



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 821 Newsy Stuff

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

March 12 2012



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PHILIPPINES, MANILA, MARCH 5 2012. RESIDENTS FEEL HEALTH HAZARDS BROUGHT BY OIL SPILL

The residents of Barangay Poro in San Fernando, La Union are beginning to feel the effects of the [oil spill](#) that happened in the area more than a week ago. Resident Ching Tomines, for one, complained about the fish that he bought from the San Fernando wet market. Tomines suspects the fish was contaminated with diesel because of its weird taste. The fish vendor, however, denied that the fish was infected. The City Fisheries and Aquatic Resources Management Council, on the other hand, said they will first check if there is contamination or not. Meanwhile, some fishermen are also complaining because their livelihood is already affected by the oil spill. A fisherman told ABS-CBN News that he used to catch 10 kilos of fish whenever he sets sail, but now, his catch is only 2 kilos. Several residents are also continuously experiencing terrible headache and difficulty of breathing. Last February 21, authorities found a leak from a pipeline which caused the oil spill in La Union. The leak was traced to the common pipeline from Pier 1 that connects to an oil storage facility owned by Chevron in Barangay Poro.

<http://www.abs-cbnnews.com/nation/regions/03/04/12/residents-feel-health-hazards-brought-oil-spill>

USA, MN, APPLE VALLEY, MARCH 5 2012. FUEL CLEANUP UNDERWAY AT APPLE VALLEY TANK FARM

The cleanup continues at an Apple Valley storage facility where an estimated 63,000 gallons of gasoline leaked from a pipe in mid-February. The city of Apple Valley has shut down four municipal wells near the Magellan tank farm as a precaution. The Minnesota Department of Health will be testing the wells to make sure they are not contaminated. "No one expects that any gas has gotten anywhere into the municipal water supply," City Administrator Tom Lawell said. Removing the wells from service hasn't affected the city water supply because demand is low this time of year, he said. The leak at the privately owned tank farm near County Road 42 and Flagstaff Avenue was discovered Feb. 14. The spill was contained by the earthen berm around the tank, so the cleanup has focused on fuel that seeped into the soil. The Minnesota Pollution Control Agency estimated that about 58,000 gallons is still in the ground, as deep as 40 feet below the surface. The groundwater supply begins at about 70 feet; the nearest city well is 500 feet deep. Magellan will install special wells to draw the gas from the ground.

<http://www.startribune.com/local/south/141305793.html>

MALAYSIA, KEDAH, SUNGAI PETANI, MARCH 5 2012. OIL SPILL DISRUPTS WATER SUPPLY

stephen then & cindy lai

- More than 14,000 litres of diesel were believed to have leaked into the river from the skid tank, located 2km from the plant.
- major diesel contamination was discovered at main water treatment plant.
- The contamination was traced to a leaking skid tank at the fuel depot of a road construction company.



Containing Spillage: The emergency response unit setting up booms along a stretch of Sungai Liku.

A massive oil spill forced a major water treatment plant near here to shut down yesterday, interrupting the supply of 125 million litres of water daily to a population of 300,000 people in the city. The Lambir Water Treatment Plant, located about 16km from the city centre, had to close when the raw water intake section was affected after Sungai Liku, the main river supplying water to the plant, became contaminated with oil coming from a leaking diesel-bitumen pipeline. Environment Department's chief for northern Sarawak, Siva Nathiran, said more than 14,000 litres of diesel and bitumen had seeped into the river yesterday. "Efforts are being made now to clear the pollutants. It may take at least a day to contain the spill. "Our department has taken samples of the river water for examination. We are also investigating

whether there has been any negligence involved," Siva said. Meanwhile, [Communications Assistant Minister Datuk Lee Kim Shin](#) said the leakage was said to have happened around 9pm on Saturday. "This is an emergency because an entire water treatment plant had to stop operations. "There is no choice but for Laku (Northern Sarawak Water Supply Board) to shut down operations of the plant until the pollutants are cleared from the river." Lee, who is also Senadin assemblyman and former Laku



