Monday to help with cleanup, she said. http://ww2.postbulletin.com/newsmanager/templates/localnews_story.asp?z=28&a=483991

USA, ILL, JOHNSBURG, JANUARY 5 2011. JOHNSBURG POLICE EXPLORE FATAL FIREWORKS' SOURCE

Police are trying to determine where a Johnsbury man obtained the illegal fireworks that led to his death. Robert Freund, 31, had been celebrating the new year by lighting off fireworks in a personal display at his home on Country Oaks Road. Emergency crews were dispatched just a few minutes after midnight Jan. 1. Meanwhile, Freund's family members have been dealing with their grief. In addition to his wife, Jennifer, and two sons, Blake and Chase, he is survived by his parents, two sisters and two brothers. Robert's 3-year-old son, Chase, has been battling cancer. "He was very devoted to his wife and kids and worked extremely hard to have what they had," Robert's uncle, Phillip Freund, said. Robert recently started his own plumbing business, Robert Freund & Sons Plumbing, after previously working for ARS. "Things were going pretty well," Phillip Freund said. "He had a lot of work lined up." Johnsbury Police Chief Keith Von Allmen said the fireworks were not homemade and said Freund did not have a license to light them off. A plastic tube-like PVC pipe had been stuck in the ground pointing in the air and the mortar, which was about 3 inches in diameter, was put into the pipe. There were no complaints that night by neighbors about fireworks being set off at the home, Von Allmen said, and no similar calls in the past. The Cook County Bomb Disposal Unit was called in to take care of the remainder of the firework device. Freund's family members had been inside when the incident happened. He suffered head trauma and was pronounced dead at the scene, but an autopsy also revealed internal injuries, Deputy Coroner Robert Locke said. Toxicology results, including a routine test for drugs and alcohol, are not expected for at least four weeks. Locke said it was the only accidental death from fireworks in McHenry County in more than 30 years. The visitation will be from 3 to 9 p.m. Thursday at the Colonial Funeral Home, 591 Ridgeview Drive, McHenry. <http://www.nwherald.com/2011/01/03/johnsbury-police-explore-fatal-fireworks-source/a714xvm/>

UK, STAFFORDSHIRE, JANUARY 6 2011. VILLAGE SHROUDED IN FUMES AFTER OIL SPILLED INTO RIVER

Animals have died after "thousands of litres" of oil leaked into the River Penk from a disused industrial estate. Christmas Eve spill emanating from the Lyne Hill Industrial Estate. A heron and other birds are among the animals reported dead or injured after the spill. An RSPCA spokesman said: "We were called to this oil spill on December 28 after a heron was discovered covered in oil. "Two of our inspectors rescued the bird and took it to Stapeley Grange Wildlife Centre, where sadly it later died. "It was covered in oil and it was also very thin, possibly because the freezing conditions may have made it hard for it to feed." The clean-up was concluded early this week after Environment Agency workers started the operation on Christmas Day. They were joined by operatives from Wooldridge Demolition, the firm currently knocking down the site for its unidentified owners. Company director Nick Anderson said he believed the leak was caused by thieves breaking into the site and smashing pipes in an attempt to steal diesel. He said his firm has launched an investigation and are working with police who claim they have no record of any crime being reported. Mr Anderson said: "The offenders were unable to steal the diesel as we'd locked all the fuel tanks, so they decided to smash the pipes. "This filled an interceptor, which ran off and partly contaminated the river. We sent five operatives out on Christmas Day to work with the environment agency and minimise the damage. "We installed booms and tanks to pump wasted fuel away, and that process has been going continuously. "We've also contacted the police and are treating this as a very serious criminal offence." Parish councillor Bevan Craddock told the Newsletter how the cold weather caused the fumes to hang over the village. He said: "It was particularly bad in the village centre, where the brook flows under the road, and people walking on the footpath from New Road to Wolgarston Way have also said it was very smelly over the festive period. "We must thank all those who worked on Christmas Day to clean up and it's vital we find out who's responsible for this."

<http://www.staffordshirenewsletter.co.uk/News/Village-shrouded-in-fumes-after-oil-spilled-into-river.htm>

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SCOTLAND, NEWTOWN ST BOSWELLS, JANUARY 6 2011. FISH STOCK FEARS SURFACE AFTER DIESEL SPILL



Roger French checks on a boom which has been placed where water from the Sprouston Burn runs into the Tweed at Newtown St Boswells.

