



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 799 Newsy Stuff

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

**January 16 2012**



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#### PAKISTAN, KARACHI, JANUARY 6 2012. SUB-STANDARD CNG CYLINDERS CAUSE EXPLOSIONS

Rodolfo J. Martin Saravia, Ambassador of Argentine Republic to Pakistan has said that CNG cylinders' explosions claiming lives here were caused owing to use of sub-standard kits and cylinders. He was talking to the office bearers of Karachi Chamber of Commerce and Industry here at Aiwan-e-Tijarat on Thursday. The envoy informed that Argentine and Pakistan were two leading countries in the world using CNG systems: cylinders, kits and compressors. However, he told that presently Pakistan had taken the lead with over three thousand CNG stations and millions of vehicles running on it. Observing that here CNG was used in cars, rickshaws, mini-buses and buses, he said that since 60-65% of the population used public transportation, over 40 million people were 'negatively or positively' were affected by it. Commenting on the sudden dilemma of gas shortage in Pakistan Saravia pointed towards existence of a big pro-LPG lobby. He said that after the death of forty people in cylinder explosion, millions were waiting for solution. Noticing that imposition of ban on CNG kits and cylinders was being pondered over here, the envoy said that he had personally seen oxygen cylinders taken out from hospitals being used in buses. He said that many companies in his country were manufacturing CNG kits/cylinders and though none would go bankrupt due to the said ban, question was being asked about the wisdom of such decision. He suggested that institutions and people in private capacity should approach the concerned authorities to look for a way out otherwise Pakistan would lose investments and companies coming here. President KCCI Mian Abrar Ahmed lamented that trade and industry of Pakistan was suffering very badly due to gas issue. He further observed that for the first time in the history of country the industry was at the verge of closing down due to many reasons. He said that Pakistan harbored reservoirs twenty times that had been explored and that should be used.

<http://pakobserver.net/detailnews.asp?id=134020>

#### USA, WASHINGTON DC, JANUARY 6 2012. EPA RELEASES 2010 TOXICS RELEASE INVENTORY NATIONAL ANALYSIS

*latisha petteway*

The U.S. Environmental Protection Agency (EPA) is releasing its annual national analysis of the Toxics Release Inventory (TRI), providing all Americans with vital information about their communities. The TRI program publishes information on toxic chemical disposals and other releases into the air, land and water, as well as information on waste management and pollution prevention activities in neighborhoods across the country. Total releases including disposals for the latest reporting year, 2010, are higher than the previous two years but lower than 2007 and prior year totals. Many of the releases from TRI facilities are regulated under various EPA programs and requirements designed to limit human and environmental harm. "We will continue to put accessible, meaningful information in the hands of the American people. Widespread public access to environmental information is fundamental to the work EPA does every day," said EPA Administrator Lisa P. Jackson. "TRI is a cornerstone of EPA's community-right-to-know programs and has played a significant role in protecting people's health and the environment by providing communities with valuable information on toxic chemical releases." Citizens have a right to know what toxic chemicals are being released into their communities. Over the past 25 years, the TRI program has helped citizens, emergency planners, public health officials, and others protect human health and the environment by providing them with toxic chemical release and other waste management data they need to make decisions that affect the safety and welfare of their communities. The 2010 TRI data show that 3.93 billion pounds of toxic chemicals were released into the environment nationwide, a 16 percent increase from 2009. The increase is mainly due to changes in the metal mining sector, which typically involves large facilities handling large volumes of material. In this sector, even a small change in the chemical composition of the ore being mined -- which EPA understands is one of the reasons for the increase in total reported releases -- may lead to big changes in the amount of toxic chemicals reported nationally. Several other sectors also reported increases in toxic releases in 2010, including the chemical and primary metals industries. Total air releases decreased 6 percent since 2009, continuing a trend seen over the past several years. Releases into surface water increased 9 percent and releases into land increased 28 percent since 2009, again due primarily to the metal mining sector. EPA has improved this year's TRI national analysis report by adding new information on facility efforts to reduce pollution and by considering whether economic factors could have affected the TRI data. With this report and EPA's Web-based TRI tools, citizens can access information about the toxic chemical releases into the air, water, and land that occur locally. Finally, EPA's first mobile application for accessing TRI data, myRTK, is now available in Spanish, as are expanded Spanish translations of national analysis documents and Web pages. TRI data is submitted annually to EPA and states by multiple industry sectors including manufacturing, metal mining, electric utilities, and commercial hazardous waste facilities. Facilities must report their toxic chemical releases to EPA under



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the federal Emergency Planning and Community Right-to-Know Act (EPCRA) by July 1st of each year. The Pollution Prevention Act of 1990 also requires information on waste management activities related to TRI chemicals. More on the 2010 TRI analysis and TRI Web-based tools: <http://www.epa.gov/tri>  
<http://www.epa.gov/tri/myrtk/>

#### NEW ZEALAND, WAIKATO, JANUARY 6 2012. DIESEL SPILLS PROMPT REMINDER FOR EXTRA CARE FROM BOATIES

Waikato Regional Council is calling for boaties to take extra care when re-fuelling vessels on or near the water, following small diesel spills detected on the Coromandel Peninsula earlier today. Regional on scene commander Brendan Morris said a small amount of diesel was discovered while the harbor master was patrolling the Pauanui waterways. "It appears that at least two people have been using fuel cans to fill up their tanks on the water and the diesel has either been spilt or blown out the breathers due to overfilling. "It is fortunate, in this case, that the amounts appear small and the environmental damage is likely to be minimal. "However, the cumulative effects of small spills can take their toll on our waterways. This environmental damage can easily be avoided if boaties take more care when filling their boat tanks," Mr. Morris said. Diesel spreads quickly, covering a large area and causing an unsightly sheen on the water, threatening any wildlife which might come into contact with it. Sorbent booms deployed by the council's harbor master in the Pauanui waterways will remain in place over the weekend. The booms are expected to contain and soak up the diesel on the surface of the water. Any other diesel is likely to evaporate or disperse naturally. Visit [www.waikatoregion.govt.nz/oil-spill](http://www.waikatoregion.govt.nz/oil-spill) to find out more about marine oil spills - how they happen, our response to them and what you can do to minimise the risk.

<http://www.voxy.co.nz/national/diesel-spills-prompt-reminder-extra-care-boaties/5/111863>

#### CHINA, SHANGHAI, SONGJIANG DISTRICT, JANUARY 7 2012. EXPLOSION AT CHEMICAL PLANT KILLS 1, HURTS 3



Firemen check out damage at a building hit by an explosion that killed a worker at a chemical factory in the suburban Songjiang District yesterday.

One worker died and three others were injured when an explosion ripped through a chemical plant in the city's suburban Songjiang District early yesterday morning. The district government said two technical workers were developing highly purified peroxyacetic acid and triggered the blast through careless operation. One of them died on the spot. The three injured workers were sent to hospital and were reported not to be in serious condition, officials said. They were not identified. The explosion happened about 2:30am at Shanghai Habo Chemical Technology Co, authorities said. "It was horrible and it was like the plant was bombed," said one of the injured workers. The man, who lived in the factory dormitory and didn't reveal his name, said he heard five explosions that shook him awake. "Before I could make any reaction, the windows of my room were smashed and cut my arm," he said. The powerful shock wave from the blast shattered windows of the factory and nearby buildings within 200 to 300 meters. "Fortunately it was early in the morning before dawn and the plant was almost empty," said a witness who was on duty in a factory nearby when the explosion occurred. "I can't imagine if such an explosion happened during the day." The huge sound of the blast was heard up to 4 kilometers away, as some residents updated their microblogs right after the explosion happened. The explosion of peroxyacetic acid caused a serious chemical smell in the area but officials said that air-quality monitoring showed no environmental hazard in the vicinity of the blast. Habo is a major chemical company in the area and its main products are peroxyacetic acid and hydrogen peroxide. The company could not be reached for comment yesterday. Peroxyacetic acid is widely used as bleaching agent and bactericidal agent. It is also a strong oxidant and explodes when the concentration is higher than 45 percent or being placed at minus 20 degrees Celsius.