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chairman, added that Shell and Petronas in Miri had responded very swiftly to help contain the spill. The Lambir treatment plant is the sole treated water supply source for the entire district. Lee said at this critical point, the most urgent thing would be to restore the piped water supply. "This must be the priority. Efforts must be focused on stopping the leak at the source and clearing the river water of oil contamination," he said. Lee said Laku had started activating its water pumps at eight underground water wells in its attempt to channel underground water into the Lambir treatment plant. Lee said he had also asked Miri Resident, Antonio Kahti Galis to deploy personnel from the Civil Defence Department and other voluntary units to help clear the oil spill along Sungai Liku. By noon yesterday, many supermarkets in the city were fast running out of bottled drinking and mineral water. Apparently, there was panic buying among city folk here, which prompted city mayor Lawrence Lai to call on those affected by the dry tap to remain calm and not go on a mad rush to buy drinking water. The mayor, it was understood, had been informed that some quarters were selling a box of drinking water at RM24 instead of between RM7 and RM9 per box.

<http://thestar.com.my/news/story.asp?file=/2012/3/5/nation/10856045&sec=nation>

USA, MI, THOMAS TWP, MARCH 5 2012. HYDROGEN CHLORIDE LEAK AT HEMLOCK SEMICONDUCTOR DID NOT LEAVE PLANT PROPERTY, COMPANY SAYS

brad devereaux

Click-2-Listen [Listen to one of the Thomas Township Fire Department calls for service.](#)



The Saginaw NewsHemlock Semiconductor in Saginaw County's Thomas Township.

A minor chemical leak at the Hemlock Semiconductor plant Thursday evening was fully contained and did not travel off of the site, a company spokesperson said today. The leak caused the formation of a hydrogen chloride vapor cloud that was knocked down with water by on-site workers before it could leave the property, HCS spokesperson Jarrod Erpelding said. "Vapor clouds can float off-site but we have ways to knock down a small vapor cloud," he said. "We have very well-trained people on-site." The Thomas Township Fire Department was called in as a precaution, he said, and assisted by checking the perimeter for presence of the chemical, reporting back that no amount of the material was detected off-site. The company has a close working relationship with the fire department and

usually calls them even during minor incidents. There was no danger to the community during the leak, Erpelding said. He did not know the exact cause of the leak, but noted it was a very minor incident. Hydrogen chloride would be dangerous in high densities, Erpelding said.

http://www.mlive.com/news/saginaw/index.ssf/2012/03/leak_at_hemlock_semiconductor.html

USA, CA, SAN FRANCISCO, MARCH 5 21012. AP ENTERPRISE: NAVY 'SINKEX' RAISES POLLUTION FEAR

jason dearen

In 2005, the USS America aircraft carrier was towed out to sea on her final voyage. Hundreds of miles off the Atlantic coast, U.S. Navy personnel then blasted the 40-year-old warship with missiles and bombs until it sank. The massive Kitty-Hawk class carrier — more than three football fields long — came to rest in the briny depths about 300 nautical miles southeast of Norfolk, Va. Target practice is now how the Navy gets rid of most of its old ships, an Associated Press review of Navy records for the past dozen years has found. And they wind up at the bottom of the ocean, bringing with them amounts of toxic waste that are only estimated. Navy documents state that among the toxic substances left onboard the America were more than 500 pounds of PCBs or polychlorinated biphenyls, a chemical banned by the U.S. in 1979, in part because it is long-lasting and accumulates throughout the food chain. Disposing of the carrier that served in the VietnamWar, Desert Storm and Desert Shield cost more than \$22 million. In the past 12 years, records show the Navy has used missiles, torpedoes and large guns to sink 109 old, peeling and rusty U.S. warships off the coasts of California, Hawaii, Florida and other states. During the same period, 64 ships were recycled at one of six approved domestic ship-breaking facilities. The Navy says target practice on actual military ships serves an important national security function, allowing for live-fire exercises and study of "weapons



