



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 755 Newsy Stuff

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

September 25 2011



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USA, CA, SAN GABRIEL, SEPTEMBER 16 2011. NORTHROP GRUMMAN TO PAY \$20 MILLION TO DECONTAMINATE GROUNDWATER.

sam quinones



A Northrop Grumman hangar at Hawthorne Airport. The company has agreed to clean up groundwater at a site in the City of Industry.

U.S. EPA orders the defense contractor to pay for a system to clean up a shallow aquifer in the San Gabriel Valley. The [U.S. Environmental Protection Agency](http://www.epa.gov) has ordered defense contractor Northrop Grumman to pay \$20 million for a system to clean up contamination in shallow groundwater that originated years ago from a factory in the City of Industry. Northrop Grumman will install wells and a treatment plant to contain the contamination, according to an EPA statement released Wednesday. The treated water will be discharged back into the underground aquifer.

The water was contaminated by a now-defunct electronics factory belonging to Benchmark Technology, a company owned for many years by TRW, an aerospace and credit firm. TRW was ordered to clean up groundwater contaminated by several facilities it owned in the San Gabriel Valley. When TRW was bought by Northrop Grumman in 2002, the defense contractor assumed liability for the cleanup costs. A Northrop Grumman spokeswoman did not respond Wednesday to an email seeking comment. In 2009, Northrop agreed to pay \$21 million to clean up contamination in a deeper aquifer, roughly more than 300 feet below ground, south of Puente Creek in Industry and nearby communities. The \$20-million assessment is to clean up water in a separate aquifer above that. "The shallow zone is the most contaminated," said Ray Chavira, the EPA's project manager for the area. The area is one of four federal Superfund sites in the San Gabriel Valley, where more than 30 square miles of the water table are polluted with solvents and degreasing agents used for decades by business and industry. The pollution, first detected in 1979, has affected the primary water source for more than a million residents, causing the closure of wells and spawning a long cleanup battle. The contaminated groundwater lies under portions of 10 San Gabriel Valley cities: Alhambra, Irwindale, La Puente, Rosemead, Azusa, Baldwin Park, Industry, El Monte, South El Monte and West Covina. Some 45 water suppliers use the San Gabriel Basin groundwater aquifer to provide 90% of the drinking water for more than a million people, according to the EPA. The Benchmark Technology site, at 200 South Turnbull Canyon Road, is one of the largest sources of volatile organic compound contamination in the Puente Valley section of the Superfund sites.

http://www.latimes.com/news/science/la-me-0915-northrop-cleanup-20110915.0,2407577.story?track=rss&utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+latimes%2Fnews%2Fscience+%28L.A.+Times+-+Science%29

MEXICO, CIUDAD DEL CARMEN, SEPTEMBER 16 2011. OIL WORKERS SURVIVED MEXICAN STORM IN TINY RAFT



Unidentified oil workers, wearing orange and red jump suits, sit inside a helicopter after being rescued by the Navy, 50 miles (80 kilometers) off the coast of the Gulf state of Campeche, by the ship Bourbon Artavaze and taken by helicopter to Ciudad del Carmen, Mexico.

A small, flat fiberglass raft was all 10 oil workers had to escape the leveling winds and towering waves of Tropical Storm Nate as it pounded their disabled rig in the Gulf of Mexico. Capt. Jeremy Parfait of Louisiana radioed the final word to the Mexican shore on Thursday after the storm thrashed the Trinity II liftboat so badly, one of its three stabilizing legs broke, and the boat-turned-exploration platform tottered into the raging sea: "We're going to lose communication. We're evacuating."

But as they went to deploy a sealed, inflatable life boat equipped with water, first aid and a tracking device, the high winds snatched it from the deck. Three workers for Houston-based Geokinetics, Inc., three contractors and four Americans who made up the liftboat crew took to the rough seas in a flat, rectangular raft with an inflated perimeter, some tethered and half-submerged, grabbing onto side handles because all 10 wouldn't fit on board. Australian oil worker Aaron Houweling lost his grip within the first hours, likely from the force of the 12-foot (4-meters) waves and 110 mph (177 kph) winds, according to a navy admiral who oversaw the rescue operation. Rescuers were still searching for him Wednesday. The other nine were tossed about in their tiny raft for three days without food or water, and were carried by high winds and seas 140 miles (222 kilometers) away from the hobbled Trinity II. Rescue crews found the raft on Sunday still

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carrying four men. Three more survivors were found bobbing in life jackets less than a mile (a kilometer) away after being separated from the raft the day before. But rescuers who mounted a nearly 10,000-square-mile (25,900-square-kilometer) search also recovered two bodies, one tethered to the raft and another still buoyed by a life jacket in the open sea. Authorities identified the dead as Americans Nicholas Reed, 31, and Craig Myers, 32, both from the Iberia, Louisiana, area, where the liftboat company Trinity Liftboat Services is based. Reed, who drowned, is the son of company owner Randy Reed. Myers died of exposure. One survivor, Bangladeshi oil worker Kham Nadimuzzaman, also died Monday of exposure after being transported to a hospital. Pemex identified the other six as U.S. citizens Parfait and Ted Derise, also of Louisiana; and Mexican contract workers Ruben Martinez Velasquez, Eleaquin Lopez, Luis Escobar and Ruben Lopez Villalobos. Navy and Geokinetics representatives who gave details of the rescue wouldn't say in which locations they were found. But they remained in a private hospital in Ciudad del Carmen on Wednesday, almost a week after an ordeal that left them dehydrated and sunburned, but mostly in good condition. None wanted to talk immediately about what happened. "They're aware. Lucid, obviously shocked by what happened," said Arioc Lopez, head of industrial security for Geokinetics, Inc. in Mexico. The U.S.-based company was on a seismic exploration mission for Petroleos Mexicanos, or Pemex, Mexico's state oil company. Trinity Liftboat officials also have declined to comment so far on the tragedy. Lopez told The Associated Press that the search began as soon as Parfait made the distress call from the Trinity II, a 94-foot (29-meter), 185-ton liftboat that that could sleep 28, was air-conditioned and had a dining room, laundry and TV lounge, according to the company website. It could lower legs to the sea floor and then elevate itself above the water level and was being used as a recording vessel. It was in waters about 25 feet (eight meters) deep about eight miles (13 kilometers) offshore of the port of Frontera in the southeastern Mexican state of Tabasco. Rescuers immediately sought help from Mexico's Estado Mayor, the equivalent of the Secret Service, borrowing a Super Puma helicopter to venture into the storm, said Adm. Joaquin Esteban Garcia-Perez Silva, commander of Mexican Naval Region III. The heavier craft could withstand high winds better than the navy models. When the helicopter reached the Trinity II later Thursday afternoon, navy units descended to the rig and found it abandoned. A video taken from the helicopter shows the boat swaying, but afloat, hours after workers jumped into the sea. The search that followed covered the Bay of Campeche, an oil-rich area in the southern part of the Gulf off the coast of the Mexican state of Campeche. The admiral said that between Thursday and Sunday, navy aircraft flew 97 hours, Pemex aircraft 60 hours, and navy ships 234 hours combined. Finally, just before noon on Sunday, a ship contracted by Pemex for the rescue located the raft with four survivors on board and a body roped to the side, while a helicopter spotted two other survivors in the water. Within a few hours, another ship spotted one more survivor and the second body. Family members spoke very little about what happened. "He was afraid of sharks," said Roman Cruz, uncle of Ruben Martinez Velasquez, who was the cook on the Trinity II. Geokinetics is still investigating what happened in the Trinity II incident. "Imagine: 72 hours without sleep, exhausted, without water, dehydrated and being battered by waves," Garcia-Perez said. "They had luck ... and help," the admiral added, gesturing toward the sky.