<http://english.eastday.com/e/120106/u1a6296156.html>



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#### NORTHERN IRELAND, BELFAST LOUGH, JANUARY 7 2012. OIL TO BE TAKEN OFF DAMAGED TANKER



*The BW Seine has drawn alongside the Genmar Corporation for the oil transfer*  
Work is getting under way to take thousands of tonnes of oil off a damaged tanker at Belfast Lough. After delays due to bad weather, the transfer of 54,304 tonnes of Vacuum Gas Oil from the Genmar Companion is expected to take between 24 and 36 hours. The operation was launched after a crack was spotted on the ship's upper deck. Tugs are helping to bring it alongside the tanker BW Seine to offload the cargo. The task should have started on Monday, but was hit by delays due to the stormy weather conditions. The Maritime and Coastguard Agency said: "For the duration of the operation there will be a one-mile exclusion zone around the

Genmar Companion and BW Seine to give the tugs a safe working area. "The cargo is transferred from one to the other using specialist equipment. The operation to berth, make lines secure and conduct final checks will take several hours before the actual transfer of the oil begins." The Genmar Companion has been sheltering off the Copeland Islands at the entrance to Belfast Lough since December 16. It was 40 miles west of Tory Island, Co Donegal, on its journey from Rotterdam to New York, when the crack on its upper deck was reported. Officials said the crack did not appear to extend to any of the oil cargo holding structures but took action as a precautionary measure.

#### Related Links

- [Stricken oil tanker lashed by gales has tot aged 2 on board](#)
- [Oil tanker cargo transfer underway](#)
- [Concerns For Toddler On Board Damaged Tanker](#)

[http://www.google.com/hostednews/ukpress/article/ALeqM5qu2X53HzM1K0KZ\\_5K2tuaIV5IqSw?docId=N0831871325852979342A](http://www.google.com/hostednews/ukpress/article/ALeqM5qu2X53HzM1K0KZ_5K2tuaIV5IqSw?docId=N0831871325852979342A)

#### USA, WI, OCONTO COUNTY, JANUARY 7 2012. TANKER OF PROPANE OVERTURNS ON OCONTO ROUNDABOUT

A tanker semitrailer hauling a full-load of propane overturned Thursday morning while negotiating a roundabout in Oconto. There was no propane leakage from the unit and no homes or businesses in the area had to be evacuated, according to the Wisconsin State Patrol. The truck was eastbound on Wisconsin 22, and entered the roundabout to go north on U.S. 41 about 7:50 a.m. About halfway around, driver lost control of the truck, which clipped off two highway signs and a light pole before it rolled onto its right side. The truck came to rest 35 feet into the ditch on the north side of the intersection. Oconto Fire Chief Jack Mlnarik said the tanker held about 10,100 gallons of propane. Firefighters stood by in case there were any leaks, though Mlnarik said shortly after the accident there didn't appear to be any problems. The Wisconsin State Patrol and Oconto Police restricted access to the roundabout for several hours. Amore's Towing of Oconto uprighted and towed the truck after the load was transferred to another tanker. The truck is owned by Draeger Leasing Inc., Antigo. The driver, Allan V. Wagner, 41, of Deerbrook, was not injured. He was cited for driving too fast for conditions, Wisconsin State Patrol investigated the crash. The county office of Emergency Government also responded.

<http://www.greenbaypressgazette.com/article/20120105/GPG1009/201050601/Tanker-propane-overturms-Oconto-roundabout>

#### USA PA, WILLIAMSPORT, JANUARY 7 2012. DEP FINES TIOGA COUNTY GAS DRILLER >> COMPANY LOST CONTROL OF NATURAL GAS WELL FOR THREE HOURS

The Department of Environmental Protection has fined Talisman Energy USA Inc. of Warrendale, Butler County, \$51,478 for a January 2011 gas well control incident at the company's Department of Conservation and Natural Resources 587 #8 well pad in Ward Township, Tioga County. "Equipment failure during fracking on Jan. 17 caused about 21,000 gallons of hydraulic fracturing fluid and sand to be released for about three hours," DEP North-central Regional Director Nels Taber said. "Fortunately, Talisman responded quickly and most of the release did not escape secondary containment." The fluid discharged from the head of the well under high pressure, tearing the well pad's secondary containment liner for several yards. Vacuum trucks recovered the fluid on the well pad. No streams, wetlands or private drinking water wells were impacted by the spill. A department inspection conducted Jan. 25 confirmed that Talisman staff had repaired the damaged liner, replaced the failed equipment and removed contaminated soil beneath the liner. An investigation by DEP's Oil and Gas Program and Talisman staff determined that the cause of the incident was a needle valve that had failed and could not be shut off. To regain



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control of the well, the hydraulic valve above the master valve was remotely closed and fluid was allowed to flow back through the production test separator. A new pipe connector called a hammer union was also installed and closed. For more information, visit [www.dep.state.pa.us](http://www.dep.state.pa.us) or call 570-327-3659.

[http://www.strausnews.com/articles/2012/01/05/pike\\_county\\_courier/news/28.txt](http://www.strausnews.com/articles/2012/01/05/pike_county_courier/news/28.txt)

### USA, S.C, SPARTANBURG COUNTY, JANUARY 7 2012. LEAK FROM OVERTURNED TANKER SHUTS DOWN HIGHWAYS

 **Watch the Video** [Overturned Tanker Spilling Fuel Prompts Evacuations](#)

 **Photo's** <http://www.wyff4.com/slideshow/news/30152427/detail.html>



A tanker truck overturned Friday afternoon and leaking fuel closed down two major roadways in Spartanburg causing a ripple effect on traffic all over the west side of Spartanburg. Spartanburg Public Safety Capt. Art Littlejohn said the gasoline tanker was on Southport Road (Highway 295) making a left turn onto John B. White, Sr. Boulevard when it overturned. The driver was taken to Spartanburg Regional Medical Center, but police said he was alert and talking and not apparently seriously injured. According to the officers on the scene, the fuel tanker contained gasoline and diesel fuel. No other vehicles were involved. Police notified merchants and residents in a one-mile area around the wreck to evacuate or take shelter. Motorists were encouraged to avoid the area if at all possible. Spartanburg Fire Chief Marion Blackwell said the clean-up could take until after 10 p.m. Friday. Blackwell said that the tanker holds 7,400 gallons of fuel and it was leaking at the rate of about a gallon

per minute. He said crews contained the leak to a small area and a gasoline recovery team was brought in from Asheville to offload the fuel. The Croft and GSP fire departments were called in to provide additional support. Blackwell said that there was a steady breeze that helped disperse the gasoline fumes, minimizing danger. Southport Road and John B. White, Sr. Boulevard were both shut down near the wreck. Motorists needing access to neighborhoods in the area were encouraged to utilize Camelot Drive or Blackstock Road to gain access via Highway 29.

<http://www.wyff4.com/news/30151871/detail.html>

### USA, TX, LAREDO, JANUARY 7 2012. A GAS TANK, MAY BE A TIME BOMB IF NOT USED CAREFULLY

*mauricio belloc*



Beware of gas tanks, the operation is delicate, LP cylinders, butane or other flammable substances are extremely dangerous, the expert said firefighter and spokesman for the Department, Eloy Vega. Following the explosion Tuesday night, which destroyed buildings, vehicles and other property at the corner of Corpus Christi and Meadow, the Fire Department issued a series of tips and safety measures for families or businesses that handle tanks or cylinders of this type.

- Some security measures are as follows:
- Propane is heavier than air, so it must be placed in lower parts of the house or premises, and in isolated, secure and open, outside of them.
- If you smell gas or feel that the tank is leaking gas, you must leave the property immediately.
- If you are in that condition of danger, do not turn on or off any electrical switches or appliances, or even use a cell phone or wireless radio or any other possible source of ignition.
- Leave doors and windows open, and if you can, without running any danger, shut off the tank.
- Call for emergency assistance to a professional for this service, but do it in a neighbor's house or at a considerable distance from where you will find enclosed the tank.
- If the tank or cylinder is leaking, the gas may have stayed in a small space on the floor or wall, so do not start the engine of your car, because it could trigger a fire or explosion.