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lethality." But since the program's inception, the AP found that the Navy has struggled to balance its military training needs with an environmentally sound way to send ships to the grave. The program — called "Sinkex" for sinking exercise— has come under fire from environmentalists for the pollutants it introduces to the sea. The ship recycling industry complains about the jobs and revenues it takes away. The Navy has performed these operations for decades, disposing of decommissioned ships with little public record of the toxins left onboard. Then in 1999, the Environmental Protection Agency ordered the Navy to better document toxic waste on the doomed ships, and in return the EPA exempted the military from federal pollution laws that prohibited such dumping in the ocean. Now, new evidence from a Florida ship sinking site suggests these old warships can cause spikes in PCB levels in nearby fish. It spurred Florida officials to bar further dumping along their coast. And it has evoked a federal lawsuit alleging the EPA has failed to properly safeguard federal waters. Along with the memories of sailors who once lived on these ghost ships, the massive boats each can contain thousands of pounds of PCBs, asbestos, lead, mercury and other harmful substances in keels, insulation materials, wiring and felt gaskets. The EPA and federal Centers for Disease Control and Prevention say PCBs endure for years. In humans, high levels are believed to increase the risk of certain cancers and, in pregnant or breast-feeding women, harm the developing brains of fetuses and infants. PCBs were once widely used in transformers and electrical equipment and they've turned up in fresh water fish and other foods as well. Under its agreement with the EPA, the Navy must document how much toxic material is removed and how much is sent into the sea. But the AP review of the Navy's year-end reports since 2000 found incomplete and inconsistent estimates of PCBs and other toxics. For example, from 2000 to 2004, the Navy only reported the estimated weight of a certain type of felt gasket that contains PCBs, rather than all materials containing PCBs. Throughout the records, ships of similar size and make showed different estimates of PCBs left onboard. In 2008, the Navy estimated that no PCBs remained on the nearly 7,000-ton USS David R. Ray, a destroyer that once operated in the Persian Gulf. But the previous year, a similar-sized vessel, the guided missile cruiser USS Jouett, was reported to contain more than 100-pounds of materials containing PCBs. The Navy did not comment on these apparent discrepancies. "The Navy's PCB volume estimates and self-reporting methods are questionable," said Colby Self of the environmental group Basel Action Network, which along with the Sierra Club sued the EPA. "Yet the EPA continues to disregard the Navy's self-reporting shortfalls and defend legal exemptions that allow the Navy to dump toxic waste ships at sea." The Navy says it costs \$500,000 to \$600,000 to remove toxics from ships before the target practice, although the total cost of the disposal exercises is much higher. Ship breaking companies say their price for recycling a large Navy vessel is typically tens of millions of dollars. The Navy defended its cleaning and inventory process, saying it removes all liquid PCBs, thousands of gallons of fuel, mercury from instruments and other pollutants. "The Sinkex program provides numerous benefits to the Navy by making target vessels available for at-sea live-fire exercises," Navy spokesman Christopher Johnson said in an e-mail. "It provides opportunities for air, surface and subsurface forces to conduct weapons effect testing on actual combat ships." "Each vessel is put through a rigorous cleaning process that includes the removal, to the maximum extent practicable, of all materials which may degrade the marine environment," he said. In the 1990s, the Navy was forced to stop Sinkex for two years because of concern that the program ran afoul of the federal Toxic Substances Control Act's prohibition of PCB releases. At the time, many old Navy vessels were sent to ship-breaking facilities in Bangladesh and southeast Asia, where they were scrapped at a much cheaper price than U.S. yards. But, after an investigation by the Baltimore Sun uncovered environmental and workplace issues at those facilities, the U.S. government in 1998 banned overseas recycling. The next year, EPA exempted Sinkex from federal toxic pollution laws, and the Navy resumed sinking oldships — at least 50 nautical miles from shore and at least 6,000 feet deep. The agency's chief at the time, Carol Browner, wrote in a Sept. 7, 1999 letter that failure to grant an exemption would "unnecessarily impede" the Sinkex program by opening the Navy up to environmental lawsuits. Browner said regulating Sinkex under the toxic control law would require too much of the agency's resources. An EPA spokeswoman declined to comment for this story, citing the ongoing litigation. Sending PCBs and other chemicals to the ocean floor instead of recycling the ships runs counter to federal marine conservation efforts, said Peter deFur, a professor of environmental studies at Virginia Commonwealth University who sits on the Mid-Atlantic Fisheries Management Council, which oversees fisheries from New York to North Carolina. "This excess in PCBs runs counter to all of our management objectives," deFur said. "There's the possible threat to public health from the PCBs that get into fish that people eat. And marine mammals are also at risk from elevated PCB levels in fish." PCB's found in fish near an aircraft carrier sunk in 2006 as an artificial reef near Pensacola, Florida have raised concerns about the impacts, although the ship was located much closer to shore and in much shallower waters than Sinkex vessels. Annual monitoring by the Florida Fish and Wildlife Conservation Commission of waters around the USS Oriskany concluded that fish around the carrier exceeded state and federal PCB standards in the first two years. Florida's PCB limits are 50 parts per billion for safe human consumption—



