



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 779 Newsy Stuff

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

November 26 2011



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USA, AKA, ANCHORAGE, NOVEMBER 17 2011. EXXONMOBIL IN \$93M BATTLE OVER UNFORESEEN DAMAGES IN 1989 SPILL

Attorneys for the state of Alaska, the federal government and ExxonMobil weighed in on Tuesday afternoon in one of the final chapters of the Exxon Valdez oil spill saga -- the reopener clause in a 1991 agreement that could allow the state to collect additional money for unforeseen damages caused by the spill. The billion-dollar settlement after the 1989 spill put a \$100 million cap on damages. The state has asked for \$93 million. During Tuesday's hearing, U.S. District Court Judge H. Russel Holland gave attorneys for the state and federal government 15 minutes each to make their final oral arguments. ExxonMobil also received 15 minutes to present its case, plus an additional 15 minutes to rebut the state and federal attorneys' arguments. Much of the debate focused on two terms: the distinction between clean-up and restoration. ExxonMobil argued that the state's request for money was for cleanup work -- and that under the agreement reached 20 years ago, it's no longer liable for cleaning up the spill. State and federal attorneys argued that the words cleanup and restoration can be used interchangeably - and that ExxonMobil's protection from liability for clean-up does not include "unforeseen" damages. Environmental activist Rick Steiner believes the state will ultimately win the case, and he hopes Holland will order ExxonMobil to pay another \$25 million in interest that has been accrued. "I've been in this business for decades," Steiner said. "There's no bright line between response, cleanup, remediation and restoration. There's overlap. They're used often times interchangeably, so it's a semantic argument basically that Exxon raised." "We've heard the same obfuscation and subterfuge today that we've heard for many, many years," Steiner said. "And it's time for it to end." Steiner says the outcome of this case has national implications, because it will affect negotiations for a reopener clause in the BP's Deepwater Horizon spill in the Gulf of Mexico. "If there can't be a legitimate reopener in a consent decree, that will cause parties not to want to settle and to litigate natural resource cases for years," Steiner said. Attorneys for the state, the federal government and ExxonMobil declined comment on Tuesday's proceedings. Holland took the case under advisement, and says he hopes to issue a decision soon.

<http://www.ktuu.com/news/ktuu-exxon-in-a-93-million-dollar-battle-over-unforeseen-damages-in-1989-spill-20111115,0,6374025.story>

NETHERLANDS, AMSTERDAM, NOVEMBER 17 2011. TRAFIGURA APPEAL OPENS IN DUTCH COURT



An appeal against a million-euro fine on multinational oil trader Trafigura for the illegal export of toxic waste later dumped in Ivory Coast after a stopover in the Netherlands, started Monday. Trafigura was fined one million euros by a Dutch court in July last year for breaking European waste export laws when the toxic cargo arrived in Amsterdam on board the ship Probo Koala, before being redirected to Abidjan. The hearing's opening day was mainly devoted to practical issues, including judges rejecting a request by Trafigura's lawyers who wanted the Probo Koala's Ukrainian captain at the time to testify. "We thought of videoconferencing," said Judge Leo Nuis, adding he waived the idea because "the technical possibilities are not yet available." Captain Sergiy Chertov, who got a five-month suspended jail term, did not give evidence in the original trial. On July 23 last year, an Amsterdam court also found Trafigura guilty of hiding the cargo's real nature when it arrived in Amsterdam. Judges however acquitted the company of forgery. Both Trafigura and the prosecution, which

asked for a two-million-euro fine, appealed the sentence. The prosecution also appealed the acquittal of the city of Amsterdam, which manages the port and the Amsterdam Port Services, of responsibility for the waste treatment. Its closing arguments were due Thursday and Friday, while the defence will have its say on November 21, 22 and 25, Judge Nuis said. Judgement will be reserved. On July 2, 2006, toxic residues on board the Probo Koala were prevented from being offloaded for treatment in Amsterdam's port and redirected to Abidjan, where they were dumped on city waste tips. Trafigura, which denies any link between the waste and subsequent deaths and has an independent experts' report backing its stance, reached out of court settlements for 33 million euros and 152 million euros in Britain and Ivory Coast that exempted it from legal proceedings. But a United Nations report published in September 2009, found "strong" evidence blaming the waste for at least 15 deaths and several hospitalisations. The dumping caused 17 deaths and thousands of cases of poisoning, Ivorian judges said.

http://www.terradaily.com/reports/Trafigura_appeal_opens_in_Dutch_court_999.html



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NIGERIA, ABUJA, NOVEMBER 17 2011. PANIC IN ABUJA AS FUEL TANKER EXPLODES, EXPLOSION IN THE CAPITAL CITY CENTRE CREATES CONFUSION.

alkasim abdukkadir



A tanker belonging to the Ascon filling station on Adetokunbo Ademola, Wuse 2 in Abuja caught fire while discharging fuel on Wednesday afternoon. However, the tanker driver's act of courage saved not only the filling but the shopping malls beside the filling station. According to the tanker driver he was discharging fuel at the third underground tank when he noticed the fire, he manoeuvred the tanker onto Adetokunbo Ademola Road to avoid the further destruction of life and property. The incident caused panic amongst several residents who thought it was a bomb explosion. Some of the bystanders spoken to were unanimous in their condemnation of the poor response to emergency services in the city citing the fact that the first ambulance arrived 45 minutes after the incident and the four fire trucks that came did not have the capacity to fight the fire for more than two hours. The sole casualty of the fire was rushed to the hospital. The fire was still raging as at

press time.

<http://dailytimes.com.ng/article/panic-abuja-fuel-tanker-explodes>

USA, TX, HOUSTON, NOVEMBER 17 2011. TANKER THAT HIT BOX SHIP IN HOUSTON SHIP CHANNEL WAS TRYING TO AVOID FUEL BARGE



The National Transportation Safety Board has issued a preliminary report that says a chemical tanker that hit a containership in the Houston ship channel last month was trying to avoid a fuel barge and towboat. Following is taken from the NTSB preliminary report. At 0906 central daylight time (CDT) on Saturday, October 29, 2011, the 799-foot Greek-flag chemical tanker Elka Apollon, outbound in the Houston ship channel, collided with the 777-foot inbound Panamanian-flag container vessel MSC Nederland at a point in the channel referred to as Five Mile, which is close to the channel's intersection with the Bayport ship channel. Prior to the collision, the pilots agreed via VHF radio to a port-to-port passing. As the Elka Apollon began its maneuver to meet the MSC Nederland,

the towboat Mr. Earl pushing a fuel barge was exiting the Bayport ship channel off the tanker's starboard side. The pilot on the Elka Apollon issued commands to avoid the towboat and barge with left rudder orders and in so doing set the tanker on a heading across and to the left in the channel. The pilot on the tanker tried to regain control of the vessel with a hard starboard rudder order in an effort to avoid the inbound MSC Nederland. The pilot on the MSC Nederland saw the approaching tanker and ordered emergency full ahead and hard to port to try to swing his vessel away from the tanker's bow. In spite of the efforts of both pilots, the two vessels collided. The Elka Apollon had arrived in the port of Houston four days earlier on October 25 to discharge cargo. The ship was operated by European Product Carriers, Ltd.; had a crew of 24; and was under way for Freeport, Texas, with 342,000 barrels of naptha [1] onboard when the collision occurred. It left the dock at Houston's Oil Tanking terminal at 0700 CDT with two pilots on board for the outbound transit. The MSC Nederland, operated by Mediterranean Shipping Company (MSC), had a crew complement of 23. It departed from Altamira, Mexico, with about 1,025 containers aboard; arrived at about 0645 on October 29; and boarded a pilot at the sea buoy for the transit up the Houston ship channel. The vessel was bound for the Bayport Container Terminal located in the Bayport ship channel for discharge of its cargo of containers. As a result of the collision, the Elka Apollon sustained damage to its port bow area and the MSC Nederland to its port side at the main deck level in the vicinity of its superstructure. In addition to the vessel's hull damage, three containers from the MSC Nederland fell onto the forward deck of the Elka Apollon as a result of the impact. The containership's rescue boat, situated on the vessel in way of the impact area, was released from its secured position and set adrift during the accident. Damage assessments are pending. The National Transportation Safety Board (NTSB) launched a team of investigators to the accident scene the morning of October 30. The U.S. Coast Guard was the lead investigative agency for the accident. Investigators retrieved and reviewed the voyage data recorders from both vessels involved in the accident as well as recorded data from the Coast Guard Sector Houston - Galveston Command Center and Vessel Traffic Service (VTS). The data from the electronic charting system on the towboat Mr. Earl also was obtained. While on scene, investigators interviewed crew members from both ships, the crew of the Mr. Earl, Houston's Coast Guard VTS watchstanders,



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Coast Guard Command Center watchstanders, and the three pilots aboard the ships at the time of the collision. The team completed the on-scene portion of its investigation on November 8. No injuries were reported, and no pollution resulted from the collision. Drug and alcohol testing was performed on relevant crew members of both vessels, the watchstanders at the port's VTS station, and the three pilots on board the two ships involved. Those results are pending.

http://www.marinelog.com/index.php?option=com_content&view=article&id=1586:2011nov00161&catid=1:latest-news&Itemid=107

USA, MT, HELENA, NOVEMBER 17 2011. PIPELINES AT RISK OF FAILURE IN MONTANA, WYOMING



This Sept. 16, 2011 photo provided by the Montana Department of Environmental Quality shows an exposed section of a ConocoPhillips gasoline pipeline along Beaver Creek near York, Mont. The pipeline was one of hundreds highlighted by federal officials as being at risk of failure after high waters eroded the groundcover over pipelines across the state.