<http://fuelfix.com/blog/2011/09/14/oil-workers-survived-mexican-storm-in-tiny-raft/>

USA, ORE, CLACKAMAS, SEPTEMBER 16 2011. SPILLED GASOLINE TO BLAME FOR VEHICLE FIRE IN CLACKAMAS-AREA BUSINESS THAT SENT TWO TO HOSPITAL

nicole dungca

Watch the Video <http://www.kptv.com/story/15445858/at-least-2-burned-in-fire-at-clackamas-auto-business>

Spilled gasoline led to the vehicle fire at a towing and automotive business on Oregon 212 in Clackamas that sent two employees to the hospital Monday night. [Clackamas Fire District 1](#) responded to the two-alarm fire about 5:45 p.m. Monday at Roz Towing, a business renting out space at the Northwest Running Boards building, 10325 SE Highway 212, according to fire district spokesman Steve McAdoo. The employees had been siphoning gasoline from the tank to make repairs to the back of the car when the fuel spilled onto a shop light, as well as the employees. After the light flashed and caught on fire, the two employees suffered first- and second-degree burns on their legs and abdomens. They were sent to the Oregon Burn Center at the [Legacy Emanuel Medical Center](#). McAdoo did not have information on either victim's current condition. The fire caused about \$50,000 in damage to the structure because it warped steel support beams, McAdoo said. The fire was initially billed as two alarms, but fire companies from Portland, Gladstone and Boring were not used. Authorities temporarily blocked traffic on the highway, and the blaze was under control in less than half an hour, McAdoo said.

http://www.oregonlive.com/happy-valley/index.ssf/2011/09/vehicle_fire_in_clackamas-area_business_sends_two_to_hospital.html

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USA, ARK, VAN BUREN COUNTY, SEPTEMBER 16 2011. PETROHAWK WINGS CLIPPED IN \$500K FINE

luke johnson

US explorer Petrohawk has been ordered to pay \$500,000 related to violations of the federal Endangered Species Act in Arkansas. The US Department of Justice ordered Petrohawk to pay \$350,000 for damaging the habitat of the endangered speckled pocketbook mussel in Van Buren County. The company, which was bought by BHP Billiton last month, was also ordered to donate \$150,000 to the National Fish and Wildlife Foundation to go towards restoration projects in the Little Red River watershed in Arkansas. "This sentence should serve notice to all companies who would threaten our natural resources that we will prosecute those who carelessly conduct business to the detriment of our state's resources," US attorney Chris Thyer said in a statement. Hawk Field Services, a subsidiary of Petrohawk, pled guilty to the charges in April. The company admitted that it did not adequately control erosion while building pipelines in the Little Red River watershed between October 2008 and April 2009. "This lack of erosion control allowed silt to run downhill to the streams, causing sediment to build up at the stream crossing and downstream," Thyer's office said in the statement. "This erosion and sedimentation occurred in waters containing the endangered speckled pocketbook mussel, in the South Fork, Little Fork, and Archey Fork of the Little Red River."

<http://www.upstreamonline.com/live/article278110.ece>

USA, CT, FAIRFIELD, SEPTEMBER 16 2011. FIRE SUPPRESSION SYSTEM COATS CARS, GAS PUMPS AT FAIRFIELD SHELL STATION



Fairfield firefighters and emergency medical technicians responded to an incident on Tuesday, September 14, 2011 at the Shell station on Black Rock Turnpike. The fire compression system went off, leaving cars covered in foam, but no one was injured.

Customers filling up their gas tanks at the Shell station on Black Rock Turnpike received quite a surprise Wednesday morning when the sensor on the fire suppression system above the gas pumps was triggered, sending a shower of powder down. There were no injuries. The white chemicals sprayed down onto a tanker truck, a mini-van and a pickup truck, covering the gas pumps and the ground. "It was like snow," said [Steve Norris](#), who was working at a nearby store. Store employees said the foam spray was startling. The gas station and convenience store were both closed at 11 a.m. and were expected to reopen later in the day. Firefighters from Engine 2 and Ladder 7 responded to the scene.

Employees and customers were examined by EMTs but none were hospitalized. Officials from Shell and Standard Oil, the owners of the tanker that was filling up the gas tanks at the time of the incident, also came to the gas station to investigate what happened.

<http://www.ctpost.com/news/article/Fire-suppression-system-coats-cars-gas-pumps-at-2170155.php>

USA, N.Y, NEW YORK, SEPTEMBER 16 2011. EPA PROPOSES TO ADD PUERTO RICO SITE TO THE SUPERFUND LIST

The U.S. Environmental Protection Agency today proposed adding the Corozal Well site in Barrio Palos Blancos, Corozal, Puerto Rico to its Superfund National Priorities List of the country's most hazardous waste sites. Sampling at the site, which is in a rural area near the municipalities of Corozal and Naranjito, found that the chemical tetrachloroethylene (or PCE) is contaminating a well used to supply drinking water to local residents and the ground water. Exposure to tetrachloroethylene can have serious health impacts, including liver damage and increased risk of cancer. After discovering the contamination in 2010, the Puerto Rico Department of Health ordered the well closed. In March 2011, EPA installed a treatment system at the well to remove the contaminants and provide the community with safe drinking water. "Ensuring safe drinking water for communities is a top priority for EPA," said Judith Enck, EPA Regional Administrator. "The Corozal well serves a small, rural population that is not connected to the Puerto Rico Aqueduct and Sewer Authority public water supply system. By placing this site on the Superfund list, EPA can do the extensive sampling needed to find the best ways to address the contamination and protect people's health." Ground water samples collected in 2010 and 2011 confirmed the presence of tetrachloroethylene, a solvent commonly used in industrial processes, in the Corozal well. The well is known locally as the Santana well. EPA

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conducted an investigation and collected ground water samples, but has not yet identified the source of ground water contamination. EPA received a letter from the Puerto Rico government supporting the inclusion of the site on the Superfund list. The agency periodically proposes sites to the Superfund list and, after responding to public comments, designates them as final Superfund sites. The Superfund final designation makes them eligible for funds to conduct long-term cleanups. With all Superfund sites, EPA does an extensive search to identify and locate the parties potentially responsible for the contamination, requires them to pay to for or perform the cleanup work. The majority of Superfund cleanups are performed by or paid for by polluters. Taxpayer dollars are used to cover EPA oversight costs and when no responsible party can be identified. EPA is adding 15 other sites across the country to the Superfund list today and proposing 11 others to be added to the list.

<http://www.epa.gov/superfund/>.

USA, N.D, WILLISTON, SEPTEMBER 16 2011. ONE DEAD, THREE INJURED IN ND BLAST

A worker from Wisconsin was killed and three others injured Wednesday night after a fire and explosion erupted at a North Dakota wellsite, authorities said. McKenzie County Sheriff Ron Rankin told Upstream that the four were employees on a workover rig owned by Carlson Well Service of Powers Lake, North Dakota. The operator was Oasis, Rankin said. "There was an explosion and resulting fire," Rankin told Upstream Thursday morning. "It's still under investigation." The call at the wellsite, which is south of Williston in the Indian Hills area, came in at 5:38 pm Wednesday, the sheriff's office said. Brendan Wegner, 21, of Montello, Wisconsin, died at the scene. The others, who suffered severe burns, were taken to Mercy Hospital in Williston, where their conditions were not immediately known. The injured were all from North Dakota: Doug Hysjulien of Williston, Ray Hardy of Mohall, and Michael Tuinn. The companies did not immediately respond to messages left for comment.