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EPA standards are 20 ppb. Fish later collected saw a drop in those levels overall, but some still exceeded the EPA and Florida standards. The PCB concentrations in fish have raised public health concerns that require more study to assess the long-term impacts, said Jon Dodrill, an environmental administrator with Florida's commission. "Our agency has taken a stance that there will be no more large ships with regulated PCBs sunk in state or adjacent federal waters off of Florida," Dodrill said. Meantime, the nation's ship breaking concerns have spoken out against Sinkex, saying it is costing the industry many millions of dollars and badly needed jobs. Richard Jaross, co-owner of Esco Marine, Inc. in Brownsville, Tex., said his business would add jobs and revenue to the local economy if more Sinkex vessels were sent for recycling. He also believes the program is bad for the environment. "The waters of the world aren't dumping grounds for getting rid of old things. It's totally irresponsible of our government to use them for target practice," Jaross said.

<http://www2.oanow.com/news/2012/mar/03/ap-enterprise-navy-sinkex-raises-pollution-fear-ar-3345131/>

TAIWAN, TAIPEI, MARCH 5 2012. STORE OWNER GIVEN JAIL TIME FOR FIREWORK FATALITY

chou min-hung & lo cheng-ming

Although Taiwanese traditionally set off fireworks during the Lunar New Year and other occasions to ward off bad luck, one store has the unfortunate distinction of having been prosecuted and fined for following tradition. According to the verdict, Lee Li-mei, the owner of a small eatery in Bade City, Taoyuan County, set off fireworks in front of her store at about 6pm on Feb. 8 to bring good luck when opening up for business after the Lunar New Year holiday period. However, an 82-year-old man surnamed Chang walked into the inner lane of the road to avoid the fireworks and was hit by a truck. The truck driver, Hu Ko-jui said that his vision had been obscured by the smoke created by the firecrackers. Hu turned himself in to the police after the accident. Chang suffered a spinal fracture and a hemothorax, a complication caused by the accumulation of blood in his chest. He was rushed to a hospital, but died as a result of his injuries the next morning. The court said that an out-of-court settlement reached between Hu and Lee with Chang's family demonstrated sufficient regret over the accident and that the victim's family had been duly compensated. In light of those mitigating factors, Hu and Lee were sentenced to six and five months in prison respectively, with a two-year suspension of the sentences. Lee said she had set off the fireworks because she was "down on her luck" and had never considered that they could be dangerous. Deeply affected by the accident, Lee said being asked in court "Are you guilty?" and "Do you want to pay?" had exacerbated her sense of guilt. After making a payment of NT\$200,000 in three installments to Chang's family and being given probation, Lee said she had finally made peace with what had happened. Although she said she would still set off firecrackers when the occasion called for it, Lee added that in the future, she would first make sure there were no pedestrians or vehicles in the vicinity of her store.