Federal safety regulators disclosed problems Tuesday with oil and other hazardous liquid pipelines at seven major river crossings and hundreds of smaller crossings in Montana and northern Wyoming — problems that could put the lines at increased risk of failure. Problems found at the major river crossings must be fixed by spring or the companies that own them will face enforcement actions, said Chris Hoidal with the U.S. Department of Transportation. That includes pipelines crossing the Missouri, Musselshell, Gallatin, Tongue and other rivers that are owned by three companies: Exxon Mobil, CHS and ConocoPhillips. Some repairs already are under way, according to company representatives. Many of the pipelines were installed decades ago in shallow trenches just a few feet beneath riverbottoms. Erosion caused in part by record flooding has since exposed the lines or left them buried under minimal cover. The consequences of a line failing was highlighted by an Exxon Mobil pipeline break in July that spilled 1,000 barrels of crude into the Yellowstone River, fouling dozens of miles of riverbank. "They've got to do something. If they can't fix them, then they will have to shut them down," said Hoidal, who oversees pipeline safety in 12 Western states for the Transportation Department's Pipeline and Hazardous Materials Safety Administration. He characterized the problems at the major crossings as putting them at a significant risk of failure. Information on the smaller crossings still is under analysis, and Hoidal said repairs to those would be scheduled on a case-by-case basis. Hoidal said he has instructed his inspectors to take a similar look at pipelines elsewhere in the West. But the most detailed information has been collected since the Yellowstone spill for Montana and portions of northern Wyoming within the Missouri River basin. More than 170,000 miles of pipelines carrying oil, refined petroleum and other hazardous liquids crisscross the United States, crossing some 35,000 streams, rivers and other water bodies, according to the Department of Transportation. That includes 2,800 miles of pipelines in Montana, said industry consultant Bruce Beigle with Integrity Solutions in Clinton. About half of that mileage includes lines operated by ConocoPhillips. Other companies with significant hazardous liquid pipeline mileage in Montana include CHS, Kinder Morgan, Marathon, True, Plains and Exxon Mobil. Work already has been completed on an eighth major river crossing with problems, ConocoPhillips' Glacier pipeline along Belt Creek in central Montana. Two other ConocoPhillips pipelines not counted among the major crossings also have been repaired, said company spokeswoman Romelia Hinojosa. Other upgrades are planned in the next several months. That includes \$15 million in additional work along Exxon Mobil's Silvertip line, according to information obtained from Hoidal's agency. A 1,700-foot section of Silvertip was buried approximately 70 feet beneath the Yellowstone in September. Sections crossing Rock Creek and the Clarks Fork of the Yellowstone are due to be replaced by late January. An industry representative said pipeline companies have been closely examining their lines since the summer flooding and are anxious to avoid a repeat of the Silvertip break, which costs Exxon an estimated \$135 million for cleanup and repair work. "The incentive for us is these spills cost a lot of money," said Dave Galt, executive director of the Montana Petroleum Association. "All of these are being addressed and the companies take that responsibility. We don't want releases into the water." Federal inspectors worked with state officials and the pipeline companies to survey the crossings. Initial results were delivered Tuesday to Montana's Oil Pipeline Safety Review Council, established by Gov. Brian Schweitzer in response to the Yellowstone spill. "As long as those get fixed before the next high water, I'll feel a lot better about it," said council chairman Richard Oppen, director of the Montana Department of Environmental Quality. The three-member council will meet again in February. Attention will turn next to gaps in regulations governing the pipeline industry, Oppen said. Heightened public awareness since the Yellowstone River spill also will help prevent future pipeline failures, Oppen added. As an example, he



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said that over the summer a student at Carroll College in Helena found an exposed section of a gasoline pipeline crossing a creek near the community of York. The student reported the problem to officials, Opper said, and ConocoPhillips has since fixed the line.

http://old.news.yahoo.com/s/ap/20111116/ap_on_re_us/us_oil_spill_streams

BULGARIA, SEVLIEVO, NOVEMBER 17 2011. NEW BLAST POSTPONES INSPECTION OF BULGARIAN MILITARY DEPOT



A thick cloud of smoke is rising above the former military warehouses in central Bulgaria, where explosions are reported for the fourth consecutive day.

The expert inspection at the former military storage facilities near Bulgaria's central town of Sevlievo, planned for Wednesday, has been postponed over reported new blasts. The last explosion occurred at 7:40 pm Tuesday evening. On Saturday, around 9 am, explosions occurred at the facilities between Sevlievo and the village of Lovnidol. The area was sealed and secured and remains such. On Tuesday, robot and two auto-pilot aircraft inspected the warehouse, where the munitions were kept – it was reported that the facility was completely destroyed. About 3 000 caliber-153 projectiles were stored inside. Experts will be able to enter the premises 24 hours after the last explosion to investigate the cause of the incident. The six

warehouses belong to the private, Sofia-based Emko company. They were purchased in 2008 and later renovated. Only one contained munitions. The warehouses were first sold by the Defense Ministry 10 years ago. The facilities are aligned with all norms for safe storage of explosives and munitions, police explain, pointing out there are no radioactive substances inside. Emko deals with repair of munitions, which were stored at the warehouse for utilization. The ban on any vehicle and people traffic in the 2-km area around the warehouses continues to be in effect. Measurements of air quality show that all indexes are within the norm and there is no threat of elevated levels of harmful substances. No one had been injured in the blast. The explosions sent to Sevlievo Saturday Defense Minister, Anyu Angelov, the Chief Secretary of the Interior, Kalin Georgiev, and the Chief of Firefighter Services, Nikolay Nikolov.

Related Links

- [It was reported Sunday that arson cannot be ruled out as cause of the explosions.](#)
- [Back in July 2008, a military storage facility at Chelopechene near Sofia exploded, shocking the Bulgarian capital but luckily claiming no lives.](#)

http://www.novinite.com/view_news.php?id=133983

USA, N.C, LEXINGTON, NOVEMBER 17 2011. EXPLOSION SENDS MAN TO HOSPITAL



Lexington firefighters talk outside of Air Craftsmen at 617 Greensboro St. on Wednesday morning where an explosion took place.

A man was transported to Wake Forest Baptist Medical Center in Winston-Salem with non-life threatening injuries after a gas explosion Wednesday morning at a Lexington business. The man's name is not being released. The explosion occurred just after 8:30 a.m. at Air Craftsmen, a filtration system manufacturer at 617 Greensboro St. Lexington Fire Department Commander Paul Jarrett said an initial investigation found that the explosion was caused by an employee who was cutting a pipe that was attached to an underground gas tank. Jarrett said it appears that the tank was filled with some form of petroleum-based fuel and that the employee was unaware the tank was underground. Greensboro-based A&D Environmental Services was on-site by mid-afternoon removing the gas from the

tank and checking it for safety. "From there something will be done to secure the tank, either it will have to be abandoned in place or removed," Jarrett said. The explosion did "moderate" damage to the floor, but there was no structural damage, Jarrett said. Air Craftsmen president Ken Hodges declined to comment on the matter.