<http://www.upstreamonline.com/live/article278303.ece>

USA, N.Y, NEW YORK, SEPTEMBER 15 2011. EPA ADDS GARFIELD GROUND WATER CONTAMINATION SITE IN GARFIELD, NJ TO THE SUPERFUND LIST >> 500 HOMES AND BUSINESSES INSPECTED FOR CONTAMINATION BY HEXAVALENT CHROMIUM

The U.S. Environmental Protection Agency today announced its decision to add the Garfield Ground Water Contamination site in Garfield, New Jersey to its Superfund National Priorities List of the country's most hazardous waste sites. Ground water contaminated with the chemical hexavalent chromium is seeping into basements in some Garfield homes and businesses. Hexavalent chromium is extremely toxic, may cause cancer and can cause nervous system damage. Drinking water for Garfield comes from the Garfield Municipal Water Supply, which is not contaminated. For the past two years, EPA has been working in Garfield to better understand the contamination and protect people from contact with the contamination. "Adding this site to the Superfund list will enable EPA to fully investigate the source of the contamination and over time clean it up," said Judith Enck, EPA Regional Administrator. "EPA will continue to work closely with Garfield residents and businesses to protect the health of everyone who lives and works in buildings affected by the toxic contamination." Chromium is a naturally occurring element found in rocks, animals, plants, soil and other sources. Certain forms of chromium are produced by the chemical industry and used for chrome plating, the manufacture of dyes and pigments, leather tanning, and wood preserving. When ground water contaminated by hexavalent chromium evaporates, it can leave behind chromium crystals, which can then adhere to the skin and be accidentally ingested by children and adults. The Garfield Ground Water Contamination site, which is located in a mixed commercial and residential neighborhood, is bordered by Van Winkle Avenue to the north, Monroe Street to the south, Sherman Place to the east, and the Passaic River to the West. Historically, industrial facilities in Garfield were located in close proximity to residential areas, including a tannery, a chemical plant and two electroplating companies. Some of these facilities used hexavalent chromium in their processes, and the nearby ground water is now contaminated with the chemical. In June 1993, water containing hexavalent chromium and dried crystals of chromium were discovered in the basement of the local Garfield Fire House #3. In 2002, at the request of the New Jersey Department of Environmental Protection, EPA began its investigation of ground water contamination in Garfield. EPA has surveyed or inspected nearly 500 properties potentially impacted by the contamination and taken samples from approximately 400 properties that have ground water infiltration problems. When high levels of hexavalent chromium are detected, EPA removes the contamination, informs people who might come into contact with the water and monitors the properties. EPA is continuing its investigation to determine where the contamination is coming from, where it is located and at what levels. The final designation as a Superfund site makes the Garfield Ground Water Contamination site and other sites on the Superfund list eligible for funds to conduct long-term cleanups. EPA proposed this site for inclusion on the Superfund list in March 2011 and a 60-day comment

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period followed during which the public was encouraged to submit comments. With all Superfund sites, EPA does an extensive search to identify and locate the parties potentially responsible for the contamination and requires them to pay for or perform the cleanup work. The majority of Superfund cleanups are performed by or paid for by polluters, not tax dollars. Superfund money is used for EPA oversight costs and when no responsible party can be identified. EPA is adding 15 other sites across the country to the Superfund list today and proposing 11 others to be added to the list. For more information on Superfund, go to <http://www.epa.gov/superfund/>.

<http://www.epa.gov/region2/superfund/removal/garfield>

USA, CT, THOMASTOWN, SEPTEMBER 16 2011. STATE POLICE: NO MECHANICAL FAILURE WITH GAS TANKER THAT CRASHED ON ROUTE 8



The gas tanker truck upside-down at the bottom of an embankment off Route 8 northbound in Thomaston.

Connecticut State Police and crews from Connecticut Tank Removal were still working Sept. 14 at the scene of a gasoline tanker truck accident early Monday morning that left a section of Route 8 northbound closed for more than a day. Approximately 5,000 gallons of gas spilled from the tanker, which, in the pre-dawn darkness Sept. 12, traveled off the right shoulder, went through the guardrail and rolled down an embankment, coming to rest upside-down. The driver received only minor injuries, but the spilled gasoline initially created public safety concerns — and later led to a substantial excavation and remediation effort that continued at midweek. Jeff Chandler, Connecticut DEEP Supervisor, said the contaminated soil is being taken to Phoenix Soil LLC in Waterbury. The soil is temporarily being

moved up to a staging area along Route 8 in a rest area. Phoenix Soil in Waterbury can receive only a certain amount per day. "We bring what we can bring them, then the rest goes up to the rest area for staging," said Chandler. The soil is being removed by Connecticut Tank Removal, which specializes in emergency response construction. The company has been contracted through the owners of the tank company. The level of contamination was unknown as of Wednesday. Crews were working on the mostly contaminated soils immediately that might be a safety hazard. Beyond that, the lesser-contaminated soils will be addressed. "We have not yet found a boundary," said Chandler, referring to the levels of contamination. Route 8 northbound, from Exits 39 to 41 in Thomaston, was shut down from the time of the 4:45 a.m. crash to midday Tuesday, when one lane reopened. On Wednesday, traffic heading north was still navigating that single lane. On the scene Wednesday afternoon, State Police Lt. David DeVecchia said the accident remained under investigation. "There was nothing that led us to believe there was a mechanical failure," DeVecchia said, based on the investigation of the 2007 Kenworth truck, owned by Costal Carriers, 14 Riverside Dr., Ansonia. It was towing a gasoline tanker carrying about 8,800 gallons of fuel, according to state police. The driver, Andrew Pitt, 26, of Bridgeport, was transported to Charlotte Hungerford Hospital with minor injuries. There are no houses in the immediate area of the accident, but it is near the Naugatuck River. Initially, because of the dangers from the gasoline and fumes, law enforcement officials were not allowing news media to the site of the accident. Motorists were also kept well away from the scene, with traffic being diverted from Exit 39 onto East Main Street in Thomaston, according to Thomaston Police Sgt. James Campbell. Drivers were traveling through the center of town to North Main Street, and then taking Route 222 to Route 118 in Harwinton, which connects back to Route 8. "We've been dealing with heavy traffic all day," Campbell said Monday. DeVecchia said state police worked well with DOT and local law enforcement in the town of Thomaston. "(Thomaston Police) Chief Torrance was excellent to work with, we worked together collectively to re-route the traffic the best we could," DeVecchia said. "Obviously that is a concern of ours, but it is also a concern to have the motorists traveling safely through the area and keep the work zone safe." Lt. DeVecchia said they have to be concerned with so much fuel that was spilled at this site. With the fuel going into the soil, the vapors are still there, so as they dig, that is why the fire department is still on scene. "It is still much of a hazard, it is a hazard condition to be working in, anytime with the vapors and right air mixture spark one of these excavators, if it hits a rock it can be ignited again," said Lt. DeVecchia. "We did have ignition once before." State Police, the State Police Truck Squad, local fire departments (Thomaston, Northfield, East Litchfield, Torrington, Litchfield, Morris, Waterbury, Danbury, Winsted, Harwinton, Bantam, and Watertown), and the state Hazmat unit all responded to the scene. The Northfield Volunteer fire Department took the lead on the incident, though it technically happened just inside the Thomaston town limits. A crew member with Northfield said there were 100 to 120

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responders on the scene at the height of the response. The accident investigation is continuing by the State Police Truck Squad and accident investigators from the Troop L barracks in Litchfield. Clean up could take a week before its finished. The soil needs to be pulled out for remediation and then put back once it is completed.

<http://www.foothillsmediagroup.com/articles/2011/09/15/thomaston/news/doc4e721d47dd925055411263.txt?viewmode=fullstory>

AUSTRALIA, A.C.T, CANBERRA, SEPTEMBER 16 2011. BLASTS FROM MASSIVE CHEMICAL FIRE ROCK CANBERRA

[Watch the Video](#) [ABC reporter Troy Cuthbertson reports on Canberra fire](#)

[Map:](#) [Mitchell 2911](#)



The explosions were heard all over the city and sent flames leaping into the night sky

Firefighters are still battling a massive chemical fire at an industrial estate in Canberra's north, but emergency services say the risk to the public is low. The fire broke out at a building in an industrial estate at Dacre Street in the suburb of Mitchell in the city's north at about midnight. Fire crews initially brought the blaze under control but were forced back by a series of explosions which witnesses said sent flames shooting up to 200 metres into the air at about 2:00am.

In Developments This Morning:

- Explosions continued to rock the nation's capital.
- Residents in the suburb of Mitchell have been told to stay indoors.
- But an order for people within 10km of the fire to stay at home has now been cancelled.
- Students are being advised to stay away from schools in Canberra's north.
- Evacuation centres have been set up at Canberra stadium and Dickson College.
- Emergency services say the risk to the community is low.