<http://www.laredosun.us/notas.asp?id=19626>



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#### USA, ORE, PORTLAND, JANUARY 7 2012. REPORT: PRECISION CASTPARTS IS SUING PGE OVER TOXIC CLOUD INCIDENT

[Watch the Video Toxic Cloud Incident](#)

Remember when that orange cloud escaped from Precision Castparts this past summer? Well now the company is suing Portland General Electric over two power outages they say led to the toxic situation, according to a report in The Oregonian. Here's an excerpt from the newspaper's article:

The complaint, filed Dec. 5 in Multnomah County Circuit Court, says the incident alarmed local residents, damaged or destroyed equipment at the plant, forced a shutdown for several days and marred its reputation. It is seeking the recovery of \$3.2 million in actual property damages, and treble damages due to the utility's alleged negligence. [Read the story...](#)

The incident happened back in May at the Precision Castparts plant at 5001 S.E. Johnson Creek Boulevard. A hydrofluoric/nitric acid combination in a vat had created an orange cloud that drifted away from the company. The cloud dissipated quickly but it did alarm those who live in the area, especially since a reverse 9-1-1 system failed. Precision Castparts makes cast metal parts for use in the aerospace, industrial, defense and automobile industries and is one of Oregon's largest businesses. The same plant on Southeast Johnson Creek Boulevard caught fire in 2007 when workers doing routine maintenance accidentally started a fire inside a building and the flames spread into dry brush behind the complex.

#### Related Links

- January 4, 2012: [Ammonia leak prompts HAZMAT response in North Portland](#)
- June 15, 2011 [Ammonia leak stopped at Alpenrose, crews clear the scene](#)
- [Orange cloud escapes from Precision Castparts, creating HAZMAT situation](#)
- [Reverse 9-1-1 fails to warn residents in path of toxic cloud](#)

<http://milwaukie.katu.com/news/business/452780-report-precision-castparts-suing-pge-over-toxic-cloud-incident>

#### USA, AKA, ANCHORAGE, JANUARY 7 2012. TANKER DELIVERING FUEL TO ALASKA COMMUNITY ENCOUNTERS 1-FOOT THICK ICE NEAR NUNIVAK ISLAND



*In this file photo from Monday, Jan. 2, 2012, the Renda, a Russian tanker, is shown in Unalaska, Alaska. The Renda left Dutch Harbor on Wednesday, Jan. 4, 2012 and was headed to the iced-in community when a maintenance alarm sounded. The tanker had departed carrying more than 1 million gallons of diesel fuel and 400,000 gallons of gasoline. Mark Smith with Vitus Marine LLC says the alarm indicated that the vessel needed a valve replacement. Once the tanker is fixed, it should take four or five days for it to travel the 700 miles to Nome. It will have to get through more than 300 miles of sea ice. The Coast Guard cutter Healy is on hand to break ice.*

A Russian tanker carrying fuel for an iced-in Alaska city that without a delivery could run out of crucial supplies before winter's end encountered ice early Friday in the eastern Bering Sea. The ice was not a surprise. The 370-foot tanker Renda will have to go through more than 300 miles of sea ice to get to Nome, a city of about 3,500 people on the western Alaska coastline that did not get its last pre-winter fuel delivery because of a massive storm. If the delivery of diesel fuel and unleaded gasoline is not made, the city likely will run short of fuel supplies before another barge delivery can be made in spring. If the mission is successful, it will be the first time petroleum products have been delivered by sea to a Western Alaska community in winter. The Coast Guard said the Russian tanker came upon ice about a foot thick very early Friday near Nunivak Island, a large island in the eastern Bering Sea. The tanker is following the Healy, the Coast Guard's only functioning icebreaker — a ship of special design with a reinforced hull made to move through ice. The icebreaker should have no problem getting through the ice even if it becomes several feet thick, said Coast Guard Petty Officer First Class David Mosley. "In the worst-case scenario, it might stop and back up and ram their way through the pressure ridges, where it gets really thick," he said. The icebreaker is creating a path through the ice for the tanker. The Renda left Russia in mid-December after the barge delivery of 1.6 million gallons of fuel failed and Nome became iced-in for the winter. The tanker is carrying more than 1 million gallons of diesel fuel loaded in South Korea and 300,000 gallons of unleaded gasoline picked up in Dutch Harbor in southwestern Alaska. Sitnasuak Native Corp., the company that eventually signed a contract with Vitus Marine LLC to have a tanker delivery, considered flying supplies to Nome but decided against that plan because of the cost and the possibility fuel prices



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could jump to \$9 a gallon. The tanker delivery is expected to be more costly than by barge but not as expensive as air delivery. The Native corporation is a major fuel supplier to the city, with between 800 and 1,000 customers including the hospital and schools. "I think everything is going smoothly," Jason Evans, Sitnasuak's board chairman, said Friday afternoon. The tanker is expected to arrive in Nome early Monday.

[http://www.washingtonpost.com/national/tanker-delivering-fuel-to-alaska-community-encounters-1-foot-thick-ice-near-nunivak-island/2012/01/06/gIQAUz3dfP\\_story.html](http://www.washingtonpost.com/national/tanker-delivering-fuel-to-alaska-community-encounters-1-foot-thick-ice-near-nunivak-island/2012/01/06/gIQAUz3dfP_story.html)

#### USA, N.Y, BRIDGEHAMPTON, JANUARY 7 2012. MAN WHOSE SUICIDE ATTEMPT CAUSED HAZMAT SCARE CHARGED WITH FELONY >> FABIAN C. SEYRIGDESAUSSURE CAUSED A HAZMAT RESPONSE AT SOUTHAMPTON HOSPITAL IN NOVEMBER.

*brendan j. o'reilly*

A 50-year-old Bridgehampton man who tried to kill himself on Nov. 16 with noxious fumes in his car then changed his mind and drove to the hospital, [causing a hazmat team to respond](#) has been charged with placing a false bomb or hazardous substance in the first degree, a class-D felony, according to police. [Southampton Village police](#) said Fabian C. Seyrig de Saussure was arrested Dec. 20. Immediately after the incident, in which he mixed a fungicide and an acid in a five-gallon plastic bucket in his Volkswagen, he had been placed under psychiatric care. The [Southampton Fire Department](#), Southampton Town HazMat Team and village police had all responded to [Southampton Hospital](#), where he parked the car outside the emergency room. "I don't know exactly where he started the mixture of the chemicals," Det. Sgt. Herman Lamison of the Southampton Village police said, though he added it must have been between Seyrig de Saussure's home in Bridgehampton and Southampton Village. He said the chemicals were common products available at hardware stores. Seyrig de Saussure was remanded to Suffolk County Jail in lieu of \$3,000 bail.

<http://southampton.patch.com/articles/man-who-abandoned-chemical-suicide-attempt-charged-with-felony>

#### INDIA, GUWAHATI, JANUARY 7 2012. MOCK DRILL AT BONGAIGAON REFINERY

A full-scale offsite chemical disaster plan mock drill was conducted at [Bongaigaon Refinery](#) by the district administration of Chirang on December 30. The exercise, meant to tell all concerned to remain vigilant all times, saw an oil tanker collide with another tanker. The first tanker, containing MS, overturns near cooking shed and MS starts gushing out and flows towards the cooking shed resulting in a fire. Other tankers parked in the vicinity are also engulfed by the flames. Besides the nearby areas, the explosion in the tanker also affects National Highway-31C.