<http://www.the-dispatch.com/article/20111116/News/311169983>



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USA, MS, PEARL RIVER COUNTY, NOVEMBER 17 2011. I-59 REOPENS IN TIME FOR WEDNESDAY COMMUTE >>TANKER TRUCK LOADED WITH 8,000 GALLONS OF METHYL CARBITOL

al showers

 **Watch the Video** <http://www.wdam.com/story/16044236/tanker-truck-accident-closes-portion-of-i-59>



The tanker truck that flipped over on I-59 in Pearl River County is gone. And cars are once again using the northbound lanes of the interstate. Drivers had to detour around the danger on Tuesday after truck carrying volatile cargo overturned. For much of the day, traffic was backed-up for miles near the 19-mile marker, just north of the Millard community. The fire that destroyed the tanker truck cab sent smoke hundreds of feet into the sky over Interstate 59. "Fortunately the driver of the vehicle was able to get out," said Pearl River County Emergency Management Director Danny Manley. Donny Leonard, Assistant Chief of the McNeill Volunteer Fire Department, said a tire blow out caused the accident. "He lost control of the vehicle and it over turned on him," Leonard said. After the driver lost control of the 18-wheeler, he hit a concrete guard rail, then crossed over the center line and hit the one on the other side, barely avoiding going overboard. "About 25, 30 feet drop down to another road," Leonard said. "Chunks of concrete went all over Savanna Millard Road down below. The back end of the trailer hit the concrete railing on the other side, busted it out," Manley explained. The tanker was loaded with 8,000 gallons of Methyl Carbitol. It's a flammable solvent used as a fuel additive. Traffic was routed away from the danger. Drivers headed north on I-59 were allowed to take the off ramp, then get back on the on ramp at exit 19 in Millard. That detour will stay in place until clean-up crews off load the flammable material, and move the truck. The driver of the tanker truck was taken to Forrest General Hospital in Hattiesburg. His condition is not known, but authorities don't believe his injuries are life threatening. We're told by the Mississippi Highway Patrol that I-59 reopened Tuesday night.

<http://www.wdam.com/story/16044236/tanker-truck-accident-closes-portion-of-i-59>

ENGLAND, CLIFTON MOOR, NOVEMBER 17 2011. MYSTERY FAULT STRANDS CARS AT UK GAS STATION



A mysterious electrical fault is causing cars to not be able to start at a UK gas station.

Drivers are being left stranded at a gas station in northern England by a mysterious electrical problem that leaves them unable to start their engines. The glitch, at a Tesco gas station in Clifton Moor, near the city of York, prevents the drivers of cars with keyless entry systems from starting until the vehicle has been pushed away from the pumps and onto the road. Motorist Martyn Lamb, 54, has been having trouble while filling up his Ford Focus at the station since September, the [Yorkshire Post](#) reported. He said, "This is the only place I am having this problem. It lets me in, but then I get a display on the dashboard saying 'key not detected'." A delivery driver said he had seen at least eight cars immobilized in the past week alone, and it was causing congestion. "I had to push one woman's car off the forecourt and clear of the canopy and then it worked fine," he said. A Tesco spokesman said the

company was investigating and carrying out equipment checks, but there had been no changes in machinery and the cause was not immediately obvious.

<http://www.myfoxny.com/dpp/news/mystery-fault-strands-cars-at-uk-gas-station-20111108-ncx>

USA, IA, WATERLOO, NOVEMBER 17 2011. KUM & GO GAS LEAK CLEANUP UNDER WAY

tim jamison

Kum & Go is cleaning up a fuel spill that spread into soil and a creek around the company's station on San Marnan Drive. The Iowa Department of Natural Resources is keeping an eye on the major cleanup effort, which began Nov. 4 when a sheen appeared on the unnamed creek adjoining the station at 117 E. San Marnan Drive. Up to 4,000 gallons of unleaded gas had escaped and some had surfaced in the stream, DNR officials said. "Kum & Go acquired this site in the mid-1990s," said company spokesperson Catherine Huggins. "Prior to our company's ownership, the site experienced a release. Currently,



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we're working with environmental experts to expedite the cleanup and make repairs to the system tied to the release." A contractor suspected a new leak in October during ongoing monitoring and cleanup from the prior leak. The new leak was traced to a puncture in an 80-foot long fill line used to fill the regular unleaded gas storage tank. As of late last week, the cleanup contractor estimated about 1,900 gallons of the released fuel had already been recovered. The DNR is requiring testing of the repaired line and two other fuel lines in the area. The station also will be required to assess and monitor the effectiveness of their cleanup and report progress to the DNR. "Once petroleum is released into the environment, it can be quite difficult to recover," Ruth Hummel, DNR's regional coordinator for leaking tank sites said in a news release. "Petroleum can contaminate ground water and drinking water in wells. "The release of a volatile petroleum product such as gasoline can also produce vapors, which can enter sewers or basements," she added. "When the vapor concentrations are highest right after a release, they pose a risk for fire or explosions. Longer-term risks to public health are associated with breathing the lingering vapors."

Related Links

- [State monitors gasoline leak at convenience store in Waterloo](#)

http://wfcourier.com/news/local/kum-go-gas-leak-cleanup-under-way/article_14768c05-ad09-5137-96dc-c6803b858f57.html

USA, ORE, MILWAUKIE, NOVEMBER 18 2011. EMPLOYEE PARTLY FALLS INTO VAT OF ACID AT TECHNICAL FINISHES & COATINGS PLATING, INC. IN MILWAUKIE

nicole dungca,

An employee of a metal finishing solution provider company was transported to the hospital Thursday afternoon after his leg fell into a vat of chemicals at Technical Finishes & Coatings Plating Inc., near Johnson Creek Boulevard in Milwaukie. Firefighters, including a hazmat team, were dispatched about 3 p.m. Thursday after the employee fell into a vat of nitric acid and sodium dichromate, according to [Clackamas Fire District #1](#) spokesman Steve McAdoo. The man was decontaminated with a rinse down before being transported to Providence Milwaukie Hospital via ambulance, McAdoo said. The hazmat team, which was sent by the Gresham Fire Department, is still determining how the solution could potentially harm the employee, whose identity and condition are currently unknown.

http://www.oregonlive.com/milwaukie/index.ssf/2011/11/man_falls_into_a_vat_of_chemic.html

SOUTH AFRICA, JOHANNESBOURG, NOVEMBER 18 2011. IMPENDING EXPLOSIVES ACT TO IMPROVE OUTDATED REGULATIONS

idéle esterhuizen



Explosives Legislation: The Act requires importers and suppliers to obtain authorisation for explosives before they are sold to end-users

The introduction of the Explosives Act of 2003 is expected to align South Africa's explosives regulations with global best practices when it replaces the inadequate Explosives Act of 1956 and the 1972 Explosives Regulations next year or, at the latest, in 2013. However, the South African Police Service's (SAPS's) Chief Inspector of Explosives (CIE) representative, Lieutenant Colonel Jurie van Staden, points out that, although the Act was assented to by former President Thabo Mbeki, in 2003, and the 2010 Explosives Regulations were finalised last year, it can only be implemented once the required systems are in place. Currently, the SAPS Explosives Control Section is still working on its plan to facilitate the

successful implementation of the new legislation. "We hope to have the required systems completed in the next year or two," Van Staden notes. The plan involves the national upgrading of the SAPS computer network, equipment and programs, as well as the training of personnel and the provision of information to the explosives industry through the Internet. The amended Act requires explosives to adhere to United Nations (UN) and South African Bureau of Standards regulations in terms of classification, marking, transport and packaging. "The current 1972 Explosives Regulations are outdated, owing to inadequate penalties, a classification system that is inconsistent with the standards of the international community and the failure to regulate pyrotechnicians, black powder users, model rocket hobbyists and on-site manufacturing of explosives," Van Staden explains.



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Authorisation and Transport

Among the revised aspects of the new Act is the need for importers and suppliers to obtain authorisation for explosives before these are sold to end-users. The process entails the authorisation of all explosives by the CIE, based on UN and international criteria, which requires that explosives shipments be properly named, have UN classification and packaging, and performance and compliance testing certificates. However, users, manufacturers, importers, exporters, suppliers, transporters and brokers must first be authorised as legal entities by the CIE before any licence, permit, certificate or authorisation of explosives may be issued. Each legal entity is obligated to appoint a responsible person or persons to be responsible for any actions regarding explosives, such as applying for permits, record keeping and ensuring explosives safety and security. Further, Chapter 4 of the new regulations compels explosives to be packed, marked and labelled in accordance with SANS 10228: The identification and classification of dangerous goods for transport; SANS 10229: Transport of dangerous goods – packaging and large packaging for road and rail transport; and the International Maritime Dangerous Goods Code and the International Civil Aviation Organisation's Technical Instructions for the Safe Transport of Dangerous Goods by Air. In Chapters 5, 6 and 7 of the new regulations, provision is made for all modes of transport, with all vehicles transporting explosives on public roads needing to be licensed by the CIE. "Transport, import, export or transit permits must be applied for when explosives are being moved between suppliers, explosives storage magazines and workplaces," Van Staden asserts.