<http://www.taipeitimes.com/News/taiwan/archives/2012/03/05/2003527051>

USA, CA, VALENCIA, MARCH 5 2012. FUEL SPILL TIES UP TRAFFIC ON INTERSTATE 5 IN VALENCIA



The southbound Interstate 5 at McBean Parkway was closed temporarily Sunday after a truck containing fuel overturned on the freeway, according to officials. For an unsubstantiated reason, a 2000 Freightliner truck crashed into an embankment and overturned, coming to a rest on its left side at about 1 p.m. according to a statement for the California Highway Patrol. The highly pressurized liquid-petroleum-gas tank it was pulling released some of its contents in gas form. California Highway Patrol officers, Los Angeles County firefighters and hazmat trucks responded to the crash, and closed Interstate 5 for 50 minutes, Officer Tatiana Sauquillo said. Officials evacuated an area of one mile around the truck while righting it as a precautionary measure. The Nos. 1 and 2 southbound lanes were reopened while crews uprighted the truck and trailer and removed them, the statement said. At about 7:45

p.m., the tractor-trailer was towed to the CHP's enforcement scale-facility, where the trailer's contents were transferred to another pressurized trailer. The freeway was opened completely by 8 p.m. The cause of the accident is currently unknown, but alcohol and/or drug impairment are not suspected to be factors. The driver of the truck, Atilano Chavez Delrio, 52, of Bakersfield, was treated for minor injuries and transported to Henry Mayo Newhall Hospital in Valencia. He was wearing his seatbelt.

<http://www.the-signal.com/section/36/article/61112/>



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USA, ILL, DUPO, MARCH 5 2012. HAZMAT TEAMS CONTAIN LEAK AT DUPO RAIL YARD

[Watch the Video Hazmat Teams Contain Leak](#)

The St. Clair County hazmat team was called to a Dupu rail yard Sunday to clean up chemicals leaking from a Union Pacific rail car. Crews thought they had stopped the leak on Saturday but it started up again overnight. The car was leaking hydrogen fluoride, which can be dangerous if it's released in a cloud or comes in contact with the skin. Dupu Mayor Ron Dell says there was no need to worry. But he is concerned about how long it took Union Pacific hazmat crews to notify Dupu police. "There was about an hour and a half to two hour lapse before we found out about it," said mayor Dell. "We want to meet with the railroad to find out why we weren't notified originally." The leak has been sealed. The chemicals were moved to another container. No one was injured.

<http://www.ksdk.com/news/article/308050/3/Hazmat-teams-contain-leak-at-Dupu-rail-yard>

AUSTRALIA, VICTORIA, STAWELL, MARCH 6 2012. SHIRE TO INVESTIGATE CONTAMINATED SITE



The former Caltex Service Station site in lower Main Street, one of the sites to be investigated.

Region - Northern Grampians Shire Council is planning to launch an investigation to determine whether or not several sites across the shire contain contamination. Council's planning department has earmarked a total of 25 sites that may potentially be contaminated and is eager to carry out an audit. Among the sites listed in Stawell are former petrol stations, the former Lady Brooks kindergarten in Sloane Street, the former powerhouse (Holeproof Factory) and former milk bars. There are also sites in Marnoo, Glenorchy, Great Western, Halls Gap, Navarre, St Arnaud and other towns across the shire. The proposal by council is to investigate each of the sites to apply an environmental audit overlay to the council's current planning scheme. Council's planning and building manager Mark Marziale said by

investigating the sites council would ensure contaminated land would not be used for 'sensitive use'. "During the audit we will draw from historical and documentary information about the sites to investigate their commercial use," he said. "Potentially contaminated land is defined as land used or known to have been used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel (if not ancillary to another use of land). "The Ministerial Direction requires that, in preparing an amendment which would have the effect of allowing (whether or not subject to the grant of a permit) potentially contaminated land to be used for a sensitive use, agriculture or public open space, a planning authority must satisfy itself that the environmental conditions of that land are or will be suitable for that use." Mr Marziale said contamination of land was often a result of current or historical activities that have taken place at a site, or adjacent to it. He said an assessment of the current or previous land uses of a site is an important step in the identification of potentially contaminated land. He said to identify the potential for contamination, a number of steps may be taken:

- Inspection of the site. Observations should be made regarding direct evidence of contamination on the land or from records of historical activities that may give rise to contamination (for example, fuel tanks).
- Consider any available information about the site:
- The current and previous zoning, ownership or activities carried out on the site (for example council, rail, other utility or defence). Council rate records are a useful record of this information.
- Any previous investigations or site assessments conducted.
- Any potential contamination from surrounding land uses (for example, an adjacent service station known to be causing off-site contamination).
- Review lists of Certificates and Statements of Environmental Audit held by council and EPA. Environmental auditors are required to provide a copy of any Certificate or Statement issued to both the relevant council and the EPA.
- Review the EPA Priority Sites Register for information about sites with a current EPA Notice (for example, clean-up notice or pollution abatement notice).

Mr Marziale said the audit was being undertaken as part of the council's strategic planning program. "There are risks involved in not progressing the amendment, primarily through adverse health impacts for individual persons because of their use of



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contaminated lands in the shire, and secondly in terms of potential liability, and subsequent impacts on council's reputation," he said. "Council's Planners will formally consult with the Environment Protection Authority as the relevant lead agency, prior to making its formal application for authorisation, and any documented comments and advice by EPA will accompany council's application to the Minister." Councillor Ray Hewitt said he agreed it was in council's best interests to undertake an investigation into each of the sites identified. He said just because a site is listed doesn't mean it is necessarily contaminated, but it should be reviewed. "We don't know whether the sites on the list are contaminated, but we think they're worth checking out," he said. "These sites include places where petrol depots have been in the ground for years, or old batteries were sitting around unchecked. "For all we know these places could have been properly cleaned up, but we have to make sure." Sites to be investigated. Glenorchy: Former Bunbury Street service station; Great Western: Service station on the corner of Main and Paxton streets; Halls Gap: Caravan park fuel outlet on 2223 Grampians Road and former Vic-Roads depot at 55 Grampians Road; Marnoo: Fuel storage at 15 Newell Street and former service station at 30 Newell Street; Navarre: General store; St Arnaud: GWM Water depot, fuel depot and powerhouse on Preece Street; Stawell: Former service station and Telstra depot on Fisher Street, former CFL depot on Mary Street, former service station on Barnes Street, grain storage on Taylor Street, former milk bar on Patrick Street, former vehicle repair at 12 Griffiths Street, former gas holder on Wimmera Street, former Lady Brooks Kindergarten, former powerhouse on Sloane Street, former bus depot on Wimmera Street, former Caltex service station on Main Street and tyre and brake service on the corner of Main and Barnes streets.

<http://www.stawelltimes.com.au/news/local/news/general/shire-to-investigate-contaminated-site/2478259.aspx?storypage=0>

REPUBLIC OF CONGO, BRAZZAVILLE, MARCH 6 2012. RESCUERS TRY TO KEEP FIRE FROM 2ND DEPOT IN CONGO >> DEATHS REACH 206

louis okamba

 **Watch the VideoS**

- [Congo blast site still too unsafe for rescue attempt](#)
- [At least 206 people dead as arms depot explodes](#)



Debris from blast-damaged homes are seen in the Ouenze neighborhood after multiple explosions occurred at a munitions depot, in Brazzaville, Republic of Congo, on Sunday.