<http://timesofindia.indiatimes.com/city/guwahati/Mock-drill-at-Bongaigaon-refinery/articleshow/11396322.cms>

#### USA, CO, DENVER, JANUARY 7 2012. SUNCOR REFINERY EMPLOYEES TESTED FOR BENZENE CONTAMINATION

*bruce finley*

 [Slideshow](#) [More photos of Suncor contractors working to clean up liquid leaking into Sand Creek.](#)



Workers contracted by Suncor are using vacuum trucks and absorbent material to suck up water mixed with an unidentified liquid leaking into Sand Creek north of downtown Denver, CO, Wednesday November 30, 2011. "The material appears to be coming from Suncor property, migrating under the Metro Wastewater property and daylighting in Sand Creek," said EPA emergency response manager Curtis Kimbel.

Workers contracted by Suncor are using vacuum trucks and absorbent material to suck up water mixed with an unidentified liquid leaking into Sand Creek north of downtown Denver, CO, Wednesday November 30, 2011. "The material appears to be coming from Suncor property, migrating under the Metro Wastewater property and daylighting in Sand Creek," said EPA emergency response manager Curtis Kimbel.

Kimbel. Workers at Suncor Energy's oil refinery — nearly all 500 — have had their blood tested for benzene as Suncor excavates pipelines to deal with tainted tap water and tries to contain contamination of Sand Creek. Nobody knows how long drinking water at Suncor's refinery has contained benzene. Results of blood tests at an occupational medicine clinic, done partly to reassure employees, were kept confidential. "Until we figure out the problem that caused this contamination, we will



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## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 799 Newsy Stuff

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

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continue to protect our people," Suncor vice president for refining John Gallagher said. "We believe we have a breach in the drinking water line near one of our office buildings," Gallagher said. "We're digging down to that pipeline to see what we can find." "We consider ourselves an environmentally progressive company. When things like this happen, we're not happy." Denver Water, which delivers water to Suncor, has determined that no benzene entered the metro pipe system, utility spokeswoman Stacy Chesney said. Benzene contamination of Sand Creek continues, just up from its confluence with the [South Platte River](#). The levels have been fluctuating from 670 parts per billion on Dec. 22 (134 times higher than the 5 ppb national drinking water standard) to 74 on Dec. 29 and back up to 190 on Jan. 4. Beyond the refinery property, work crews met a Colorado Department of Public Health and Environment deadline Friday for installation of an aeration system meant to remove toxic vapors from Sand Creek water into the air. "We're confident that it will have a positive effect," Gallagher said. This area north of downtown Denver has been the site of refining operations since 1938 and has a long history of environmental problems. Suncor in 2003 bought the refinery from Conoco. For decades, state health regulators have known about underground plumes of contamination. Some 300 groundwater wells have been drilled around the refinery property and at the adjacent Metro Wastewater plant to track contamination — 25 of them capable of recovering liquids. State regulators learned over the past year of new contamination under the refinery. Then, on Nov. 27, a fisherman found foul-smelling black goo seeping into Sand Creek near the South Platte and alerted authorities. The U.S. Environmental Protection Agency launched an emergency response. State officials say petroleum dissolved in groundwater seems to be seeping directly into the bottom of Sand Creek and have ordered Suncor to conduct daily water tests, monitor air at Metro Wastewater, install ventilation systems where necessary and investigate groundwater contamination under the refinery. The state health department "doesn't have immediate concerns for employee health at the refinery," agency spokesman Mark Salley said. "They're on bottled water until Suncor determines the source of benzene in their tap water and corrects the situation." Suncor processes oils from the region as well as oil sand crude from Canada. A \$445 million upgrade helped meet regulations and enabled handling of a wider range of oil sands material. The plant currently is producing about 90,000 barrels per day of gasoline, diesel fuel and asphalt.

 **Document** [Read the state health department's Dec. 30 order to Suncor Energy \(PDF\).](#)

### Related Links

- [Colorado health officials order additional measures from Suncor Energy over benzene seepage](#)
- [Benzene is fouling drinking water at Suncor refinery and chemicals are seeping directly into Sand Creek](#)
- [Trench being dug to halt toxic ooze into Sand Creek north of Denver](#)
- [Cleanup orders at Colorado's Suncor refinery spill into Sand Creek officially issued](#)
- [Benzene in Sand Creek measured at 400 times amount tolerated by national drinking water standards, EPA tests show](#)
- [Suncor Energy refinery north of downtown Denver called source of black goo](#)
- [Health department: Pipe may have broken a half mile from Sand Creek spill site](#)

[http://www.denverpost.com/breakingnews/ci\\_19690855](http://www.denverpost.com/breakingnews/ci_19690855)

### THAILAND, HUA HIN, JANUARY 7 2012. PANIC AS BEACH FIREWORKS EXPLODE IN THAILAND RESORT

**Watch the Video** [Fireworks rain down on New Year revellers](#)

 **Watch the Video** [Sparks cause firework explosion at Thailand resort](#)

There was panic on a beach in the resort of Hua Hin in Thailand when a fireworks display went horribly wrong. According to the Telegraph, the New Year's Eve fireworks event was supposed to be a spectacle enjoyed for several minutes but, instead, it lasted 30 seconds as terrified revellers ran for their lives. Rockets seemed to spray in all directions across the beach in south west Thailand but, thankfully - and unbelievably - nobody was hurt. Hua Hin is a famous beach resort set 200km south of Bangkok. It boasts a pretty five kilometre beach, which was put on the map by Thailand's royal family, who have favoured it for many years. Hua Hin Railway Station is said to be the most beautiful in Thailand, once being a royal pavilion. Activities in the area include trekking national parks, caving, taking in scenic waterfalls and the usual snorkelling, sunbathing and swimming.

<http://travel.aol.co.uk/2012/01/06/video-panic-as-beach-fireworks-explode-in-thailand-resort/>



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#### AUSTRALIA, NORTHERN TERRITORY, JANUARY 7 2012. MINER ORDERED TO CLEAN UP TRAIN SPILL

Map: [Katherine 0850](#)



A mining company has been ordered to clean up the site of a train derailment in the Northern Territory. About 1,200 tonnes of the toxic mineral ore copper concentrate was washed from a freight train into a river north of Katherine during a flash flood last week. WorkSafe says the material is a health and environmental hazard. It has given Oz Minerals until the end of the month to transport any remaining material to the South Australian border. Oz Minerals has been given special permission to transport the ore in tarpaulin covered wagons, even though this practice is now banned. WorkSafe says the rules have been relaxed so the copper concentrate can be quickly taken to the South Australian border. It says it is worried wet season rain and storms will wash the remaining ore into the river.

#### Related Links

- [Waterways test safe after train derailment spill](#)
- [Rivers tested for derailment copper spill spread](#)

<http://www.abc.net.au/news/2012-01-07/miner-ordered-to-clean-up-train-spill/3762322>

#### NEW ZEALAND, WELLINGTON, JANUARY 7 2012. HOT AIR BALLOON CRASHES KILLING ALL 11 ON BOARD

Click-2-Listen

AUDIO: [Jill Stringer says conditions were perfect \(AM\)](#)

AUDIO: [Witness Don Cunningham describes the crash\(AM\)](#)

Map: [New Zealand](#)



Eleven people in a hot air balloon were killed when their aircraft hit power lines, burst into flames and crashed near Wellington in New Zealand. The balloon went down near the small rural town of Carterton, 150 kilometres north of Wellington, on the country's north island. Those on board included five couples and the pilot. New Zealand police say it appears one of those couples jumped from the basket before it hit the ground, and their bodies were found about 200 metres from the crash site. The victims are yet to be formally identified, and police say the bodies are badly burnt. Investigators have five eye witnesses, three of whom work for the company that owns the balloon, the Early Morning Balloon Company, which is based in Carterton. "It appears a fire has ignited on board, causing the hot air balloon to crash in farmland. Sadly, the pilot and 10 passengers onboard have not survived,"

Wellington district police commander Mike Rusbatch said. "This is an absolutely tragic incident and our thoughts are with the families of the deceased." Radio New Zealand reporter Hugh Barlow says he spoke to a cyclist who saw the crash happen from a distance. "He knew the balloon, he had been up with his own family and he feels he probably knows who the pilot is," he said. "He said he looked up and saw flames licking up the side of the big wicker basket. He immediately ran to the first house he could find and rang 111. "When he came out, he said there was about 10 metres of flames trailing and the balloon was descending very quickly. He said he saw it disappear down to ground level." Local resident Don Cunningham was walking his dog in the area when he realised the balloon was in trouble. "I could then hear the burning but I couldn't see the balloon, so I was looking for the balloon and I could just see the top of it descending," he said. "I thought nothing of it but then I heard some screaming and shouting and saw a large plume of black smoke." Mr Cunningham says the balloon came down in farmland. "The guy who flies the balloon, if it was the normal guy, he's incredibly experienced," he said. "I've lived here nearly three years and he would fly on average twice a week even during the winter."