Manufacturing

Chapter 2 of the new regulations deals with the manufacturing of ammonium nitrate blasting agents or emulsion explosives at blasting sites. The regulations require the mixing equipment to be licensed by the CIE, while the application for a manufacturing permit must include documents that cover risk assessment, the physical location of the manufacturing site and a description of the substances used in the manufacturing process.

Storage

Regulations affecting the licensing and construction of explosives magazines are covered in Chapter 8 of the Act. General requirements include fencing, lightning protection and drainage. "An application for permission to construct an explosives storage magazine, including the provision for certain scales for the magazine plans and safety distances, must be submitted to the CIE," Van Staden points out. All companies that handle explosives, including importers, exporters, manufacturers and users, must appoint magazine masters to take full responsibility for the secure storage of explosives, as well as stock control.

Offences

The legislation also enforces a range of penalties commensurate with the seriousness of offences. Chapter 21 of the new regulations states entities will be penalised for failure to comply with any provision or conditions of a licence, permit, authorisation, written permission, certificate or requirement of a notice issued or granted. There will be a minimum fine of R1 000 for each day an entity fails to comply; however, Van Staden says, this fine will only be imposed after the deadline for compliance has passed. Fines can amount to a maximum of R60 000, if the entity is convicted in a magistrate's court, or R300 000 if judgment is passed in a regional court. Extreme contraventions of the explosives legislation are punishable with imprisonment of between three and five years. However, the Act enables individuals who have been convicted and are not satisfied with the decision of an inspector to appeal in writing to the CIE within 14 days of the decision. "A person who is not satisfied with the decision of the CIE may appeal to an appeal board within 30 days of the decision," Van Staden adds. He believes that the stricter system will improve explosives control and safety in South Africa, as "the new Act and regulations will assist the local explosives industry in achieving overall higher standards". Van Staden was one of the speakers at BME's nineteenth annual explosives conference in November.

<http://www.miningweekly.com/article/impending-explosives-act-to-improve-outdated-regulations-2011-11-02>

ENGLAND, WILTSHIRE, NOVEMBER 18 2011. BOY SET FIRE TO DEVIZES PETROL PUMP

jill crooks

A drunken teenager set fire to a petrol nozzle at the filling station in London Road, Devizes. The 16-year-old boy was stopped by friends and his mother, preventing any serious damage occurring during the late night incident on October 28. The boy, from Devizes, pleaded guilty to arson and recklessly endangering life when he appeared at Salisbury Youth Court on Tuesday. Philomena Creffield, prosecuting, said the boy took a hose from the petrol pump and lit its nozzle causing the petrol at its end to catch fire. A friend of the boy put out the fire while the boy's mother was telephoned by a friend and she arrived to stop him. Kim Brereton, defending, said: "He (the defendant) was so drunk, he could not remember anything. "He never had any intention of endangering anyone's life. The amount of damage was minimal. The cashier said the pump did not click on so no



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further petrol came out." She said the boy, who cannot be named for legal reasons, had been out celebrating with friends as he was due to move up north to stay with his father and had a job lined up. She said: "Unfortunately he drank far too much. He drank almost a whole bottle of Jack Daniels. "He remembers the petrol station but can't remember picking up the hose or setting fire to it. He did apologise to the police. "His attitude to alcohol has now changed. He is never going to drink that amount of alcohol again." She said he was planning to do some retraining and had been offered a trial for a job. The boy's mother and father were in court. His mother said: "He doesn't normally drink like that, in fact he has never drunk as much as that." The court heard the boy had been sentenced to an eight-month referral order in September for causing criminal damage and common assault. The magistrates adjourned the case for reports to be drawn up on and the boy will be sentenced in January. Magistrate Shirley Hatt said: "You know this was a dreadfully serious offence and it was aggravated because you were so drunk. You were reckless as to the danger you could have caused. "Lighting fuel is extremely dangerous. The risk of harm was horrendous, there a risk of explosion, a fire or people killed." She said the reports would consider all options including custody. The boy was released on unconditional bail.

http://www.thisiswiltshire.co.uk/news/9369215.Boy_set_fire_to_Devizes_petrol_pump/

USA, MS, BILOXI, NOVEMBER 18 2011. BOOM CONTAINS DIESEL IN BILOXI HARBOR

renee johnson



A diesel spill in the Biloxi Small Craft Harbor Wednesday has been contained. A curious WLOX viewer posted more than [a dozen pictures on our Facebook wall](#) showing a crew laying out boom in the harbor, and asked us to find out what was going on. Doug Walker stopped by the harbor to check it out. He was told a transient boat visiting the harbor on Wednesday had engine problems, and leaked about 150 gallons of diesel fuel into the water. That's when workers from United States Environmental Services were called in to contain the mess. The cleanup took about four hours to complete.

<http://www.wlox.com/story/16066493/boom-contains-diesel-in-biloxi-harbor>

USA, CO, CLIFTON, NOVEMBER 18 2011. NOVEMBER 18 2011. CRASH OF ERRATIC TANKER ON I-70 KILLS DRIVER

paul shockley

Watch the Video:

http://www.nbc11news.com/home/headlines/Tanker_crash_marks_5th_oil_field_related_accident_in_month_134019708.html



Firefighters with the Clifton Fire Protection District look over a tank truck that rolled into the median of Interstate 70 while heading west Wednesday morning. The wreck killed the 52-year-old driver, who was a resident of the Grand Valley. The truck is owned by a Fruita company.

The Colorado State Patrol said alcohol intoxication may have contributed to a crash involving a tanker truck that careened off Interstate 70 Wednesday near Clifton, killing its driver. A 52-year-old Grand Valley man, whose identity was withheld pending next-of-kin notification, was behind the wheel of a westbound tanker that went off the left side of the roadway at mile post 35 and rolled into the median around 10:45 a.m. He was thrown from the cab during the rollover and pronounced dead at the scene, the State Patrol said. The crash happened approximately 10 minutes after a vehicle with volunteers of the Mesa County Sheriff's Department phoned in a report of a reckless driver involving the same tanker, Trooper Don Moseman said. The group reported the tanker struck a guardrail westbound on I-70 in De Beque Canyon, but it continued on before drifting on and off the roadway at least twice, Moseman said. Troopers still were trying to locate the tanker when the crash was reported. "We're very lucky nobody else got hurt today," Moseman said. An eastbound vehicle was struck by debris from the crash, but nobody was injured, the State Patrol said. Moseman said there was concern the tanker might be hauling energy-industry production water. The State Patrol said in a news release Wednesday night the tanker was empty. The truck is owned by Fruita-based Stateline Trucking.

http://www.gjsentinel.com/news/articles/crash_of_erratic_tanker_on_i70/



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CANADA, QUEBEC, GATINEAU, 18 NOVEMBER 2011. THE TRANSPORTATION SAFETY BOARD OF CANADA RELEASES INVESTIGATION REPORT INTO THE FEBRUARY 2010 RAILWAY TANK CAR FAILURE AND DERAILMENT IN TORONTO, ON.

Photo's <http://www.bst-tsb.gc.ca/eng/medias-media/photos/rail/r10t0020/r10t0020.asp>

TSB today released its final investigation report (R10T0020) into the 09 February 2010 catastrophic failure and derailment of a dangerous goods tank car at the MacMillan Yard in Toronto, ON. The [report](#) and [photo gallery](#) are available on this site. On 09 February 2010, a non-pressure dangerous goods tank car broke into two sections and derailed during switching operations at Toronto's MacMillan Yard. When the car failed, it released its entire load of 57 000 litres of ferric sulphate along the roadway and adjacent tracks. A total of 2 cars had derailed and 3 additional cars were damaged. There were no injuries. The investigation report identifies safety deficiencies regarding the attachment of equipment to tank car shells, the properties of materials used to construct non-pressure tank cars prior to 1990 and the inspection standards and methods used to inspect tank cars during requalification. Throughout North America, there are approximately 82 000 railway non-pressure tank cars built prior to September 1990, which were built with similar material and design features to the tank car that failed. The industry and regulators in Canada and the United States of America have developed a number of strategies to deal with the issues identified in the report.