The fire was visible from kilometres away this morning. Black acrid smoke was spewing into the air and roadblocks had been set up around the scene.

Emergency Services Commissioner Mark Crossweller says exposure to dangerous chemicals is low.

"The readings are looking good," he said. "The inversion layer that we've had overnight is lifting, that's allowing the smoke to actually rise and disperse." But he warned that putting out the fire remained a complex operation. "We're a long way from saying the site's declared safe and we're a long way from having the fire suppressed," he said. "But it is getting better as the minutes pass and we're confident we'll be on top of it very soon."

No Casualties

At this stage there are no reports of casualties. ABC political correspondent Melissa Clarke says she was woken by the "booms" from multiple explosions at 2:00am. "There's been a couple of large explosions that have sort of shaken the house and rattled the windows and you know the fire bombs have been massive," another resident said. People camped at the nearby Canberra showground for a horse show were the first people to be evacuated. "Heard a bang on the window and wondered what was going on and then all of a sudden the police announced they were there and that we must evacuate immediately," one person said. "They were extremely helpful. Our main concern immediately was our horses." The blaze set off the ACT's new emergency alert system, with some residents woken by the sound of incoming emergency phone messages. But some residents close to the fire say they missed out on the service. "I got no text message on the SMS. Did get a phone message probably around 3:30 in the morning I think, answered it [and] I got three words I recognised - might've been suburbs, and that was it," one resident said.

http://www.abc.net.au/news/2011-09-16/canberra-chemical-fire/2901598?WT.mc_id=newsmail

USA, OK, OSAGE CO, SEPTEMBER 16 2011. UEL TANKER ROLLS, BLOCKS ROAD IN OSAGE COUNTY

Officials are urging traffic to avoid U.S. Highway 60 where it intersects with Highway 99 as a fuel tanker truck rollover occurring Thursday morning has blocked the highway. According to Washington County Emergency Management Director Kary Cox, currently no traffic is being allowed onto Highway 60 just east of Highway 99 as crews are currently transferring fuel from the tanker now on its side to another tanker. Cox said the transfer process will likely take several hours to complete. Once

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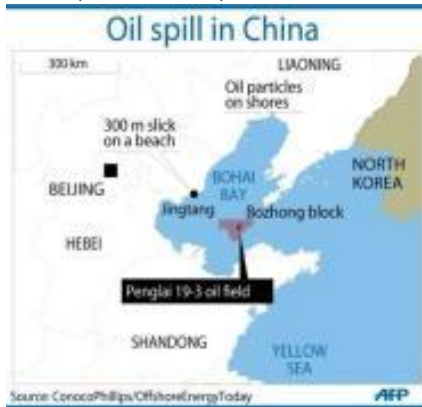
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completed, crews will be able to lift the truck back onto its wheels to move it clear of the road. According to Cox, the accident occurred sometime between 7 and 8 a.m. Thursday when the eastbound truck bearing both gasoline and diesel was navigating a corner in a construction zone on Highway 60 when it flipped onto its right side. The Osage County Sheriff's Office responded first to the scene followed by the Oklahoma Highway Patrol. Washington County Emergency Management and the Bartlesville Fire Department were later called to the scene to standby with foam in case a fire broke out during the transfer. A Claremore HAZMAT team also arrived to the scene to conduct clean-up operations. Cox said the accident resulted in no injuries and only a minor leak from the rolled tanker.

<http://www.kjrh.com/dpp/bartlesvillelive/fuel-tanker-rolls.-blocks-road-in-osage-county>

CHINA, SHANGHAI, SEPTEMBER 17 2011. CHINA WARNS US OIL FIRM AFTER SPILL: REPORT



The spill was first detected in June and the government had given ConocoPhillips until the end of August to clean-up.

China has told US oil giant ConocoPhillips to step up its efforts to seal leaks and clean up a spill off its north coast after finding oil was still leaking into the sea, state media reported Friday. ConocoPhillips said last week it had halted production at its Penglai 19-3 oil field, China's biggest and the source of a June leak into Bohai Bay that has caused public anger and led to accusations of a cover-up. But China's State Oceanic Administration (SOA) said it had carried out checks over the past week and found that oil was still leaking near a drilling platform in the field. "(The platform) is continuing to show this phenomenon (of leaking) after a relatively long period of time. This shows the source has not been effectively sealed," the state Xinhua news agency quoted an unnamed SOA official as saying. The SOA called on ConocoPhillips and its Chinese partner, CNOOC, to "continue to thoroughly seal the oil source and continue to clean up oil pollution on the sea," it said. Conoco said the oil detected was from "mineral oil based mud" -- a lubricant used to facilitate drilling -- lying on the sea bed. "Small quantities of mineral oil based mud from the June 17 incident remain on the sea floor pending clean up," a company statement said. "These residual materials occasionally release small amounts of oil which rise to the surface and create small sheens on the surface. A small sheen was spotted yesterday and cleaned up." The SOA, which supervises and manages China's seas, has said it plans to sue ConocoPhillips and seek compensation for the spill, which state media said polluted at least 5,500 square kilometres (2,124 square miles) of sea. The spill was first detected in June and the Chinese government had given ConocoPhillips until the end of August to complete the clean-up and stop any remaining leaks. China's cabinet last week ordered a thorough investigation into the spill and vowed to punish those found responsible. ConocoPhillips, the third-largest oil firm in the US, has apologised and said it was setting up a fund to address the company's legal responsibilities under Chinese law and to benefit the environment of Bohai Bay.

<http://www.google.com/hostednews/afp/article/ALeqM5hPfMh1qeCjrGe-VxxS220OG34p9g?docId=CNG.4e2bbec5f7a4564112c56996fc28b5b8.01>

UK, LONDON, SEPTEMBER 17 2011. SHELL MAY FACE PROSECUTION FOR NORTH SEA SPILL - MINISTER

alexis flynn

- Energy Secretary says full investigation report to be sent to public prosecutor
- Shell will co-operate with UK government probe, conduct its own enquiry
- Anglo-Dutch major could face hefty fines if found to have been negligent

Royal Dutch Shell PLC (RDSA.LN) may be prosecuted for the U.K.'s worst oil spill in a decade after Energy and Climate Change Secretary Chris Huhne confirmed an investigation into a 10-day leak from the oil major's Gannet Alpha platform last month will be sent to Scotland's public prosecutor. "My department and the Health and Safety Executive have commenced investigations into the cause of the incident," said Huhne, adding it would likely "take some months." "A full report will be sent to the procurator fiscal to consider whether a prosecution is appropriate," Huhne said. Previously, the DECC had said the findings of the investigation would only be sent to the procurator fiscal "if appropriate." About 218 metric tons of oil--equivalent to 1,300 barrels--spilled into the North Sea from a leaking undersea pipeline, or flowline, at the North Sea platform between Aug. 10 and 19. If Shell is judged to have failed to implement proper control and preventative measures, it could face

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substantial fines. In 1996, Milford Haven Port Authority was fined GBP4 million for the Sea Empress tanker spill that left stretches of the western Welsh coastline covered in crude. Huhne said the DECC was initially informed on Aug. 10 of a surface oil sheen and told a leak had occurred. However, he was then told by Shell that the leak had been stemmed the following day. On Friday Aug. 12, aerial surveillance in the late afternoon showed the leak was continuing "with significant potential for pollution," said Huhne. Shell only confirmed the leak to journalists later that day, leading to criticism from some environmental groups and Scottish politicians about its slow disclosure of the incident. Shell said: "We have started our own investigation into the cause of the leak and we will co-operate with U.K. governmental authorities as they conduct their investigation." Although the leak was successfully stemmed Aug. 19, some 660 tons of oil remain trapped in the pipeline, which was depressurized shortly after the leak was discovered. Efforts have been underway since then to stabilize the pipeline and safely remove the remaining hydrocarbons still left in it. In an update Thursday, the Anglo-Dutch oil giant said the pipeline is now fully secured after 402 concrete "mattresses" were laid on and around it. According to Huhne, the pipeline bundle within which the affected flowline was contained had lifted from the seabed in several places. Action to stem the leak was initially delayed until the pipeline could be partially stabilized, Huhne explained. Shell said it was evaluating various options as to how to remove the oil and gas left trapped in the pipe, adding that the process would likely take a number of weeks. "Once it is completed, plans will be put to the Secretary of State's representative for his approval," said Shell.