Diesel was still spilling into the River Tweed yesterday – more than a week after it was first reported. The Scottish Environment Protection Agency (SEPA) has confirmed around 700 litres of diesel leaked into the Sprouston Burn at Newtown St Boswells, a tributary of the Tweed. But as of yesterday, eight days after a member of the public alerted the quango to the spill, there were reports of diesel still reaching the Tweed at one of its most popular fishing stretches. Newtown St Boswells Community Council vice-chairman Roger French claims booms placed in the Sprouston Burn to stem the flow of fuel into the Tweed are “totally inadequate” and, in a statement sent to him, SEPA admitted that it was not possible to capture

all the spilt diesel. A SEPA officer visited Sprouston Burn after being contacted on December 28 about the incident. According to a spokesperson, oil had overflowed from a tank into a bunded area, designed to contain any leaks. Around 4,000 litres were pumped out of the bunded area, but hundreds of litres still escaped into Sprouston Burn. When Mr French visited the site on New Year's Day, he said: “The continuous flow of water coming from the pipe smelt strongly of diesel and was discharging into Sprouston Burn at about 200 yards from where it then flows into the Tweed. “SEPA advised they had taken remedial action at the depot and down the glen with booms across the burn to collect oil. They said that they had it all in hand, but frankly I was not convinced.” And further visits to the site on Monday and yesterday resulted in Mr French contacting SEPA again to complain that the booms were not doing their job. He told us: “The strong diesel smell was still present and an inspection of the booms at the river showed that they were totally inadequate, allowing diesel to flow past them into the Tweed. “The fixing of the first boom to the bank of the burn was poor, with one end held in position by a log and clearly the booms would be easily washed away with any rise in the burn water level, which is likely with the current weather.” In a reply to Mr French on Monday, a SEPA statement said: “Due to the difficult water conditions and the rate of flow of the watercourse, it is not possible to capture all the diesel.” It added: “The leak has been stopped and the spill in the yard has been cleaned up, so there should be no further diesel escaping from the site, however, there may be diesel in the soil and drainage system which may be washed into the watercourse over the next few days.” The statement added a SEPA clean-up specialist had attended the scene on Hogmanay, Sunday and yesterday. As well as fixed and floating booms, absorbent pads have been used to remove the diesel. The statement read: “Both the pads and booms are highly absorbent in regards to diesel and these are being regularly replaced and this will continue until there is no longer any trace of diesel in the watercourse. “The (clear-up) company has walked the length of the burn to locate and clean up pockets of diesel which have been caught within the vegetation. There could be a strong diesel odour present along the watercourse for several days,” it added. Nick Yonge, of the River Tweed Commission, described reports that diesel was still reaching the Tweed after six days as “concerning” and said on Tuesday that RTC staff may inspect the burn again. Mr Yonge added: “We have been told by SEPA last week that it was all under control as it is their remit. “It is not just salmon fishing, but there is also grayling and trout on the St Boswells stretch. It is one of the most fished waters in the Borders.” St Boswells and Newtown Districts Angling Association chairman John Reed was unaware of the diesel spill, but also said the news was “concerning”. SEPA claimed it was difficult to gauge the impact of the diesel on the local environment, but added that most had not reached the Tweed. However, Mr French still fears that the incident may affect the River Tweed's fish stocks. “It is big business and a big attraction – we need this sorted quickly,” he added. SEPA declined to release the name of the company responsible for the leak.

http://www.thesouthernreporter.co.uk/news/local-headlines/fish_stock_fears_surface_after_diesel_spill_1_439332

USA, CA, SAN FRANCISCO, JANUARY 6 2011. FISHERMEN AWARDED \$6M FOR COSCO BUSAN SPILL



Fort Baker and the Golden Gate Bridge are seen surrounded by oil slicks in San Francisco after the Cosco Busan spill.