<http://www.bst-tsb.gc.ca/eng/medias-media/avis-advisory/rail/2011/r10t0020-20111117.asp>

BULGARIA, SOFIA, NOVEMBER 18 2011. RUSSIAN GAZPROM EAGER TO SET FOOT ON BULGARIA'S FUEL RETAIL MARKET

Russian giant Gazprom, the sole supplier of natural gas to Bulgaria, is preparing to set foot on the local fuel retail market. The company has already launched its expansion in Bulgaria through its Serbian unit, Naftna Industrija Srbije, which has started buying filling stations in Bulgaria, according to reports of [dnevnik.bg](#). NIS Petrol EOOD, which has already sealed contracts for the purchasing small filling stations currently operated by Geriya EOOD, Ir Max EOOD, B Plus OOD, Gand Oil OOD, Tim Oil OOD, Arena – I.T. EOOD and by two natural persons – Krasimir Georgiev and Teodora Yordanova, was registered in Bulgaria in end-August. According to Andrey Delchev, Chairman of the Bulgarian Petroleum and Gas Association (BPGA), the Russian energy giant is eyeing a market share of around 8%. If this happens, NIS Petrol will become the fourth fuel retailer in the country and will outpace Eko-Elda Bulgaria, a subsidiary of Greek Hellenic Petroleum Group, which has a market share of around 7%. Analysts say that the company cannot achieve its goal unless it buys several filling station chains, even if they are of the smaller type. Gazprom's unit is said to have started talks with Petrol, which is in a tough financial condition and urgently needs money to meet bond payments, but no deal has yet been reached at this stage. Bulgaria has a total of 3122 filling stations, 1300 of which belong to companies which are members of the BPGA, according to statistics of the Commission on Protection of Competition.

http://www.novinite.com/view_news.php?id=134027

USA, WI, FRIENDSHIP, NOVEMBER 18 2011. WOMAN INJURED IN ROME FIREWORKS EXPLOSION TESTIFIES AT HEARING

karen madden

A Janesville woman injured in a July 16 fireworks explosion in Rome took the stand this afternoon in an Adams County courtroom during a preliminary hearing for the man charged with causing the injury. Marlene B. Fuller said she was sitting in chair in the parking lot at Romano's Pizzeria, Highway Z, Rome, when she saw the shell from a fireworks explosion coming at her. The shell struck Fuller in the left side of her face, causing her glasses to break and cut her eye. "All of a sudden, something went wrong," Fuller said. "I just saw it coming, and it slammed into my face." Michael H. Rose, 66, of Wisconsin Rapids is charged with second-degree reckless injury, second-degree reckless endangerment and injury by negligent handling of explosives in connection with the fireworks incident. The explosion injured 11 people and left Fuller blind in her left eye. Rose was the person in charge of the fireworks show put on by Sight and Sound, Wisconsin Rapids, according to the criminal complaint. During Rose's preliminary hearing today, many friends and family members sat behind Rose in the courtroom to show him their support. Following testimony from Fuller and two law enforcement officers, Rose's attorney, Gary Kryshak, asked Adams County Circuit Judge Charles Pollex to postpone ruling on whether to proceed with the case while the attorney



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puts together written arguments for dismissing it. Pollex agreed to allow time for Kryshak and Adams County District Attorney Tania Bonnett to file written arguments and postponed the preliminary hearing to Jan. 25.

<http://www.wisconsinrapidtribune.com/article/20111116/WRT0101/111116127/Woman-injured-Rome-fireworks-explosion-testifies-hearing?odyssey=tab%7Ctopnews%7Cimg%7CWRT-News>

USA, WI, MADISON CO, NOVEMBER 18 2011, SHELL ANSWERS MADISON COUNTY BENZENE LAWSUITKORN

Shell Oil Co. answered a Madison County benzene lawsuit by denying it is responsible for the plaintiff's damages. Jack Brown filed suit last month against Shell, BP Products North America, ConocoPhillips Company, WRB Refining and URS Corporation, claiming he developed acute lymphocytic leukemia, after decades of exposure to benzene. Brown, who was diagnosed with the cancer in September 1997, claims he grew up in a home in Wood River where he lived and "spent a considerable amount of time" from 1968 through 1986. also lived at residences in Roxana and Wood River from 1991 until the time suit was filed and worked as a mechanic and bus driver for the Roxana School District from 1992 until present time at a building close to Wood River facilities owned by Shell and BP, his complaint states. "Plaintiff's damages were caused solely by the acts and/or omissions of a party or parties other than Shell over whom Shell had no control," states, in part, Shell's affirmative defense filed Oct. 31. "Plaintiff's alleged injuries and damages were the result of preexisting or subsequent conditions which are unrelated to any product or material emitted, leaked, spilled, dumped or otherwise discharged by Shell from Shell's Wood River Refinery." Shell, represented by Richard Korn of Fox Galvin in St. Louis, also states that if it is found liable "it is entitled to indemnity, contribution and/or set-off from those persons or entities whose fault caused or contributed to cause the damages for which recovery is sought..." At the facilities, Shell and BP processed and stored benzene, a highly toxic chemical classified as a human carcinogen, according to the complaint. The same benzene produced at the facilities discharged into the surrounding air and water, causing Brown to be exposed to the pollutant, the suit states. Brown alleges negligence against the defendants, saying they included benzene in their products even though it was a known carcinogen, failed to sufficiently test the effects of benzene on humans living in close proximity to plants and failed to alert her and other residents of air and water contamination. Brown also alleges willful and wanton conduct against the defendants, saying they released toxic chemicals into the air without attempting to clean them up, minimized and hid the dangers of benzene exposure despite their knowledge of the chemicals and committed numerous environmental violations. In his two-count suit, Brown seeks a judgment of more than \$100,000, plus costs and other relief the court deems just. Christopher W. Dysart of The Dysart Law Firm in Chesterfield and Kimberly M. Steuterman of Helfrey, Neiers and Jones in St. Louis will be representing him. The lawsuit is one of a number of benzene-related lawsuits filed this year in Madison County.

<http://www.madisonrecord.com/news/239721-shell-answers-madison-county-benzene-lawsuit>

USA, IL, MADISON CO, NOVEMBER 18 2011. MADISON CHEMICAL PLANT EXPLOSION IS SUBJECT OF NEW CLASS ACTION

kelly holleran

Two Madison County residents fear future medical repercussions after they say magnesium was released into the air near their home following an explosion at a chemical plant. John Williams and Monica Harris-Williams filed a putative class action lawsuit Nov. 4 in Madison County Circuit Court against Magnesium Elektron North America. In their complaint, the Williamses say they were exposed to air pollution following an explosion and fire at Magnesium Elektron North America's plant in Madison on Oct. 4, 2010. The fire broke out near a coil reheating furnace used to heat large magnesium coils. The blaze rapidly expanded when a water line above the furnace ruptured, according to the complaint. In turn, the magnesium particles came into contact with molten magnesium, causing a chemical reaction with hydrogen gas and multiple explosions, the suit states. "As a result of the explosions and fire, a large plume of magnesium oxide particulates and other contaminants was emitted into the atmosphere, migrating to the nearby communities of Madison, Illinois, and Venice, Illinois," the complaint says. The Williamses say they saw the large plume of smoke from their home on Oct. 4, 2010, and smelled an unpleasant odor in the air. Eventually, they also noticed a thin film on their vehicle and home, which they attribute to the explosion. A federal investigation into the environmental effects of the explosion is still ongoing, but Illinois Attorney General Lisa Madigan has already filed a complaint, alleging that the plant violated the Illinois Environmental Protection Act, according to the Williams's complaint. The complaint alleges negligence, trespass and nuisance claiming Magnesium Elektron North America released contaminants into the air despite the known dangers. Because of the explosion, the Williamses say they fear adverse health effects and diminished property values. They seek a judgment of \$200,000 for each member of the putative class, plus



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injunctive relief requiring the plant to clean up the contamination and other relief the court deems. Eric D. Holland, Steven J. Stolze and Kevin D. Wilkins of Holland, Groves, Schneller and Stolze in St. Louis will be representing them. Madison County Circuit Court case number: 11-L-1163.

<http://www.madisonrecord.com/news/239753-madison-chemical-plant-explosion-is-subject-of-new-class-action>

USA, VA, ROANOKE COUNTY, NOVEMBER 19 2011. EXPLOSION AT PAINT STORE IN ROANOKE COUNTY INJURES 1 MAN

jorge valencia



Members of the Roanoke County Fire and Rescue Department work the scene at a Sherwin-Williams store on Williamson Road where a barrel being used to mix chemicals exploded Thursday.