<http://www.foxbusiness.com/markets/2011/09/15/shell-may-face-prosecution-for-north-sea-spill-minister/>

USA, R.I, TIVERTON, SEPTEMBER 17 2011. TIVERTON FUEL LEAK UNDER INVESTIGATION >> THE LEAK OCCURRED NEAR THE SAKONNET RIVER BRIDGE

shaun townie

The Coast Guard and Department of Environmental Management are investigating a fuel leak at the northern end of the Sakonnet River in Tiverton. The Coast Guard reported that most of the spill has dissipated, barring a 15-by-10-foot area in front of a yacht club, which is expected to dissipate soon. The spill occurred near the Sakonnet River Bridge, where construction is taking place. The Coast Guard is testing samples to determine the nature and cause of the spill, though they say it does not pose a serious threat to the environment.

http://www.wpri.com/dpp/news/local_news/east_bay/tiverton-sakonnet-bridge-fuel-leak-under-investigation

USA, UT, HELPER, SEPTEMBER 17 2011. DRIVER KILLED IN TANKER ROLLOVER IN CARBON COUNTY

stephanie grimes & jared page

 **Watch the Video** <http://www.ksl.com/?nid=148&sid=17262820>

 **Photo's:**

<http://www.fox13now.com/news/kstu-photos-of-tanker-truck-crash-near-helper-utah-20110915.0.7003113.photogallery>



A Duchesne County man was killed Thursday afternoon when the semi trailer he was driving rolled on state Route 191 and caught fire. Police say a truck hauling two trailers of crude oil was traveling south on state Route 191 near Helper at 1:47 p.m. when it crossed the northbound lane and rolled down an embankment. The truck then became "engulfed in fire," police said. The driver, 51-year-old Bryan Ames, of Bluebell, was pronounced dead at the scene. The Carbon County Health Department and hazmat crews were notified of a leak of crude oil into a nearby creek. An estimated 6000 gallons of waxy paraffin crude oil was released into the river. Enviro Care is assisting the Carbon County Sheriff's Department with the

cleanup efforts. Federal EPA officials are also on scene to assess the contamination and cleanup efforts. The cause of the crash remains under investigation, officials said.

<http://www.ksl.com/?nid=148&sid=17262820>

AUSTRALIA, W.A, LAKE CLIFTON, SEPTEMBER 17 2011. ONE DEAD AFTER TANKER ROLLS ON HIGHWAY

lucy rickard

One person has died after a tanker rolled on the Forrest Highway near Lake Clifton this morning, adding to an already devastating road toll for the week. Police say the crash involved one car and an empty wine tanker, which rolled on its side on the median strip of the highway, blocking the southbound lanes. The deceased was believed to be the elderly female driver of

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the vehicle. It was not clear if the driver of the tanker was injured, or how the crash occurred. St John Ambulance and Fire and Emergency Services are at the scene. The crash occurred just after 10am near the intersection with Old Bunbury Road, and was expected to cause significant traffic delays for southbound traffic. Heavy haulage vehicles are on their way to the crash site to remove the empty tanker.

<http://www.smh.com.au/wa-news/one-dead-after-tanker-rolls-on-highway-20110916-1kcmv.html>

USA, TX, AMARILLO, SEPTEMBER 17 2011. FIRE PROMPTS MANDATORY EVACUATION NEAR DOWNTOWN AMARILLO

travis ruiz

 **Watch the Video** <http://www.connectamarillo.com/news/story.aspx?list=195065&id=664031>

 **Watch the Video** <http://amarillo.com/news/local-news/2011-09-16/blast-creates-havoc>

 **Watch the Video** <http://www.newschannel10.com/story/15483586/rail-yard-fire-update>



Update 5:45p

Pronews 7 has obtained the first few minutes of scanner traffic recordings of the fire, courtesy of webfeatproductions.com



[Click-2-Listen to those Recordings](#)

Update 3:30p

Three Burlington Northern Santa Fe Railroad employees remain in a local hospital for evaluation after a hazardous materials fire that prompted evacuations near downtown Amarillo Friday afternoon. BNSF Spokesperson Joe Fraust tells Pronews 7 the employees are being evaluated because of the rail car fire that contained iso-pentane, a liquid petroleum that is highly flammable. One has already been released. Approximately 200 residents were evacuated, 80 structures in total.

"Police came down the street with their loudspeakers on," said evacuated resident Matt McIlory. "We left and went to a friend's house." The evacuation order was lifted at 2:30 but the BNSF rail yard remains closed. Hazmat crews continue to work on the clean up. Fraust said the team will be on hand for a while. Additionally, train traffic in the area has been halted until the clean up is completed.

Update 2:35p

Pronews 7 has confirmed the evacuation order has been lifted. Residents are being allowed back to their homes. Amarillo Fire Department Hazmat teams have determined there is no further risk to the area. At the BNSF railyard, a controlled access remains in effect.

Update 2:20p

Buchanan Street is now closed due to the fire. I-40 traffic is being re-routed to Loop 335. The evacuation order is still in place, police said. Those outside the evacuation area but within the area of I-40 between Polk and Ross and SE 10th between Polk and Ross, you are asked to turn off heaters and air conditioners and remain in your residence and home. The National Weather Service is reporting a possibility of increased wind speeds this afternoon.

Update 2:00p

Averick Boy's and Girl's Club has canceled its after school program. Its facilities have been evacuated and won't be able to pick up kids from school.

Update 1:30p

An evacuation continues for those who live in a one-fourth mile radius of SE 17th Street and Johnson Streets. That includes residence/businesses between Canyon Drive (Interstate 27) and Garfield Street from Interstate 40 North to 10th Street. People who live one-fourth mile to the north of the fire are asked to shelter in place. Amarillo Police Department says the cause of the fire is unknown at this time and Amarillo Fire Department and BNSF hazmat teams are on site. Interstate 40 remains opened but Interstate 40 to downtown is closed.

Update 12:43p

No schools are being evacuated because of the rail car fire, Holly Shelton, spokesperson for AISD said. The District is asking parents to NOT attempt to pick up their children. Students are safe. Glenwood, Sanbord and Landergin Elementary are sheltering-in-place due to the fire.

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Update 12:30p

Captain Wes Hall of the Amarillo Fire Department tells Pronews 7 that residents are being asked to "shelter in place." That means residents within one mile down wind of the fire are asked to stay in place, close all windows and doors, turn off air conditioners and wait it out. Officials are unsure of exactly what's burning but it is believed that hazardous materials are burning. The fire is nearly out which gives hazmat crews the opportunity to investigate and determine the specific hazmat.

First Online by Pronews 7

A mandatory evacuation has been ordered for parts of downtown Amarillo after a fire near the railroad tracks. Thick black smoke and fire was seen billowing from the area near the 1500 block of S. Johnson just before 11:30 am on Friday. Captain Wesley Hall with the Amarillo Fire Department told Pronews 7 that the fire was in the rail yard, but he was unsure of what exactly was on fire when we spoke with him. A Pronews 7 photographer on the scene heard Amarillo police announce evacuations because it was a hazmat fire. Scanner traffic indicated that there were multiple hazardous materials in the train on track 13 that was on fire, but that has not been confirmed. Amarillo police announced evacuations for the 1 block radius and some area beyond the 1500 block of south Johnson area, along with a 1/2 mile evacuation area that is downwind from the fire. Scanner traffic indicated that those within a 1/4 mile radius should shelter in place. Main streets were also blocked off by emergency responders until the fire can be contained.