International experts fought to prevent a fire from reaching a second arms depot and exploding more munitions, a day after a blaze set off blasts so violent they flattened buildings, killing hundreds and trapping countless others under debris. Small detonations continued to shake Brazzaville, capital of the Republic of Congo, on Monday. Sunday's blasts buckled numerous buildings including two churches and a hospital and exploded windows nearly 10 kilometers away across the Congo River in the heart of Kinshasa, capital of the neighboring Central African nation of Congo. "For the time being, there are Russian, French and Congolese experts in the field who are trying to put out the fires. Their goal is to prevent the fires reaching a second depot of even heavier weapons," said Delphin Kibakidi, spokesman of the local Red Cross. He said people were emerging from the disaster zone with "unbearable wounds," arms and legs amputated, organs falling out. Nearly 48 hours after the first eruptions, rescuers still were unable to reach hundreds believed trapped under debris because of ongoing explosions that catapulted unexploded ordnance miles (kilometers) away. There are fears the many small fires ignited by the blasts could suck away oxygen needed by any entombed survivors. Government spokesman Bienvenu Okyemi blamed a short circuit for the fire that set off the blasts. President Denis Sassou-Nguesso described the ordeal as "a tragic accident." The defense minister rushed to reassure people that the fire was not a sign of a coup or a mutiny. In one joyful reunion amid the disaster, Laurette Ngoy found her 3-month-old baby. "I was bathing the baby when suddenly I heard this huge explosion and ran out into the street in a panic, totally naked." She handed the child to a neighbor and returned to her home to collect clothes when a second blast exploded. The neighbor fled with the baby. "This has been the very worst day that I'll never forget in my life," she said of her wanderings for nearly 24 hours trying to find her child. On Tuesday, she finally ran into the neighbor, still clutching her baby. Marian Ambeto was struck on the head by debris from an exploding shell. "I never could have imagined that in an instant, buildings in front of me could cave in like a cardboard carton," said the 32-year-old. "It was like the



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films we watch on television." A large crowd gathered outside the municipal morgue, which along with a nearby hospital had registered 206 deaths hours after the first blast on Sunday. In two hours Monday, another seven corpses were brought in, bringing the death toll to at least 213. Mathias Ikinga sobbed over the body of his only son, a boy he mourned "who was really intelligent and had a promising future." Some of the bereaved labored under their loss and anger at their government. Successive governments "have never understood that a depot of weapons of war in a residential neighborhood represents a great danger to its citizens," raged Ikinga, 32. "It's far easier to avoid these incidents than to deal with the deadly fallout," said Chris Loughran from the Mine Advisory Group's headquarters in Manchester, Britain. The group has a team in the country working on cleaning up munitions contamination from a 1997 civil war. Loughran said unplanned explosions at munitions sites are an increasing phenomenon, with more than 50 explosions in 34 countries since 2009. Many are in developing countries that store munitions in cheap or unsafe buildings, and countries where conflicts have ended and munitions are aging. In coup-prone countries, it's common to have a barracks and munitions depot in populated cities. Brazzaville, a city of 1.3 million, has at least five such camps. The country got a taste of this weekend's tragedy three years ago, after a 2009 explosion of munitions. Then, the government promised to move such depots outside the city, said a diplomat who asked not to be named because he was not authorized to speak on the subject. On Sunday night, a government statement again promised to remove all munitions depots from the capital. The death toll is expected to rise as rescuers begin clearing the debris including from St. Louis Catholic Church, in front of a tank regiment's camp where the arms depot exploded. Dozens of worshippers were attending Sunday Mass when the building buckled under the blast. Mission chief Jan Diplo of Medecins Sans Frontieres, or Doctors Without Borders, said he had registered 936 injured people being treated at three hospitals, where his organization donated kits used to treat burns. Other injured people went to private hospitals, while dozens more injured were still arriving Monday, he said. "Most of the injuries we're seeing are traumatic injuries from people who have had houses collapse on them," Diplo said. He said the overburdened hospitals needed everything, especially supplies for surgery. One hospital treating the injured made an appeal on national radio for donors to give blood. The World Health Organization's Kinshasa office sent 2.5 metric tons of medication to treat traumatic injuries on Sunday, said spokesman Eugene Kabambi. A team of unexploded ordnance experts from the Mine Advisory Group, funded by the European Union, said they were working with the government to help clear the area of danger. "More lives are thought to be in danger from the threat of unexploded ordnance kicked out by the blast. Early reports indicate that the incident has seen potentially unstable projectiles scattered around urban areas, already causing a number of explosions and subsequent fatalities," a statement from the group said. People are fleeing the neighborhoods closest to the epicenter of the blast. Kibakidi said that the Red Cross had set up two camps inside churches, and had already welcomed some 3,000 refugees. The government says it has taken charge of the many children found wandering alone, apparently separated from their parents in the chaos. "It is estimated that thousands have effectively been displaced and lost their homes. Several schools were also destroyed by the blasts," said a U.S. Embassy statement reporting on a meeting of foreign ambassadors with government officials Monday. It said the United States, other embassies and non-governmental organization were working with the government on how best to deliver aid. Among the dead were six employees of a Chinese construction firm which had 140 Chinese workers at its construction site when the first blast happened, according to the Chinese news agency Xinhua. Dozens were injured. In the deadliest such explosion in Africa, more than 1,000 people were killed when a Nigerian armory sent rockets, bombs and shells flying into heavily populated districts of Lagos in 2002. Hundreds fell into a canal and drowned amid a stampede to get away from the danger.