A barrel exploded inside a north Roanoke County paint store Thursday afternoon, sending one man to the hospital, the fire department said. The barrel blew up about 1:20 p.m. while employees at the Sherwin-Williams store in the 6700 block of Williamson Road were mixing chemicals inside of it, said Capt. Barry Hurley of the Roanoke County Fire and Rescue Department. It wasn't immediately clear what type of chemicals were in the barrel, Hurley said. A hazardous materials crew from

Roanoke helped in the cleanup and investigation. The fire department did not release the name or condition of the man taken to the hospital. The structure of the building did not appear to have been compromised.

<http://www.roanoke.com/news/roanoke/wb/301288>

USA, WI, CANAL JUNCTION, NOVEMBER 19 2011. DIESEL LEAK SHUTS ILLINOIS PIPELINE SERVING WISCONSIN

The West Shore Pipe Line Co. shut a line Thursday after a leak of about 250 gallons of diesel, according to a filing with the National Response Center. The line, which runs from Chicago to Canal Junction, remained shut Friday and the operator, Buckeye Partners LP, is investigating the cause of the leak, said JoMarie Jenkins, a right-of-way manager for the company. The pipe has a 12-inch diameter, she said. The line is part of a 650-mile system that transports refined products in northern Illinois and Wisconsin from the Chicago area, according to the company's website.

<http://www.jsonline.com/business/diesel-leak-shuts-illinois-pipeline-serving-wisconsin-5c3404u-134118783.html>

USA, WYO, ROCK SPRINGS, NOVEMBER 19 2011. TANK FARM LEAK RESULTS IN LARGE GASOLINE SPILL NEAR ROCK SPRINGS

david martin



A leak at the ConocoPhillips fuel tank farm near Rock Springs resulted in the spill of roughly 44,000 gallons of unleaded gasoline Thursday night. According to Dick Blust, public information officer at the Sweetwater County Sheriff's Office, the leak was immediately stopped and there are no air quality issues near the facility. A leak at the ConocoPhillips tank farm outside Rock Springs resulted in a spill of approximately 1,100 barrels, or 44,000 gallons, of unleaded gasoline Thursday night. Officials were notified at about 9:30 p.m. Thursday when employees at the tank farm were alerted by atmospheric monitoring sensors at the facility. The call resulted in a multi-agency response, including the Sweetwater County Sheriff's Office, Fire District No. 1, Wyoming Highway Patrol and Sweetwater County Emergency Management. "Something like this is a major cooperative effort," Dick

Blust, public information officer for the sheriff's office, said. The facility is primarily used to store gasoline and diesel fuels. There are two truck racks on location which allow fuel trucks to load fuel for distribution. Blust said the leak was stopped immediately and the spill was contained inside the facility. Despite the smell of gasoline being present near the facility Friday evening, Blust said there are no concerns with air quality and monitoring systems are still checking the air quality around the facility. Jim Wamsley, fire chief at Fire District No. 1, said Foothill Boulevard was closed at Gookin Road and near the entrance to the Volcic mobile home park. Residents in the mobile home park and those staying at the nearby KOA campground were notified of the spill. Wamsley said the mobile home park is about three-fourths of a mile from the facility and the Clearview



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Acres subdivision is more than a mile away. The campground is directly adjacent to the tank farm. Romelia Hinojosa, a spokesperson for ConocoPhillips said they don't have an estimate for how much the spill will cost to clean up and said the cause of the leak is still under investigation. After an investigation is completed, additional prevention measures may be installed to prevent future leaks. An independent contractor to ConocoPhillips is handling the clean-up work, which consists of vacuuming as much of the liquid as possible, then applying absorbent mats to collect additional fuel. After that phase, the ground will be excavated and contaminated soil will be sent to a processing facility to remove any gasoline still present. Ground water monitoring wells are present around the facility and the tanks themselves have emergency dykes built near them to guard against spills, as per Environmental Protection Agency requirements. Wamsley said he was told a layer of ice had formed in the dykes and made a majority of the fuel recoverable.

<http://www.greenriverstar.com/articles/2011/11/18/news/doc4ec6fd98910b8279537065.txt>

USA, WI, ADAMS CO, NOVEMBER 19 2011. \$100K SOUGHT FOR FIREWORKS INJURIES

karen madden

 **Watch the Video**

http://www.wsaw.com/news/headlines/Suspect_in_Adams_County_Fireworks_Accident_Due_in_Court_133951243.html?ref=243

A Janesville woman injured in a July 16 fireworks explosion in Rome told an Adams County courtroom Wednesday that an errant shell hit her face, leaving her half blind. Marlene B. Fuller testified in a preliminary hearing for the man charged with causing the injury, Michael H. Rose, 66, of Wisconsin Rapids. The hearing eventually was postponed until Jan. 25. Fuller said she was sitting in a chair in the parking lot at Romano's Pizzeria on Highway Z in Rome, when she saw the shell from a fireworks explosion coming at her. The shell struck Fuller in the left side of her face, causing her glasses to break and cut her eye. "All of a sudden, something went wrong," Fuller said. "I just saw it coming, and it slammed into my face." Rose is charged with second-degree reckless injury, second-degree reckless endangerment and injury by negligent handling of explosives in connection with the fireworks incident. The explosion injured 11 people and left Fuller blind in her left eye. Rose was the person in charge of the fireworks show put on by Sight and Sound of Wisconsin Rapids, according to the criminal complaint. Rome Police Sgt. Jason Laube said Rome Fire Department officials had not notified the Police Department about the fireworks show. Laube said he contacted the police chief to question the safety of setting off the fireworks so close to Highway Z. Police Chief Adam Grosz contacted Fire Chief John Frantz and Frantz told the officers Rose had a permit and everything was good, Laube said. Laube said the fireworks' launch site was 39 feet from spectators' chairs. He said he later learned spectators should have been at least 350 feet from the launch site. Following Fuller's testimony, Adams County Circuit Judge Charles Pollex postponed the preliminary hearing until Jan. 25 to allow time for Kryshak and Adams County District Attorney Tania Bonnett to file written arguments. Last week, an attorney for Marlene Fuller and her husband, Donald, filed a notice of claim with town of Rome officials. A notice of claim is the first step in filing a civil lawsuit. Donald Fuller suffered injuries including burns in the explosion, the lawsuit states. Marlene Fuller suffered the loss of vision in one eye, significant hearing loss and facial scarring that required plastic surgery, the document said. Marlene Fuller's medical expenses as of the filing of the claim totaled \$89,000, according to the claim. During Wednesday's hearing, she said she has an appointment with a cornea doctor next month to determine if she's eligible for a cornea transplant. Marlene and Donald Fuller each are asking for \$50,000 in compensation from the town -- the maximum amount state statute's allow. An attorney for Robert Hutchison, a Nekoosa resident injured in the explosion, also has filed a notice of claim. The document states the explosion injured Hutchison's left knee. The document does not give a dollar amount Hutchison is requesting.

<http://www.wisconsinrapidtribune.com/article/20111117/WRT0101/111170550/-100K-sought-fireworks-injuries?odyssey=tab%7Ctopnews%7Cimg%7CWRT-News>

USA, CA, NEVADA COUNTY, NOVEMBER 19 2011. NEVADA COUNTY RECEIVES \$360,000 IN CHEVRON LAWSUIT

liz kellar

Nevada County recently received \$360,000 as part of a multimillion-dollar settlement negotiated with Chevron U.S.A. Inc., after the corporation was sued for numerous environmental violations relating to underground storage tanks. Investigators found that Chevron had violated underground storage tank laws throughout the state of California by tampering with or disabling leak detection devices, failing to test secondary containment systems, not conducting monthly inspections,



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inadequate training of employees in proper protocol, and maintenance of operational alarm systems, among other violations, Nevada County District Attorney Cliff Newell said. The investigation also revealed hazardous materials and hazardous waste violations. Chevron, based in San Ramon, is the second-largest U.S. energy company. "The investigation originally started in Sacramento," Newell said. "They found some pretty egregious violations. They started looking around and found that many counties had been having issues with Chevron, and gas stations in general, so it morphed into a larger suit. I got involved because they were looking for (plaintiffs) from rural counties." There are at least four Chevron gas stations in western Nevada County. According to Newell, some violations were found locally, but he noted the local affiliates have been "relatively compliant" in addressing those. "We do consider tampering with monitoring systems (to be) pretty serious," said Director of Environmental Health Wesley Nicks, noting those violations are corrected immediately or the system gets shut down. Newell and three other counties brought a lawsuit in August. The settlement judgment includes a permanent injunction against Chevron to clean up their underground storage tanks and comply with all regulatory laws. The judgment also imposed \$24.5 million in civil penalties and costs. "You (have to) sting a large company in the pocketbook," Newell said. "The bigger point is just for companies to know there are ramifications for shortcutting the process ... We want to make it clear that won't be tolerated." The penalties were divided among the plaintiffs on a pro-rata basis. The Nevada County District Attorney's Office received \$210,000 and the Nevada County Department of Environmental Health received \$150,000. "We will use this money to ensure that we are technologically capable of continued top-notch prosecutions," said Newell. Nicks indicated the settlement money received by his department will be used to supplement and enhance Nevada County's underground storage tank inspection and enforcement program. Efforts to improve prevention programs will also be implemented.