<http://www.connectamarillo.com/news/story.aspx?list=195065&id=664031>

USA, CT, THOMASTOWN, SEPTEMBER 17 2011. GAS CLEANUP CONTINUES, WORK ON SPILL OFF ROUTE 8 TO TAKE ANOTHER WEEK

alec johnson



Excavators on Friday dig test pits around the edges of a massive environmental clean-up site off Route 8 in Thomaston where 5,200 gallons of gasoline was spilled on Monday.

Five days after a tanker flipped off Route 8 near Litchfield, spilling 5,200 gallons of gasoline down a hillside, an around-the-clock cleanup effort continues and will take at least another week, according to the company doing the work. A faint smell of gasoline still hung in the air Friday afternoon as Joseph Palmieri, owner of Connecticut Tank Removal, a company hired to clean up the nearly two-acre spill site, explained that workers still have much to do. This week, they used pay loaders, backhoes and bulldozers to dig a nearly two-acre wide hole down to bedrock. The work opened a gash in the woods along the highway, stripping it of

trees and undergrowth. Now workers are testing soil to ensure they removed all of the contaminated dirt.

<http://www.rep-am.com/articles/2011/09/16/news/local/585301.txt>

USA, AZ, TUCSON, SEPTEMBER 17 2011. FLOODING CAUSES HAZMAT SITUATION IN SOUTH SIDE >> JIFFY LUBE WASTE OIL PIT HOLDING THOUSANDS OF GALLONS OF OIL LEAKING.

chris holmstrom

Watch the Video <http://www.kold.com/story/15476699/massive-flood-causes-oil-to-leak-into-the-streets>

Torrential flooding in south Tucson caused a real mess Thursday and people are still cleaning up. Raindrops hit the South side hard and caused major flooding near 12th Avenue and Valencia. "This is the worst I've scene it so it's pretty bad I've never been stuck before," said Alisa Alavarez, who lives near the area. "Usually it rains really hard for a little bit and it'll stop, but it stopped for awhile and all of a sudden there's a river now," said Selena Gomez. That river flowed from the streets to the nearby businesses. In fact, Jiffy Lube was completely flooded. Water was pouring into the pit that holds thousands of gallons of used and clean oil. "It also went into the lobby, everywhere, not one dry spot here. The oil is going to be leaking," said Frances Guzman. And after hours of flooding the pit ending up cresting into the streets and Hazmat crews had to lay hundreds of oil absorbent sheets throughout the area. "We are just picking up all the oil from the top of the water before it hits the draining system because we don't want to have the draining system contaminated with oil," said Victor Martinez. Martinez says cleaning oil on the streets in Tucson is new for him, in fact, the last time he helped get oil out of water was during the BP spill in the gulf coast. "In all my years I've never seen anything like this to have just a little area flooded like that, that's pretty bad."

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After laying out hundreds of oil absorbent pads the water finally started to recede, but it left behind debris, muck and rocks. Neighbors are just thankful things are getting back to normal.

<http://www.kold.com/story/15476699/massive-flood-causes-oil-to-leak-into-the-streets>

USA, LA, HOUMA, SEPTEMBER 17 2011. FIREFIGHTERS LEARN TO BATTLE LIQUID-GAS FLAMES

eric heisig

 [Photo Gallery](#) [Fire Safety Training](#)



Bayou Cane firefighters put out a liquid petroleum gas fire during training with the LSU Fire Science Institute Wednesday at their main station in Houma.

Eight firefighters paced toward the flames, surrounding the fire with their hoses. In minutes, everything was enveloped in a large cloud, and the fire was extinguished. Bayou Cane firefighters trained this week on how to handle flames caused by liquefied petroleum gas. The flames need to be handled in a special way, said Fire Inspector Ken Himel, and can't simply be doused with water. "When it ignites, it's not bad," Himel said during Thursday's exercises. "When the flames come back to the tank, it can heat the liquid and the tank can explode." Himel said all of the department's 60 firefighters were required to go through the training this week, which was run by the LSU Fire and Emergency Training Institute. The training included a four-hour classroom session and hands-on exercises on the campus of

the department's main station along West Main Street. Firefighters practiced with a propane tank, which would first start spraying steam into the air before giant flames would erupt. To put out flames, firefighters first need to spray the tank itself, not the flames, to cool the liquid inside. Then, as the firefighters walk around the tank, they engulf it and the flames by adjusting their hoses until one of the firefighters can close the valve. The firefighters are required to go through 20 hours of training a month. This current session is also about teamwork, as all firefighters need to be in tune with how the person next to them is spraying their hose. "This is a trust thing," Himel said. "If you react the wrong way, you can mess up the whole team." After almost three days of training, the grass in the back of the department's station was black in some areas. One-hundred feet away from the tanks, the flames can be felt, and the smell of propane permeates the air. Firefighters taking off their gear in the afternoon sun said the training is helpful, but the heat from the flames can get unbearable as they inch closer. Battalion Chief John Poiencot, who went through training Thursday afternoon, said a lot of concentration is required. "You always have to be aware of where the flames are going," Poiencot said.

<http://www.dailycomet.com/article/20110916/ARTICLES/110919649?Title=Firefighters-learn-to-battle-liquid-gas-flames>

UK, CORNWALL, SEPTEMBER 17 2011. GOVERNMENT ABANDONS CLEAN UP AND RESCUE SERVICES FOR OIL TANKERS AND FREIGHT VESSELS >>> UNION 'UTTERLY APPALLED' BY MARINE POLLUTION AND SAFETY SAVINGS



In 1993 the oil tanker MV Braer grounded off the Shetland coast after fuel contaminated with seawater caused her engines to fail. The ship broke up and released around 87,000 tonnes of oil some of which washed up on the coast. Plans to deal with such incidents were heavily criticised, not least by [New Scientist](#) magazine and subsequently the Government introduced four emergency towing vessels (ETV's) to assist tankers and other freight and passenger ships. Such fleets are common in the Western world, Spain for example has fourteen and Germany eight, but now Britain has decided to do away with her small fleet from this month, to the extreme consternation of maritime unions and conservationists. The damage inflicted by the wreck of the Braer was minimised by the action of the sea during an extremely stormy period of weather coupled with the particularly light oil which

formed her cargo, not typical of North Sea crude, and the unceasing efforts of the local population to aid stricken wildlife. The maritime union [Nautilus](#) says that the UK's fleet of ETV's has become a model for other countries and on average they are called out around 180 times a year with the number of recent incidents and near-misses in the Channel alone demonstrating the value of these vessels. The union is also deeply disturbed at the potential loss of the Maritime Incident Response Group ([MIRG](#)), which was launched in 2006 following long-running concerns over the decline in the number of fire brigades capable

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of delivering emergency support at sea. Nautilus general secretary Mark Dickinson described the decision, confirmed in today's House of Commons transport committee report, as shocking, and expressed his fear of losing the MIRG saying: "We are utterly appalled by the way in which ministers have so casually and recklessly dismissed the evidence and the concerns of the transport committee, seafarers, fire-fighters and independent experts. Nothing has changed since the disasters that resulted in the establishment of the ETV and MIRG services and the government is turning the clock back in a deeply damaging way. Current provisions exist because the market has failed to provide in the past, and the ministers are deluded if they seriously believe it can provide in the future. "The costs of any future oil spill disaster could far outstrip the entire £80 million the government intends to save through these proposals. Indeed, the *Sea Empress disaster alone cost more than £140 million to clean up and the economic and environmental costs of a similar disaster today could run to £1 billion or more. But it's not just money we're talking about: it is the safety of life at sea – passengers and crew – and the wellbeing of the marine environment. "With ships getting bigger, carrying more passengers or hazardous cargoes, and alongside significantly reduced crewing levels, the support offered by the service remains of critical importance, scrapping MIRG will save the Department for Transport just £340,000 a year – so what price safety at sea? "Scrapping these vital safety services is like cancelling your home insurance because you haven't been burgled in the past year and it is essential that we retain the ability to cope with maritime emergencies not if, but when they do occur. These cuts seriously threaten the safety of all those who use the sea, and as an island nation, this could seriously impact on every single one of us."