#### 'Colossal Speed'

David McKinlay was watering his garden when he looked up and saw the balloon in flames. He says it was clear no-one would survive. "Couldn't believe what I was seeing - there were flames leaping up the side of the basket towards the guy ropes of the balloon," he said. "I dropped the hose, ran inside and dialled 111, and eventually by the time I got back the thing had



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completely disintegrated. "I don't know what height it was but it was coming down at a colossal speed." Jill Stringer from the local area health board says the weather conditions were fine. "It was a perfect morning for ballooning this morning," she said. "Our balloon pilots have such a fantastic safety record and this is just such a bizarre happening." Ms Stringer says the terrain around Carterton is perfect for ballooning. "That's why it's a bit of a centre for ballooning. It's flat and at this time of the morning ... there's minimal breezes and it was a lovely still morning," she said. There are reports that the balloon is owned by the director of Ballooning New Zealand, Lance Hopping. The Department of Foreign Affairs is trying to confirm if any Australians were on board.

[http://www.abc.net.au/news/2012-01-07/hot-air-balloon-crashes-killing-all-on-board/3762144?WT.mc\\_id=newsmail](http://www.abc.net.au/news/2012-01-07/hot-air-balloon-crashes-killing-all-on-board/3762144?WT.mc_id=newsmail)

### USA, IN, PORTER CO, VALPARAISO, JANUARY 7 2012. 2 INJURED IN IND. FREIGHT TRAIN COLLISION; LEAKING TANKERS A CONCERN

lori caldwell & christin nance lazerus

 **Watch the Video** [Three Trains Collide In Indiana, Setting Off Fire](#)

 **Watch the Video** [Freight Train Pile-Up Sparks Tanker Blaze](#)

 **Watch the Video** [3 Trains Collide In NW Indiana - Fire, chemical spill - Raw Helicopter Footage](#)



*YouTubeVideo footage shot from a helicopter shows thick smoke billowing from two trains that crashed in Indiana this afternoon.*

Three CSX trains crashed and derailed Friday afternoon, causing a raging fire and leaving a mass of mangled wreckage in Jackson Township. One of the trains was hauling mostly empty tankers of ethanol. Witnesses said liquid was leaking from some tankers on at least one of the trains. The Porter County Hazardous Materials Team was evaluating the spills as other workers tended to train personnel who were injured. Two crew members on the second train were transported to Porter hospital in Valparaiso with non-life-threatening injuries, Porter County police spokesman Sgt. Larry LaFlower said. The four crew members aboard the remaining trains were uninjured and able to give statements to investigators. The collision happened about 1:15 near County Roads 600N and 500E. LaFlower said two

westbound trains collided when the first train stopped and the second struck it from the rear. A train headed in an unknown direction on a parallel track subsequently rolled through the debris from the first crash. The first train had 77 cars and two engines; the second train contained 60 cars and two engines; and the third train had 48 cars and three engines. Porter County Emergency Management responder Jim Sherrick said the fire was due to diesel fuel on the trains. Sherrick, who lives about a half mile from the collision, rushed to the scene after hearing it on his police scanner. He described the scene as a lot of mangled train cars, stacked upon each other. "It looked like a kid playing with model trains just decides to crash them into each other," Sherrick said. LaFlower said CSX had not confirmed any hazardous materials as leaking from the second and third trains. The crash occurred northeast of Valparaiso just north of the intersection of County Roads 600N and 500E, which passes over the tracks, so vehicle traffic wasn't blocked by the trains. LaFlower said CSX wasn't sure why the first train stopped and why the subsequent trains weren't notified of its status. Emergency personnel were hampered by their inability to reach the fire, which poured thick, black smoke and flames hundreds of feet into the air. The heart of the fire is between two large open fields with no ready access. Since the area doesn't have hydrant access, tankers from every fire department in the county were regularly going in and out of the area. Residents who live within 1 mile north and east of the crash were evacuated from the scene. Initially, residents within just half a mile were told to leave the area. As a precaution, officials considered evacuating nearby Jackson Elementary School, but didn't because it was time for classes to dismiss. The school contacted parents for children who live in the evacuated area, Duneland School Corp. administration assistant Lynne Jenks said. The National Transportation Safety Board is handling the investigation into the cause of the two collisions. LaFlower said between 30 and 50 agencies were sent to the scene, including every police and fire department in Porter County, the Lake County Sheriff's helicopter, the Indiana State Police, and the Federal Railroad Administration. Friday's crash occurred on the same set of tracks as a single-train derailment in June 2010. That derailment occurred where the tracks cross Old Suman Road between U.S. 6 and County Road 600N.

<http://www.suntimes.com/news/9855776-417/massive-fire-after-3-trains-collide-in-porter-county-residents-evacuated.html>



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#### CANADA, B.C, KITIMAT VILLAGE, JANUARY 7 2012. WHAT IF A SUPERTANKER TANKS? >> NORTHERN GATEWAY PROPONENTS SAY THE THREAT CAN BE MANAGED. TO CRITICS, ANY RISK TOO GREAT

*larry pynn*



*An oil-skimming operation works to clear a heavy slick near Latouche Island in Prince William Sound on April 1, 1989, after the tanker Exxon Valdez ran aground and spilled 42 million litres of crude oil. The accident is perceived as either a symbol of why oil tankers should be kept off the B.C. coast or a wake-up call that has led to safer shipping.*

Two-tug escorts. Double-hulled tankers. Radar at critical stretches of coastline. A spill-response capability more than three times greater than now required by Transport Canada. That, said Enbridge, is its commitment to ensure the safe movement of tankers associated with its Northern Gateway oil pipeline terminal on

the British Columbia coast at Kitimat. Critics don't buy the assurances. They fear a spill by even one massive tanker could wreak havoc on marine life and contaminate hundreds of kilometres of coastline. Environmentalists opposed to the project say it creates risks that have not previously existed on B.C.'s north coast - specifically, oil-carrying supertankers navigating the same rock-shrouded channels that sank B.C. ferry Queen of the North. Oil spills are common on the B.C. coast, but they tend to be small and involve petroleum products such as diesel fuel from vessels, which disperses relatively quickly. Canadian Coast Guard statistics show more than 550 "marine pollution incidents" in B.C. in 2011 as of mid-December, about 27 per cent of them level-three incidents requiring "cleanup or threat mitigation measures." The largest spills: 2,400 litres from a pleasure craft at Port Hardy; 1,800 litres from an unidentified BC Hydro station; 460 litres from a fishing vessel at French Creek Marina near Parksville; 454 litres from an unknown source at No. 4 Road and Dyke Road in Richmond; and 400 litres each from a fishing vessel at Prince Rupert and a pleasure craft between Wallace and Saltspring islands. That's a far cry from the approximately 40 million litres of gooey crude oil that leaked from the Exxon Valdez after it struck Alaska's Bligh Reef on March 24, 1989 - a disaster that continues to shape public attitudes to oil-tanker transport on Canada's Pacific coast. An estimated 250,000 sea-birds and more than 2,500 sea otters are thought to have died in that accident. Fourteen out of the 36 killer whales in the resident Prince William Sound pod had disappeared by 1990. Decades later, the environmental consequences linger. A 20th-anniversary status report by the Exxon Valdez Oil Spill Trustee Council, released in 2009, found that "oil persists in the environment and, in places, is nearly as toxic as it was the first few weeks after the spill." It added that the "amount of Exxon Valdez oil remaining substantially exceeds the sum total of all previous oil pollution on beaches in Prince William Sound, including oil spilled during the 1964 earth-quake" and that it could take decades and maybe centuries for it to fully disappear from the sediments. For environmentalists, the conclusion is obvious: Despite shipping advancements such as double-hulled tankers and tug escorts, the risks are just too great. "While prevention is obviously the key ... based on history, accidents do happen," said Katie Terhune, energy campaigner with B.C.'s Living Oceans Society. A recent Living Oceans report highlighted two major spills from double-hulled tankers in 2010: the Eagle Otome, with a coast pilot aboard, at Port Arthur, Tex., and the Bunga Kelana 3 in the Strait of Singapore. Combined, the two tankers spilled 4.6 million litres of oil into the ocean, the report noted. Closer to home, on Sept. 25, 2009, the 187-metre-long bulk carrier Petersfield had a malfunction with its navigational equipment in darkness and struck the west shore of Douglas Channel, an area that Northern Gateway oil super-tankers would travel. The Bahamas-registered vessel sustained extensive damage but there was no pollution or injuries and the ship returned to Kitimat under its own power.