Around 120 local fishermen will split \$3.65 of a \$6 million award in damages won though a class action lawsuit against the parties at fault for the horrific [2007 Cosco Busan oil spill](#). The spill, if you recall, poured an estimated 53,000 - 58,000 gallons of fuel into the bay after colliding with one of the Bay Bridge's towers. It also killed scores of wildlife in the process. “Local fishermen filed a series of class action suits against the owners and operators of the container ship in both federal court in San Francisco and in San Francisco Superior Court. Lawsuits were brought against

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both Fleet Management and the ship's owner, Regal Stone Ltd. of Hong Kong, reported [The Examiner](#). "Both lawsuits claimed fishermen suffered 'profound' economic damage from the oil contamination and sought certification as class actions on behalf of all commercial operations that catch fish in and near San Francisco Bay." Maritime pilot [John Cota](#), if you recall, was "impaired" via use of prescription pharmaceuticals while piloting the boat. He was sentenced to [10 months](#) in jail.

http://sfist.com/2011/01/06/fishermen_awarded_6m_for_cosco_busa.php

UK, LONDON, JANUARY 6 2011. U.K. PANEL QUESTIONS READINESS TO FIX SPILL

james herron



Activists tried to stop a Chevron ship in the North Sea, about 160 kilometers north of the Shetland Islands, in September.

In a new report, U.K. lawmakers raised serious doubts about whether the oil industry was prepared to tackle a North Sea oil spill similar to the Deepwater Horizon disaster, but stopped short of recommending a moratorium on drilling akin to that imposed in the U.S. Instead, the U.K. Parliament's Energy and Climate Change Committee called on the government and regulators to compel oil companies to improve their spill-response plans, raise the liability limit for spill costs and install extra fail-safe equipment on rigs. While the committee didn't directly investigate the causes of the Deepwater Horizon explosion, it was critical of [BP](#) executive Mark Bly's report on the tragedy, particularly his conclusion that

the design of the Macondo well played no part in the rupture. "We urge the government not to rely extensively on the Bly Report, given the controversy surrounding the responsibility for the incident and the design of the Macondo well," it said. BP said it hadn't seen the report yet and couldn't comment. Major changes to drilling regulations could have a significant impact on the U.K. because its main deep-water area, west of the Shetland Islands, is thought to be home to the bulk of the country's undeveloped oil and gas resources. For this reason, "a moratorium on deep-water drilling off the west coast of Shetland would undermine the U.K.'s energy security and isn't necessary," said Tim Yeo, the Conservative member of Parliament who is chairman of the committee, in a statement accompanying the report. The majority of U.K. wells drilled in the North Sea have been in shallow areas, but as resources have dwindled there companies have pushed into deeper and more hostile waters in search of new fields. BP, [Chevron](#) Corp. and France's [Total](#) SA have been searching for oil and gas west of Shetland in water depths of between about 600 and 1,600 meters, 2,000 feet and 5,250 feet. The Deepwater Horizon was drilling in about 1,500 meters, 5,000 feet of water when it exploded in April, killing 11 men and spilling almost five million barrels of oil into the Gulf of Mexico. U.K. lawmakers criticized oil companies' readiness for a similar incident in the North Sea. "The offshore oil and gas industry is responding to disasters, rather than anticipating worst-case scenarios and planning for high-consequence, low-probability events," the committee report said. In particular, existing oil-spill plans for the area west of Shetland were inadequate, the panel said. "There are serious doubts about the ability of oil spill response equipment to function in the harsh environment of the open Atlantic in the West of Shetland," it said. "We recommend that the government ensures that any capping, containment and cleanup systems are designed to take full account of the harsh and challenging environment." Current industry provisions for the cost of any cleanup are also lacking, it said. Given the high price tag for the Gulf of Mexico spill, the cap of \$250 million set out under the Offshore Pollution Liability Association is too low and the rules as to what kinds of damage are covered by this fund are too vague, it said. The committee's third big recommendation was that an extra precaution be added to the piece of equipment that was the last line of defense against the accident that destroyed the Deepwater Horizon—the blowout preventer. A set of blind shear rams, two large pieces of metal within the blowout preventer that were supposed to close the drill pipe on the Deepwater Horizon, failed to operate, allowing oil and gas to flow freely from the well head and into the Gulf of Mexico for three months. "Blowout preventers on the U.K. continental shelf should have two [sets of] blind shear rams," the committee said. There was only one set of blind shear rams, the current industry standard, in the blowout preventer on the Macondo well in the Gulf. The committee rejected moves from the European Commission to regulate drilling in U.K. waters. It also said there was no need for the U.K. to follow the U.S. in a fundamental overhaul of its regulatory regime.

<http://online.wsj.com/article/SB10001424052748703675904576063853522418390.html>

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