* **Photo:** The [Sea Empress foundered](#) whilst attempting to deliver crude oil at Milford Haven in 1996 losing 73,000 tonnes of her cargo and causing a fishing ban off the Pembroke coast, a collapse of holiday traffic and with a total cost estimated of over £120 million.

http://www.handyshippingguide.com/shipping-news/government-abandons-clean-up-and-rescue-services-for-oil-tankers-and-freight-vessels_3075

USA, N.Y, NEW YORK, SEPTEMBER 17 2011. AMAZON POLLUTION VICTIMS ASK NEW YORK JUDGE TO AWARD \$8BN CHEVRON MONEY

dominic rushe

Watch the Video <http://www.guardian.co.uk/environment/2011/sep/16/amazon-pollution-chevron-money>

Ecuador's Secoya people, whose health was allegedly damaged by polluted water dumped by oil giant, take fight to courts. Victims of what they say is one the world's worst environmental disasters will on Friday ask a New York court to free up billions of dollars in compensation awarded to them in a record ruling earlier this year – and oust the judge who blocked their claim. The \$8bn fine [was imposed by an Ecuadorian court in February](#) on oil giant [Chevron](#), on behalf of 30,000 residents of the Amazon basin whose health and environment were allegedly damaged by chemical-laden waste water dumped by Texaco's operations from 1972 to 1990. Chevron bought Texaco in 2001. Chevron has attacked the judgment as a "fraud." The company has claimed the entire case is an extortion scheme. In March, [Chevron secured an injunction from judge Lewis Kaplan](#) against the decision, ahead of a trial set for November. Chevron spokesman Kent Robertson said the Ecuadorians were guilty of "shocking levels of misconduct." He said: "The fraud that has been uncovered is undeniable." Humberto Piaguaje, one of the plaintiffs, and a leader of the indigenous Secoya people of [Ecuador's northern Amazon rainforest](#), said: "Chevron is the one that's the criminal here. They came to our lands, they destroyed our lives, our culture and left us in poverty." He has travelled to New York for the hearing. The two sides are set to go to court on 15 November, when Chevron will ask a court to reject the ruling from Ecuador. Craig Smyser, the attorney representing the Ecuadorians, said he hoped to have Chevron's case thrown out and to have Kaplan removed from the case if the court decides it should proceed. "He [Kaplan] has taken a position that indicates bias against my client," said Smyser. "He has already made up his mind about this case. He has indicated that he thinks this is a game, and that the whole idea of Ecuadorian [pollution](#) and contamination is a construct of lawyers'." Smyser said he feared his clients would receive a "show trial" if Kaplan is allowed to hear the case. Smyser and Chevron's lawyers will appear in court on Friday morning to make their case to the second circuit court of New York. The court's opinion is expected sometime next month. A spokesman for Kaplan said the judge would not comment on the action. The legal hearing is the latest twist in the 18-year fight between Chevron and a group of Ecuadorian residents who claim massive pollution has destroyed their lives and their culture in [what has been described as the 'Amazon Chernobyl'](#). The plaintiffs claim Chevron's operations discharged billions of gallons of toxic waste into Amazon lands, affecting over 1,500 square miles of the Amazon, causing cancer rates to soar, destroying locals' livelihoods and habitats, and killing flora and fauna. More than 30bn gallons of toxic wastes and crude oil have allegedly been discharged into the land and waterways of

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Ecuador's Amazon basin, or oriente, according to a report by Sweden's Umeå International School of Public Health. BP's Deepwater Horizon disaster, by comparison, pumped 205m gallons of oil into the Gulf of Mexico, and 10.8m gallons were spilled in the [Exxon Valdez disaster in 1989 in Alaska](#). Servio Curipoma, another plaintiff in New York for the hearing, said he had lost both his parents to cancer that doctors had linked to the contamination of local drinking water. "Life for myself and all of us in Ecuadorian Amazon has been very hard," he said. "All of us who live there live in the midst of the crude oil that Chevron left. Chevron hasn't done anything to deal with the oil."

<http://www.guardian.co.uk/environment/2011/sep/16/amazon-pollution-chevron-money>

USA, CO, LOVELAND, SEPTEMBER 18 2011. LIQUID OXYGEN TANKER ROLLOVER CLOSES COLO. 402 >> DRIVER UNINJURED IN EARLY MORNING CRASH FRIDAY



Emergency personnel vent liquid oxygen from the tanker that rolled over off Colorado 402 in east Loveland early Friday morning.

The driver of a tanker truck that rolled over and closed Colorado 402 for four hours Friday morning wasn't injured. The Colorado State Patrol said 37-year-old Jeffrey Green was driving west on Colorado 402 when he drifted off the right side of the road, tried to steer back and rolled his semi onto its top. The liquid oxygen in the tank did not spill nor did any fuel, according to the State Patrol. Emergency workers vented the oxygen safely into the air before removing the truck. No other vehicles were involved in the crash, which happened just before 5:12 a.m. Friday. The highway's eastbound and westbound lanes were closed until 9 a.m.

http://www.reporterherald.com/news/loveland-local-news/ci_18914342

AUSTRALIA, A.C.T, CANBERRA, SEPTEMBER 18 2011. GIANT CHEMICAL PLANT BLAST, TOXIC CLOUD POISONS CANBERRA

[Watch the Video](#) [Video of giant chemical plant blast, toxic cloud poisons](#)

Canberra was rocked by a series of explosions, and witnesses reported flames soaring hundreds of feet into the air, as a poisonous cloud billowed over Australian capital. Toxic smoke from a chemical plant fire in the city saw a 10-kilometre exclusion zone being enforced. A long plume of smoke trailed across the dawn sky, and thick black smoke continued to billow out of the factory during the day. There are no serious injuries reported, but people in Canberra are being told to stay indoors, schools are closed, bus services and traffic were disrupted by the blast.

<http://www.youtube.com/watch?v=AFx-b5y9wsq>

USA, N.M, FARMINGTON, SEPTEMBER 18 2011. DRIVER KILLED IN U.S. HIGHWAY 550 FUEL SPILL >> TANKER CRASH NARROWS TRAVEL TO ONE LANE NEAR COLORADO-NEW MEXICO LINE

Jordyn Dahl



A fuel tanker crash on U.S. Highway 550 north of the Colorado-New Mexico state line killed the driver and closed the road for hours Friday.

A 7,000-gallon fuel tanker crashed just north of the Colorado-New Mexico state line on U.S. Highway 550 Friday afternoon, causing the highway to be closed for hours in both directions. The driver, a man from New Mexico, was killed in the accident, said Mike Baker, a spokesman for the Colorado State Patrol. His name had not been released as of Friday night. The Western Refining tanker rolled over at 1:16 p.m. and about 4,000 gallons of fuel spilled onto the highway. The tanker was heading northbound when it ran off the right side of the road. The driver tried to steer the tanker back onto the road and lost control before it traveled into the median and

rolled, blocking the northbound lane, Baker said. One lane was reopened Friday evening after hazardous materials teams and firefighters were able to reduce the possibility of explosion and fire, according to a La Plata County news release. The spill was contained in the center median, and fuel was prevented from reaching the Animas River or irrigation ditches. "We stopped the

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

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fuel from getting into the water supply completely. It wasn't even a concern," said Dave Imming, spokesman for Durango Fire & Rescue Authority. Almost all of the fuel had been pulled out of the median and put back into tankers by 6 p.m. Friday, but the fuel that saturated the ground was still a concern, Imming said. Crews were working on removing the wreckage to get the southbound lane reopened Friday night, said Butch Knowlton, director of emergency preparedness for La Plata County. It was unknown how long it would take to get the northbound lane open to traffic again. "There's no way to say how long it will take," Imming said Friday evening. "It's an unusual event, and it takes as long as it takes." Traffic was not redirected, but travelers were advised to take alternate routes for a while Friday.