<http://www.theunion.com/article/20111118/NEWS/111119785/1007&parentprofile=1053>

NETHERLANDS, NOVEMBER 19 2011. DUTCH GRAB SEVEN TONNES OF ILLEGAL CHINESE FIREWORKS

Dutch environmental inspectors have confiscated seven tonnes of illegal fireworks hidden in a container in the Rotterdam harbour, destined for Austria, a government spokesman said Wednesday. "The fireworks were found after a routine inspection with customs officers," the infrastructure and environment ministry's spokesman for inspections, Gerard Westerhof, told AFP. He said the haul included numerous dangerous fireworks including so-called "Vipers", which contained a large amount of flash powder, a dangerous mix of oxidizer and metallic fuel used in pyrotechnic and firework displays. "These fireworks contained some 34 grammes of flash powder each, while the European norm is 0.5 grammes, while flash powder is illegal in the Netherlands," he said. "This is one of our biggest hauls this year and the fireworks are some of the 'heaviest' we have so far encountered," Westerhof said, adding "they can really cause serious injury". He said a criminal investigation into the consignment's origins have been launched and it was yet to be decided what to do with the confiscated goods. The find comes on the day the Dutch government announced an agreement with Chinese authorities to improve efforts between the two countries to curb the import of illegal and unsafe fireworks from China. With the agreement "information on shipments of illegal, wrongly packaged or dangerous fireworks found at the Dutch border can be given to Chinese authorities", the infrastructure and environment ministry said in a statement. The Netherlands is a major importer of Chinese fireworks, with some 30,000 tonnes passing through Europe's largest port, Rotterdam, last year, it added.

http://www.expatica.com/nl/news/dutch-news/dutch-grab-seven-tonnes-of-illegal-chinese-fireworks_189111.html

USA, LA, LAKE CHARLES, NOVEMBER 19 2011. LEAK AT CITGO DOCK D UNDER INVESTIGATION

theresa schmidt



U.S. Coast Guard officials are still investigating that chemical leak from a ship moored at Citgo. We took a boat ride to the scene with the Coast Guard to find out the latest. They don't know how much leaked out or what caused it. BuAT Coast Guard officials are satisfied the xylene leak at Citgo Dock D never posed a major threat to people or the environment. The leak was reported as a solvent release in the Calcasieu Ship Channel south of the I-210 Bridge in Lake Charles. Turns out it was xylene coming from a ship: the Chembulk New Orleans. Robert Compher is the commanding officer of the Coast Guard's Lake Charles Marine Safety Unit. "We received notification from Citgo that as they were loading the Chembulk New Orleans, a tanker that was at their facility, they noticed a product bubbling up while they were loading. So they immediately stopped the spill, contained the source, put



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boom around it. Immediately started air monitoring and get the response resources out there." Right up here next to the ship they've got boom all around it. You really can't see a sheen or any indication of the spill on the water. An environmental contractor was on scene but Compher admits, as light as xylene is, it's not the kind stuff you can scoop up off the water. "It is volatile so once it is on the water it tends to evaporate rather quickly, which certainly helps out in a response like this. Once we get it contained it tends to evaporate rather quickly, especially on a sunny day like this." Compher says within twelve or thirteen hours the leak was stopped. He says there was never any indication of immediate health risks. "Once we had it contained, Citgo had air monitors right there on the pier and on the vessel and they were constantly monitoring air levels and never registered any significant threat to any of the responders out on scene or the men and women that work in industry and live in that area." Coast Guard Officials say they are still investigating the cause of the leak and whether there should be penalties. Traffic in the channel was limited to commercial vessels on a case-by-case basis but it's now open.

<http://www.kplctv.com/story/16070135/leak-at-citgo-dock-d-under-investigation>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, NOVEMBER 19 2011. CHEMICAL SPILL CLOSES MORISSET STATION

A chemical spill from a 25,000 litre freight train has closed down a railway station north of Sydney. Emergency services were called to Morisset station just before 11am (AEDT) today, after track workers noticed chemical leaking out of a private freight train, Inspector Chris Sedgwick from Fire and Rescue NSW told AAP. The tanker is leaking sodium hypochlorite, a chemical normally used for cleaning, at a rate of about five litres per minute. But Inspector Sedgwick said it was not yet known how much has spilled out so far. The spill did not pose a risk to nearby residents as there was no vapour cloud, he said. Morisset Station has been closed, with buses now replacing trains between Wyong and Fassifern in both directions on the Newcastle and Central Coast Line. Passengers are being told to expect major delays and are advised to avoid the area with Dora Street, Macquarie Street and Bridge Street closed in both directions, NSW Department of Transport said. The station is expected to remain closed for several hours.

<http://www.heraldsun.com.au/news/breaking-news/chemical-spill-closes-morisset-station/story-e6frf7kf-1226199947619>

USA, AK, HOMER, NOVEMBER 19 2011. FIREFIGHTERS DODGE EXPLODING FUEL TANK

michael armstrong



Lynn Pattie's car and garage, right, were destroyed in the fire. The round front of an exploded fuel tank lies next to the porch and entryway, also damaged in the fire.

An exploding heating fuel tank inside a garage narrowly missed hitting firefighters Sunday morning when the tank ruptured, spewing flames that one witness described as "a fire tornado." The blast shot the main part of the tank 150 feet through the wall and into a field, while the end of the tank blew through a steel door. Miraculously, no one was hurt. "It missed them by feet," Homer Volunteer Fire Department Chief Bob Painter said. "If pieces of that tank had hit anybody, they would have been seriously injured, if not killed." Painter said several firefighters by the garage had just stepped away from the garage to check on water to hoses when the tank blew. "I saw where the firefighters were," said Nick Varney, a resident in the area who witnessed the

blast and the tank spinning away from the house. "It was like the finger of God was on them. It went right between them." HVFD and Kachemak Emergency Services firefighters near the blast wore protective turnout gear, breathing masks and helmets and did not suffer blast or burn injuries. Painter said no one even had ringing ears or singed hair. The explosion happened when firefighters went to a fully involved garage fire at the Bruce Avenue home of Lynn Pattie off East End Road below Wasabi's Restaurant. Jane Varney, Pattie's neighbor to the south, called 911 at 8:07 a.m. after she looked out her kitchen window and saw flames licking at the eaves of the garage. Varney called Pattie and warned her of the fire, and Pattie escaped without harm. Soldotna dispatchers paged out KES and then HVFD, Painter said. Bruce Avenue is in Kachemak City, but receives fire service under a contract with HVFD. KES crews had already arrived when the first Homer fire engine arrived at 8:23 a.m. A wind from the west pushed flames toward Pattie's house and had started to melt the vinyl siding on Pattie's home. The fire burned a porch and arctic entryway on her home, but otherwise did not damage the single-story house. The fire destroyed the garage and Pattie's car. Homes are on large lots in the area and the tank landed in an empty field. Burning embers did land on neighbors' yards, but because of snow and frozen ground weren't a threat. Firefighters did not realize a fuel tank was inside the garage, but did know a car was inside. Pattie had told firefighters of other dangers in the garage, but in