#### Unpredictable Risks

Back in Alaska, in 2009 the escort tug Pathfinder ran aground on Bligh Reef - the same rock that gutted the Exxon Valdez in 1989 - while on an ice patrol. The captain had been playing video games. "And that's one of the most well-known navigational hazards in the Pacific Ocean," Terhune said. Enbridge counters that more than 11,000 tankers have been safely escorted by tugs through Prince William Sound since the Exxon Valdez spill. Canada's former environment minister is dubious about industry's best-laid safety plans. "You have to enter this with a fair dose of skepticism," said David Anderson, the ex-Liberal MP and MLA from Victoria. "In every accident report, people said, 'Gee, we thought it was okay.' But it never seems to turn out the way they expect." Anderson has been a leading opponent of oil-tanker traffic on the B.C. coast since 1969, when he teamed up with U.S. environmentalists to challenge development of the transAlaska oil pipeline, a project that eventually received the go-ahead due to the Arab oil embargo of 1973. "They hadn't done a proper analysis of the risk," he recalled. "The argument initially was they didn't have to do one because the B.C. coast is outside the U.S." (Alaskan oil tankers avoid B.C.'s



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inner waters, staying well off the coast en route to refineries in the lower 48 states. Some travel through Juan de Fuca Strait to Washington state, a few kilometres south of the B.C. border.) Anderson later served as an oil-spill adviser to the B.C. government after the Exxon Valdez spill and, three months earlier, the Dec. 23, 1988 release of about 87,400 litres of bunker C oil from the Sause Brothers barge Nestucca off Grays Harbor, Wash. Oil from the Nestucca drifted northward with the currents, including up to the west coast of Vancouver Island as far as Cape Scott. The oil washed up on beaches. Up to 56,000 seabirds are thought to have died. Crab, shellfish and herring were affected, along with native fishing practices. Anderson said no one predicted the Exxon Valdez disaster or any number of recent oil spills, including the Deepwater Horizon oil-rig explosion in the Gulf of Mexico in April 2010 that killed 11 workers and released a record 750 million litres of crude oil. "It's easy enough beforehand to make it sound like the risks are minimal," he said. "It's always a cascading series of events, none of which are very likely in themselves. But they sort of multiply together." Of initiatives such as two-tug escorts, he stated: "There's nothing to say those requirements are going to continue. Once you run through a couple of hundred transits with two tugs, you say, 'Well, look, we've proved we didn't need them because we haven't used them yet.' So you go down to one tug." Anderson added that any company's culture of safety starts at the top, something that becomes more difficult with Northern Gateway's multiple players. That point was made painfully clear by the finger-pointing from the three companies - BP, Halliburton and Transocean - involved in the Deepwater Horizon disaster in the Gulf of Mexico. "Corporate culture is an enormously important factor," Anderson said. Depending on your perspective, the Exxon Valdez is either a symbol of why oil tankers should be kept off the B.C. coast or a wake-up call that has led to much safer shipping. In December 2010, opposition parties teamed up in the House of Commons to vote 143-138 in support of a ban on "bulk oil tanker traffic" through the Dixon Entrance, Hecate Strait and Queen Charlotte Sound off B.C.'s north coast. The then-minority Conservative government opposed the motion.

#### Unprepared for Spill

The motion passed on the same day that Parliament's environmental watchdog declared that Canada isn't ready to respond to a major oil spill. Scott Vaughan, commissioner of the environment and sustainable development, said he was "troubled" by the government's lack of readiness. Enbridge prefers to dwell on the lessons learned from events such as the Exxon Valdez to reduce - but not eliminate - the risk of a spill and to be better prepared should one happen. "We recognize there are no guarantees," said Enbridge's marine adviser, Chris Anderson. The supertankers loading oil at Kitimat would weigh up to 320,000 dead weight tonnes - one-third greater than the Exxon Valdez - although a report by environmental groups notes that these large tankers contain almost eight times more oil than the Exxon Valdez spilled. Enbridge counters that the risks are not greater because that ship did not have modern safety measures such as double hulls and tug escorts. The Northern Gateway project involves both a 36-inch pipeline transporting bitumen west from Alberta to be loaded in Kitimat for export, and a 20-inch import pipeline containing condensate (which also arrives by ship in Kitimat) destined for Alberta to thin heavier petroleum products. Enbridge environmental studies suggest that the condensate would evaporate relatively quickly, producing "short-lived toxic effects." It would take up to five years for the Kitimat inter-tidal zone to recover from a spill of 250 cubic metres of bitumen, as much as two years for condensate, Enbridge calculates. A major bitumen spill from a tanker would be much more serious, affecting all levels of the food chain, fouling the feathers of birds, contaminating fish spawning and rearing areas, invertebrates and marine mammals. The depth and longevity of effects would depend, in part, on the amount spilled, location and time of year. An Enbridge study calculated that a spill of 36,000 cubic metres of bitumen - on the order of the Exxon Valdez spill - in Wright Sound would contaminate 240 kilometres of shoreline in 15 days. It could take four years for exposed rocky shores to recover, up to 12 years for sheltered shores. Enbridge insists it is going the extra distance to prevent such an event from happening. The company is committed to providing a two-tug escort for laden tankers - one tethered to the stern and the other positioned close by - to keep them from grounding in the event, say, of an engine or steering failure. That would be reduced to one escort tug for ships not laden with cargo. Escort, or rescue, tugs would also carry firefighting and spill-response equipment, and cost about \$30 million each. Noting Enbridge would need at least four, Chris Anderson said the investment is "not insignificant." Coastal marine pilots would also board southbound ships by rope ladders from an existing pilot station at Triple Island west of Prince Rupert. Northbound ships are another matter: Use of helicopters to transport the pilots is under discussion for the first time in B.C., either landing on a tanker or winching the pilots up and down, at Caamano Sound or Browning Entrance. Helicopters are employed to ferry marine pilots in the U.S. on the Columbia River. Speed is also an issue. Tankers travel 14 to 16 knots at sea, but that would be reduced to eight to 12 knots through the channels of the B.C. coast to allow for better control in the event of an emergency, Anderson said. Enbridge will also install radar in "significant areas" such as Wright Sound, where tankers might encounter cross traffic, including cruise ships plying the Inside Passage, as



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well as in Principe and Douglas channels, which narrow to about 1.4 kilometres off Dixon and Emilia Islands, respectively. The company is committed to employing a spotting boat in the initial years of operation to look for congregations of marine mammals such as whales. Information from this initiative might lead to adjustments in tanker speeds and route scheduling to avoid collisions during sensitive times of the year. Noise, ship strikes and spills are all concerns for humpback, fin and killer whales known to frequent the supertanker route proposed for the Northern Gateway project. "Fin whales in particular are notoriously susceptible to being struck by vessels," warned Lance Barrett-Lennard, a whale biologist with the Vancouver Aquarium. He added that high noise levels associated with tankers are "problematic" for populations still recovering from commercial whaling into the middle of the last century. Michael Cowdell, project manager for environmental and infrastructure consultants WorleyParsons Canada, said the Northern Gateway project will add only three per cent to the amount of ship traffic reporting to the Canadian Coast Guard at Prince Rupert.