<http://durangoherald.com/article/20110917/NEWS01/709169900/-1/s/Driver-killed-in-US-Highway-550-fuel-spill>

MALAYSIA, SIBU, SEPTEMBER 18 2011. YOUTHS INJURED SERIOUSLY IN CAR CRASH WITH OIL TANKER

philip hii



Stuck: The two youths waiting for rescue personnel to free them from their wrecked car.

Two youths, both 18 years old, were trapped inside their car for more than 20 minutes after it crashed into an oil tanker travelling on the opposite lane at Jalan Pedada, about 3km from the town centre. The driver was seriously injured on the head and body and he was admitted to the surgical ward of the Sibu Hospital while the passenger, who was also admitted to the hospital, fractured his right leg. Both were rescued by personnel from the Fire and Rescue Department who arrived at the scene at about 3.25pm, approximately 15 minutes after the accident. The driver of the oil tanker, Mapang Takin, was not injured but he was badly shaken. According to Maping, who had been driving oil tankers for 14 years, he was returning to Sibu from

Sarikei after sending a full tank of diesel there. "I suddenly saw a speeding car from the opposite lane coming in my direction. It narrowly missed hitting a tree planted between the roads then crashed into the tanker head on," Maping recalled.

<http://thestar.com.my/news/story.asp?file=/2011/9/17/sarawak/9519150&sec=sarawak>

USA, AZ, GRAHAM CO, SEPTEMBER 18 2011. SEMI TRUCK HAULING MOLTEN SULPHUR ROLLS

jon johnson

A collision Wednesday night between a semi truck hauling molten sulphur and a pickup truck resulted in a hazmat situation and the closure of Safford/Bryce Road for nearly 13 hours. According to a press release from the Graham County Sheriff's Office, the County Dispatch received a call regarding the collision at about 6:21 p.m. The incident occurred as both vehicles were westbound on Safford/Bryce Road just west of Branding Iron Road. According to Sheriff P.J. Allred, the driver of the semi truck, Dwayne Elders of Thatcher, was attempting to pass the pickup truck when the collision occurred. Apparently, the driver of the pickup truck, Dana Carrasco of Safford, attempted to make a left turn into a private driveway when she was sideswiped by the semi. The semi rolled onto its side and stretched across both lanes of the road. Allred told the Courier that Elders said the pickup truck didn't have its turn signal on, but Carrasco insisted that she did. Elders was transported to the Mt. Graham Regional Medical Center by Southwest Ambulance where he was treated and released. He suffered a head laceration and fractured collar and rib bones, according to Allred. Carrasco had her 4-year-old daughter with her in a child safety car seat, and neither was injured. Molten sulphur began leaking out of the top cap of the transport tanker but was quickly contained and handled by the Safford Fire Department. Hazmat teams from the Department of Public Safety traveled from Globe and Tucson and assisted with the leak as well. According to the United States government Material Safety Data Sheet, molten sulphur gives off an odor of rotten eggs and is flammable. It can cause eye and skin irritation and should only be used with adequate ventilation. Safford Assistant Fire Chief Tony Goodman told the Courier that the biggest issue with dealing with the molten sulphur was that it was hot. He said the department sprayed down the leak with water to cool it. Once it was cooled, the molten sulphur solidified. Members of the Fire Department worked the scene until 4 a.m. to keep the molten sulphur contained. "The only hazard is that it's hot. As soon as it hits air, it cools down and solidifies pretty quickly . . ." Goodman said. Representatives from Freeport McMoRan Copper & Gold Inc. and Savage Trucking also assisted with the crash recovery. The semi is registered to Savage Trucking and was transporting molten sulphur to Freeport's Safford Operations copper mine. Freeport representatives brought a crane to assist with the removal of the semi. Tow trucks from Barnett Towing from Willcox and Tucson were also used to set the semi upright and remove it from the road. Personnel from the Graham County Highway

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Division were also on hand to assist with the cleanup and fix damage to the road. The road remained closed from Landfill Road to the Talley wash until about 7 a.m. on Thursday. According to the Sheriff's Office, the cause of the crash is yet to be determined and is under investigation with assistance from a Graham County Attorney's office crash reconstructionist.

http://www.eacourier.com/articles/2011/09/17/news/breaking_news/doc4e7432292bb3f855608855.txt

AUSTRALIA, NEW SOUTH WALES, SYDNEY, SEPTEMBER 18 2011. BIG POLLUTER GOES UNCHECKED

natalie o'brien



Aerial view of Orica's Kooragang Island plant.

The explosives company responsible for leaking cancer-causing chemicals over Newcastle had 265 reported breaches in 10 years for its pollution licences for two NSW sites but has never had to have a mandatory environmental audit. Orica, and its predecessor ICI, had 177 reported breaches at the company's Matraville plant near Botany Bay and 88 breaches at Kooragang Island in Newcastle. Investigations by The Sun-Herald have revealed there is no official "trigger point" to force companies such as Orica that commit consistent pollution or "non-compliance" offences to submit to top-level scrutiny by the NSW environmental watchdog, the Office of Environment and Heritage. "It depends on the judgment of the regional manager," the OEH's deputy chief executive, Greg Sullivan, said. A mandatory environmental audit can take up to two years and must be paid for by the company

under investigation. Since 1999, when the present laws were introduced, Mr Sullivan's office has ordered just eight audits. Orica was not included in them. Orica did not respond to questions about the number of breaches at its two sites. But the company released an independent engineer's report on the leak of hexavalent chromium at its plant last month which recommends six changes to its operating procedures. Orica spokeswoman Nicole Ekert said it was acting on the recommendations. An adviser to the federal government's National Industrial Chemicals Notification and Assessment Scheme, Dr Mariann Lloyd-Smith, said Orica had a concerning legacy of spills, leaks and breaches yet had been fined only once. "It is surprising that the regulator has not got a monitoring plan, especially for Orica's emissions," she said. "You have to ask why the department lacks the political will and resources to enforce real compliance ... Orica is one of the biggest explosive companies in the world and when Orica talks, government knees quiver." The chief executive of the Nature Conservation Council of NSW, Pepe Clark, said its research showed Orica had had 265 pollution licence breaches in a decade across two sites. The failure of this to alert the OEH signalled it had a problem, he said. Mr Clark said the record of breaches at Orica and the limited use of formal sanctions showed the OEH needed to "to get tougher with the pollution industry". "The incident at Orica has shaken us out of complacency and shown we need a stronger commitment to reducing pollution," he said. On August 8, a carcinogenic cloud of hexavalent chromium was released from Orica's Kooragang Island plant and drifted across the Hunter River to the Newcastle suburb of Stockton. Although later tests showed the risk to human health was very low, it took three days for the government to notify the public, prompting a public outcry. But The Sun-Herald's inquiries have also revealed the samples taken after the leak did not include samples of the water in the Hunter River. The OEH said no water samples were routinely taken in or around the Orica plant. The only time they were taken is when pollution impacts on water were reasonably suspected. Hexavalent chromium is toxic to marine life, particularly to oysters. Even small amounts of the chemical are toxic and cumulative for oysters, which are farmed close to the Orica plant. There was a hexavalent leak by Orica in 2006. Dr Lloyd-Smith said hexavalent chromium was toxic to aquatic life, even at low concentrations, affecting different species in different ways. "While hexavalent chromium is most dangerous to humans when inhaled, people can also be exposed to it from eating foods high in chromium, like oysters," she said. "At high doses, hexavalent chromium can damage the liver, kidneys and other digestive organs, as well as lowering a person's immunity." The state government has announced an inquiry into last month's incident. But the Labor federal member for Newcastle, Sharon Grierson, wants a risk assessment of all the area's industries and has written to the Premier, Barry O'Farrell, calling for "round-the-clock, publicly accessible air and water-quality monitoring" and an alert system.

<http://www.smh.com.au/environment/big-polluter-goes-unchecked-20110917-1kf0p.html>

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