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her panic forgot to tell firefighters of the fuel tank, Painter said. "The homeowner was just beside herself that it happened," he said. "I don't know if it would have made much difference." Firefighters could hear something venting inside the garage. "It sounded like a jet engine," Painter said. "The big thing is we could hear something. We couldn't see it. We couldn't get access because of the flames and the heat." The explosion was a classic BLEVE, for "boiling liquid, expanding vapor explosion," Painter said. The 300-gallon tank was about a quarter full, Painter said. A fire that started elsewhere in the garage heated the tank and the fuel, showing a visible line where the tank was empty. When the fuel heated, it vaporized, and the vapors expanded in the tank. Because the tank had more room because of low fuel, the vapors could build up. Vents in properly designed fuel tanks should allow vapor to escape, but Painter didn't know if the vents worked properly. Fuel oil tanks aren't designed to hold pressure, and when the vapor built up faster than it could vent, pressure built up, rupturing the welds on the tank. The catastrophic failure and the sudden release of vaporized fuel ignited, creating a huge fireball. "What's amazing to me was this fire tornado came out. It was spinning," Nick Varney said. The fireball had one positive effect: with so much fuel burning, it sucked oxygen out of the fire, putting it out. Painter said it was lucky the fuel tank hadn't been propane. "If it had been propane, it would have leveled the house and garage and probably killed 8 to 10 people," he said. State fire codes for commercial buildings or multiple-family dwellings prohibit storing fuel tanks inside structures. There are no state codes for residential tanks, said Megan Peters, a spokesperson for the Alaska Department Public Safety, Division of Fire and Life Safety. "It's not something that should be kept indoors in the opinion of the Fire Marshal's office," Peters said. Homer city code doesn't address placement of residential fuel tanks. Commercial structures in the city need the State Fire Marshal's approval, and thus would not allow inside tanks, said Homer Planning Director Rick Abboud. Most fuel tanks are outside, Painter said, and in other fires with outside tanks, firefighters can see them and take precautions, like turning off fuel valves and hosing down tanks to keep them cool. Gas tanks on cars usually vent or, if made of plastic, melt. "They blow up on Hollywood, mostly," Painter said. Painter said he planned to talk to HomeRun Oil and Petro Marine to see if there are many inside fuel tanks on the lower Kenai Peninsula. Jeff Erickson, owner of HomeRun Oil, said there are a small number of inside fuel tanks he knows of, but that most are outside. This was the first he heard of a fuel tank exploding like that. He suspected there might have been a problem with the venting. Most tanks have proper vents, he said. Some tanks have fuel caps that flip open under pressure while others have a J-shaped pipe that curves up, with the open end on the bottom. If someone has a tank indoors, it should be vented outside, but HomeRun Oil encourages people to put tanks outside. "It's just a safer bet," Erickson said. He also advised keeping the tank full. "The less fuel you have in there, the worse off you are," Erickson said. "The vapor pressure is much more dangerous than the liquid expanding." Painter said if he finds out there is a significant problem, he's going to talk to the city manager and the borough about prohibiting tanks from being indoors. Nick Varney said Pattie went next door to a neighbor's house after she got out of her house. "Everybody in the whole neighborhood surrounded her and took care of her," Varney said. Pattie has family in Homer. A message was left with her daughter, Shelly Fraley, but at press time she did not return a call. Painter said the cause of the fire remains under investigation, but he suspects a space heater by a water pump might have caused the fire.

http://homernews.com/stories/111611/news_fdef.shtml#.TseEUT24qso

USA, LA, SHREVEPORT, NOVEMBER 19 2011. TWO 12 YEAR-OLDS CHARGED IN ACID BOMB EXPLOSIONS

jeff ferrell

Watch the Video <http://www.ksla.com/story/16079395/12-year-old-charged-in-acid-bomb-explosions>

Two 12-year-old boys are locked up in the Caddo Juvenile Detention Center in Shreveport accused of blowing up so-called 'acid bombs' outside a local store. It happened at the Family Dollar Store in the 38-hundred block of Linwood Avenue late Thursday (11/17/11) night. Those two 12-year olds each face a felony charge Manufacture and Possession of Delayed Action Incendiary Devices. (Acid Bombs). Investigators say the two boys actually bought the household cleaning products inside the store before walking out and putting them together and setting them off, one in the parking lot and the other in a trash can near the front door. Fire investigators say the boys were only caught after coming back inside the store to buy more bomb-making material. At that time, Family Dollar employees contacted the Shreveport Police Department and the juveniles were held in custody until a Shreveport Fire Department Investigator arrived on scene. Sadly, one look no further than the closest computer and internet connection for such bomb-making knowledge. A quick search on YouTube showed a list of clip after clip of 'how-to' videos on hydrochloric bombs, among others. Using a few household products, and a few steps, is all it takes to make such a bomb. The Shreveport Fire Department's Chief Safety Officer, Scott Wolverton, told us: "I mean, just think, the trash



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container that was near the entrance to the store. If the timing had been right where it went off and someone was walking in they could have been seriously injured or killed." Chief Wolverton says there have been previous cases of acid bombs in the recent past, which also led to arrests. Luckily, no one was hurt in those cases either.

<http://www.ksla.com/story/16079395/12-year-old-charged-in-acid-bomb-explosions>

USA, CA, LOS ANGELES, WILMINGTON, NOVEMBER 19 2011. CONFINED SPACE RESCUE FREES TWO WORKERS>> FUEL STORAGE TANK

 **Watch the Video**

- http://abclocal.go.com/kabc/story?section=news/local/los_angeles&id=8438029
- <http://lafd.blogspot.com/2011/11/confined-space-rescue-frees-two-workers.html>
- <http://www.nbclosangeles.com/news/local/134139373.html>

Two workers performing routine maintenance in a large underground tank, were rescued today after one fell and was injured, and the other followed him down trying to try to help. At 12:06 pm on Friday, November 18, 2011, the Los Angeles Fire Department responded to a "Confined Space Rescue" at [3171 North Gaffey Street near Harbor City](#). A large response was dispatched and even more resources were called to the scene, when it was confirmed that two male employees were approximately 27 feet below ground and in need of help. The incident would require a very technical rescue to be performed by the [LAFD's Urban Search & Rescue Team](#). Once all technical aspects of this emergency operation were addressed and assembled by the nearly 80 personnel on-scene, two Firefighter/Specialists "made entry" and descended into the "[50,000 barrel, fuel-storage tank](#)." A 21 year-old, male employee was found conscious at the bottom of the tank with an injury to one of his lower extremities. He had apparently lost his balance attempting to install a piece of equipment in the tank, resulting in the fall. A male co-worker, of approximately the same age, was not injured as he attempted to assist in his colleague's misfortune. Once rescued, both were evaluated, treated and then transported to a local hospital for further observation. While the entire incident took much longer, the "Confined Space Rescue" was accomplished in just over one hour. There were no other injuries reported.

<http://lafd.blogspot.com/2011/11/confined-space-rescue-frees-two-workers.html>

USA, DE, PARKSIDE, NOVEMBER 19 2011. **DEP SHUTS DOWN GAS STATION/CAR WASH IN PARKSIDE**

In the wake of multiple instances of underground petroleum leaks, the BP gas station/car wash on Edgmont Avenue has been closed down by the Pennsylvania Department of Environmental Protection until holding tank replacement is completed. The gas station was cited by DEP a few years ago when a subterranean contamination plume was discovered running under Edgmont Avenue to the Parkside Elementary School property. A new auxiliary parking lot for school employees has remained unpaved in the interim, in case the lot needs to be excavated to remove contaminated soil beneath it. Another petroleum leak from the BP station was discovered a few months ago, leading DEP officials to demand closure of the business until the situation is remedied. According to an update from Parkside council President Shirley Purcival, three of the station's four underground fuel tanks were recently pumped out and permanently capped. Citing failure to meet the state's tank erosion inspection requirements, DEP has given the station's owners until the end of next year to replace the leaky tanks or relocate them altogether. The latter option would be a difficult task on the narrow commercial site. "It doesn't appear that that station is going to open up fully any time soon," noted borough Solicitor John Wills. In the meantime, closure of the borough's only gas station, where attendants pumped gas for customers, has created a hardship for some residents, especially senior citizens who relied on the station's fueling service.

<http://delcotimes.com/articles/2011/11/18/news/doc4ec73356734e7298396535.txt>

USA, IL, CHICAGO, NOVEMBER 19 2011. **DIESEL LEAK SHUTS ILLINOIS PIPELINE SERVING WISCONSIN**

The West Shore Pipe Line Co. shut a line Thursday after a leak of about 250 gallons of diesel, according to a filing with the National Response Center. The line, which runs from Chicago to Canal Junction, remained shut Friday and the operator, Buckeye Partners LP, is investigating the cause of the leak, said JoMarie Jenkins, a right-of-way manager for the company. The pipe has a 12-inch diameter, she said. The line is part of a 650-mile system that transports refined products in northern Illinois and Wisconsin from the Chicago area, according to the company's website.

<http://www.jsonline.com/business/diesel-leak-shuts-illinois-pipeline-serving-wisconsin-5c3404u-134118783.html>



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