#### But that doesn't tell the Full Story.

Supertankers servicing Northern Gateway would weigh about three times as much the largest oil tankers currently visiting Vancouver. Enbridge expects about 220 ship calls a year to Kitimat: an estimated 25 per cent of those would range to 320,000 dead weight tonnes, 50 per cent in the range of 120,000-200,000 tonnes, and 25 per cent in the range of 80,000-120,000 tonnes. Oil tankers in these categories do not ply the north coast waters now, meaning that each tanker represents a 100-per-cent increase over what now exists. Tankers of about 110,000 dead weight tonnes are the largest to visit Port Metro Vancouver (29 docked in the first 11 months of 2011) while Cherry Point refinery in Washington accepts 125,000 (ton) tankers. To better respond to a potential spill, Enbridge said it is going beyond what the federal government requires. Transport Canada's spill-response requirements apply to a maximum spill of 10,000 tonnes, and require that equipment and resources be on the ground and ready to go within 72 hours after notification of a spill. Enbridge believes the standard is inadequate for the size of its project and is preparing for a worst-case spill of 32,000 tonnes, on the order of the Exxon Valdez spill. Spill response along the B.C. coast is coordinated by the industry-funded, federally licensed Western Canada Marine Response Corp. "One of the top lessons of the Exxon Valdez, if you have response equipment in the right places that can be deployed quickly, you can help limit the consequences," said Owen McHugh, an environmental management project manager with Stantec Consulting. McHugh said Enbridge would ramp up the response capacity not just in Prince Rupert and Kitimat, but potentially at Shearwater on Denny Island near Bella Bella. The company would also like to train and equip aboriginals in remote communities such as Kitkatla and Hartley Bay as first responders, but they are opposed to the project. Regardless, maps are being prepared that identify aboriginal sites with harvesting and cultural significance. Denny Island is also the residence of Ian McAllister, the environmentalist who coined the term Great Bear Rainforest and who now heads Pacific Wild, an organization dead set against Northern Gateway for its potential to "destroy cultures and ecosystems" on the B.C. coast. He argued that the coast has been experiencing increasing wind storms in recent years, a pattern that poses a serious risk to supertankers and makes a spill response all but impossible. While Denny Island may be more accepting of a spill-response centre, it is too far south to be practical, he said. "It would take even a seaworthy ocean-going tug well over 24 hours to get to a tanker in Douglas Channel." A three-member joint review panel will see the issues for itself when public hearings on Northern Gateway begin Jan. 10 in Kitimaat Village.

<http://www.vancouversun.com/news/What+supertanker+tanks/5961684/story.html>

#### USA, FLA, TAMPA, JANUARY 8 2012. FUEL TANKER CRASHES ON I-275 IN TAMPA



*Investigators with the Florida Highway Patrol are trying to determine what caused the vehicle to leave the roadway.*

A tanker-trailer carrying a load of fuel crashed early Saturday in the northbound lanes of Interstate 275 in Tampa. Fortunately the driver was not injured but the roadway was partially closed for a couple hours following the 6 am incident. According to a Florida Highway Patrol the driver lost control of the truck when the front right tire separated from the rim. Witnesses reported seeing liquid leaking from the vehicle after it left the roadway onto the shoulder just north of the Lois Ave. exit ramp. No charges have been filed as the investigation continues.

[http://www.myfoxtampabay.com/dpp/news/local/hillsborough/fuel\\_tanker\\_crash\\_tampa010712](http://www.myfoxtampabay.com/dpp/news/local/hillsborough/fuel_tanker_crash_tampa010712)



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## USA, IN, PORTER CO, VALPARAISO, JANUARY 8 2012. 2 INJURED IN IND. FREIGHT TRAIN COLLISION; LEAKING TANKERS A CONCERN

*lori caldwell & christin nance lazerus*

 **Watch the Video** [Three Trains Collide In Indiana, Setting Off Fire](#)

 **Watch the Video** [Freight Train Pile-Up Sparks Tanker Blaze](#)

 **Watch the Video** [3 Trains Collide In NW Indiana - Fire, chemical spill - Raw Helicopter Footage](#)



*YouTubeVideo footage shot from a helicopter shows thick smoke billowing from two trains that crashed in Indiana this afternoon.*

Three CSX trains crashed and derailed Friday afternoon, causing a raging fire and leaving a mass of mangled wreckage in Jackson Township. One of the trains was hauling mostly empty tankers of ethanol. Witnesses said liquid was leaking from some tankers on at least one of the trains. The Porter County Hazardous Materials Team was evaluating the spills as other workers tended to train personnel who were injured. Two crew members on the second train were transported to Porter hospital in Valparaiso with non-life-threatening injuries, Porter County police spokesman Sgt. Larry LaFlower said. The four crew members aboard the remaining trains were uninjured and able to give statements to investigators. The collision happened about 1:15 near County Roads 600N and 500E. LaFlower said two

westbound trains collided when the first train stopped and the second struck it from the rear. A train headed in an unknown direction on a parallel track subsequently rolled through the debris from the first crash. The first train had 77 cars and two engines; the second train contained 60 cars and two engines; and the third train had 48 cars and three engines. Porter County Emergency Management responder Jim Sherrick said the fire was due to diesel fuel on the trains. Sherrick, who lives about a half mile from the collision, rushed to the scene after hearing it on his police scanner. He described the scene as a lot of mangled train cars, stacked upon each other. "It looked like a kid playing with model trains just decides to crash them into each other," Sherrick said. LaFlower said CSX had not confirmed any hazardous materials as leaking from the second and third trains. The crash occurred northeast of Valparaiso just north of the intersection of County Roads 600N and 500E, which passes over the tracks, so vehicle traffic wasn't blocked by the trains. LaFlower said CSX wasn't sure why the first train stopped and why the subsequent trains weren't notified of its status. Emergency personnel were hampered by their inability to reach the fire, which poured thick, black smoke and flames hundreds of feet into the air. The heart of the fire is between two large open fields with no ready access. Since the area doesn't have hydrant access, tankers from every fire department in the county were regularly going in and out of the area. Residents who live within 1 mile north and east of the crash were evacuated from the scene. Initially, residents within just half a mile were told to leave the area. As a precaution, officials considered evacuating nearby Jackson Elementary School, but didn't because it was time for classes to dismiss. The school contacted parents for children who live in the evacuated area, Duneland School Corp. administration assistant Lynne Jenks said. The National Transportation Safety Board is handling the investigation into the cause of the two collisions. LaFlower said between 30 and 50 agencies were sent to the scene, including every police and fire department in Porter County, the Lake County Sheriff's helicopter, the Indiana State Police, and the Federal Railroad Administration. Friday's crash occurred on the same set of tracks as a single-train derailment in June 2010. That derailment occurred where the tracks cross Old Suman Road between U.S. 6 and County Road 600N.

<http://www.suntimes.com/news/9855776-417/massive-fire-after-3-trains-collide-in-porter-county-residents-evacuated.html>

## USA, N.Y, ENDICOTT, JANUARY 8 2012. STUDY: PLUME VAPORS LINKED TO BIRTH DEFECTS >> INFANTS BORN IN 70-BLOCK AREA OF ENDICOTT HAD HIGHER RATES OF HEALTH PROBLEMS

*steve reilly*

A new study links congenital heart problems, low birth weight and other birth defects to soil vapors from industrial contaminants that have lurked beneath Endicott -- and in subterranean pockets across upstate New York -- for decades. State Department of Health researchers found infants born to mothers living in a 70-block area of Endicott, south of the former IBM manufacturing facility, had health problems at higher rates than those born in the rest of the state. The area is contaminated with trichloroethylene (TCE) and tetrachloroethylene (PCE), two industrial solvents that have been connected to health



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problems, including cancer and neurological issues. Although the dangers of TCE and PCE have been relatively well-documented in Endicott and at similar sites elsewhere across the country, most other research has focused on exposure through drinking water -- which is not believed to be a problem in Endicott. "This is the first that we know of that involves the soil vapor intrusion pathway," said Department of Health research scientist Steven Forand, who co-authored the study. Researchers looked at records of 1,440 live births to mothers living inside the Endicott plume between 1978 and 2002. "We did have some positive findings," Forand said, "most significantly, heart defects were elevated in both areas (affected by TCE and PCE)." Among the sample of Endicott births, there were 61 infants born with birth defects between 1983 and 2000, and 88 infants with low birth weight from 1978 and 2002. Compared to statistics on births in the rest of New York state -- excluding New York City -- the study found children born to mothers in the Endicott study area were:

- Twice as likely to have a cardiac defect;
- Twenty percent more likely to have a low birth weight;
- almost five times more likely to have "conotruncal defect," a type of congenital heart defect that results from abnormal formation of the outflow tracts of the heart.

#### History

Thousands of gallons of TCE, PCE and other contaminants were discovered in the groundwater beneath Endicott in 1980 during testing that was triggered by a 4,100 gallon spill at the IBM facility the previous year. In the late 1990s, contamination from soil vapor intrusion was detected, and by 2002 IBM began testing the air at the request of state health and environmental agencies. Basement ventilation systems were eventually installed in more than 400 homes. In a series of toxic tort lawsuits, filed beginning in January 2008, about 1,000 plaintiffs have argued that the TCE contamination has caused illnesses and deaths, damaged property values and hurt business. The trial is slated to begin by Oct. 1, according to a case management order filed in Broome County Supreme Court last June. An attorney for the plaintiffs and a spokesman for IBM both declined to comment for this report. Wanda Hudak, chair of the Western Broome Environmental Stakeholders Coalition, said the recent recognition of soil vapor issues has been "a long time coming." The group has pushed for more studies of TCE contamination and for more stringent federal standards governing the substance. "Most of us are past child-bearing years. Most of our children have moved away," Hudak said. "Our only concern was other areas that may have this TCE. If you can make it an issue, then you can inform your children." TCE contamination is present beneath scores of properties across the Southern Tier, upstate New York, and the country. Ithaca resident Ken DeSchere, who has been documenting remediation efforts at a 100-acre TCE-contaminated site, said the health concerns for his family and his neighbors are "certainly very real." "We brought up our kids in this house before we knew about it," DeSchere said. "They've had some strange health ailments." But DeSchere said it has been difficult to establish cause-and-effect relationships between soil vapor and health problems because the exposure levels over time are relatively low. "They really haven't really done enough testing to know," he said.

#### Research Ongoing

Lenny Siegel, executive director of the California-based Center for Public Environmental Oversight, said the scientific community understands the conditions that lead to vapor intrusion and has designed some measures to prevent it. But connecting the vapors to health problems has been trickier. "While we have a basic understanding," Siegel said, "direct quantitative relationships are up in the air." Environmental groups pushed for years to get government recognition of TCE's threat, before the U.S. Environmental Protection Agency, for the first time, established risk values for inhalation exposure last September. "It was a major political victory," Siegel said, "because the science was there for a long time." The EPA set the "regional screening level" for TCE at 2.1 micrograms per cubic meter. In Endicott, testing found TCE in indoor air at levels ranging from 0.18 to 140 micrograms per cubic meter, according to the state Department of Health. Forand said most community health studies of TCE contamination so far have dealt with drinking water. By its nature, soil vapor-related problems have been harder to pin down. "This is really a study of potential exposure," Forand said. "We don't know for sure what the exposure was, what the level was, what other exposures they may have had." Another limitation noted by researchers is the small sample size, a constraint due to Endicott's relatively small size. The study has been peer reviewed and placed online, and is slated to be published later in Environmental Health Perspectives, a journal of the National Institutes of Environmental Health Sciences. "I'd expect there will be more coming out as this becomes more and more looked at," Forand said. "Up until maybe 10 years ago, (vapor intrusion) wasn't considered nearly as often as a pathway."

<http://www.pressconnects.com/article/20120107/NEWS01/201070332/Study-Plume-vapors-linked-birth-defects?odyssey=nav%7Chead>



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#### NEW ZEALAND, TAURANGA, JANUARY 8 2012. COAST UNDER THREAT AS RENA SPLITS UP

 **Watch the Video's:**

[Rena Splits In Two: Pieces 30m Apart - Youtube](#)

[Raw Footage: Rena Broken In Two](#)



*The Rena split into two pieces after a weekend of bad weather.*

Boaties and beachgoers face fresh warnings as containers, timber and milk powder spill from the split ship Rena. Swells of up to 6m pounded the vessel overnight, tearing apart the separated stern and front section of the ship teetering on the Astrolabe Reef off the coast of Mt Maunganui. The two pieces of the vessel are now up to 30m apart, and a large amount of containers and debris has spilled from the ship overnight. Fears are mounting further oil could leak. The vessel ran aground the reef on October 5, spilling hundreds of tonnes of oil and containers into the ocean which took months of clean-up efforts. Spilt oil killed hundreds of birds. Just

last week the ship was pounded by bad weather, causing it to break into two pieces which remained firmly on the reef. The Bay of Plenty Regional Council has issued navigational warnings for shipping and boat users to avoid new hazards fallen from the ship. Floating containers have been found northwest of the Rena. A large amount of debris has been sighted downwind of the vessel, and more is expected to wash ashore beaches today. The debris includes timber and bags of milk powder. Bay of Plenty Regional Council water management group manager Eddie Grogan said the regional council was currently reassessing the three nautical mile exclusion zone around the Rena. "We will provide more information once we've assessed the situation, however we anticipate the exclusion zone will be increased," he said.



*The Rena breaks apart in rough seas off the New Zealand coast.*

He said while the conditions might be good for surfers, people should be aware that a large amount of debris is in the water. "We're asking people to be conscious of the hazards and to be sensible and careful." The National Response Team has been activated to respond to the potential release of oil from the ship and treat any affected wildlife. Weather conditions continued to be poor, with severe weather expected to pound the area for the next three to four days. Anyone sighting of oil or containers in the water are asked to phone 0800 645 774. Anyone found in the exclusion zone without the express permission of the harbor master may be fined \$200 or could be prosecuted.

#### Related Links

- [Stricken Ship Rena Splits In Two](#)
- [Stranded Cargo Ship Splits Off NZ](#)
- [New Zealand Braces For Oil Spill As Rena Splits On Reef](#)

[http://www.nzherald.co.nz/nz/news/article.cfm?c\\_id=1&objectid=10777406](http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10777406)

#### AUSTRALIA, SOUTH AUSTRALIA, PORT PIRIE, JANUARY 9 2012. SOIL TO BE TESTED AS TOXIN STAYS AIRBORNE

*Soil testing will be conducted five properties in Port Pirie in an attempt to identify the source of benzene vapour.*

Soil tests will be carried out at five Port Pirie homes next month after high levels of benzene were detected last May. The toxic chemical is thought to have entered the homes in vapour form from waste and contaminated groundwater beneath the old gasworks in nearby Solomontown. Air purification equipment was installed in the homes about eight months ago after the level of benzene was found to exceed World Health Organisation standards. The Environment Protection Authority planned to remove the devices in November but has kept them in place because amounts of the chemical at one house are still above the safe level. Peter Dolan from the authority hopes the tests will determine whether the benzene vapour is coming from the soil. "If we do find benzene directly under the slabs then we've got to design a remediation program for how we might reduce that benzene moving through the soil," he said. Mr Dolan says while there is evidence of contaminated waste being buried elsewhere in the area, records are poor. "It's a long time since the site was used for a gasworks. I think it closed in the mid sixties," he said. Soil vapour testing at the houses and the former gasworks site will be carried out in February.

<http://www.abc.net.au/news/2012-01-09/soil-to-be-tested-as-toxin-stays-in-air/3764356?section=sa>



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