Related Links

- [Congo blast site still too unsafe for rescue attempt](#)
The area where ammunitions stockpiles exploded in Congo's capital, Brazzaville, is still too unsafe to enter according to rescue workers. A BBC reporter in the city says there are fears that hundreds of bodies could be buried in the rubble of buildings...
- [Fire Threatens Second Arms Depot in Republic of Congo](#)
Republic of Congo government and aid officials say fires are threatening a second munitions depot in the capital, one day after blasts at another depot killed an estimated 200 people. Officials say small blasts and fires continued to break out in and..
- [Soldiers recover bodies from Congo blast site](#)



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Congo issued a plea for international help Monday as soldiers recovered bodies from an area devastated by huge blasts at a munitions depot that killed more than 150 and left 1000 injured. President Denis Sassou Nguesso announced a curfew in the...

http://www.google.com/hostednews/ap/article/ALeqM5jvddARgZHI5dlmyUi6Dn95t_HiGg?docId=d88785c2f5244593a73ac483fb7c1c13

USA, WA, COWLITZ COUNTY, WOODLAND, MARCH 6 2012. FIREWORKS OVER PLANS FOR EXPLOSIVES STORAGE PLANT

ray legendre

A proposed explosives storage plant in Woodland has raised the ire of residents who are concerned about potential safety hazards and doubtful that Cowlitz County officials have asked the necessary questions to determine whether such a facility belongs in their backyard. Officials at Northwest Energetics, the Seal Rock, Ore.-based company pushing for the plant near Butte Hill Road, insist the facility and the trucks that will transport ammonium nitrate to and from the site would follow stringent state and federal safety guidelines. Meanwhile, county officials rejected accusations that they have not been forthcoming with residents. They said they will schedule a meeting this month to discuss road safety and environmental checklists. Northwest Energetics, a joint venture of Orica, the world's leading supplier of explosives, purchased land last year on Butte Hill, four miles east of Woodland. It intends to consolidate two existing plants, one in Oregon and the other in Washington. Zoning on the land was changed after the purchase from non-zoned forestland to commercial, a fact Butte Hill's 180 or so residents are not thrilled about. "We're sort of frightened by this whole thing," said Eyck Bernardy, 70. "Here you have a giant corporation making itself at home in our neighborhood." Trucks carrying ammonium nitrate would navigate a steep, winding road to the site. Residents fear a crash would spark an environmental disaster in an area that depends on well water. They also question whether Northwest Energetics would turn the site into a factory even though the company says it has no plans to do so. "I can appreciate they may have some concerns," said Northwest general manager Ed Coulter said, "but there are very few incidents associated with the storage of explosives manufactured somewhere else."

http://seattletimes.nwsources.com/html/localnews/2017667876_explosives05m.html

CANADA, B.C, VANCOUVER, MARCH 6 2012. SPILL FROM HELL: DILUTED BITUMEN >> POISONED AIR. SUNKEN GUNK. A CLEAN-UP NIGHTMARE. WHAT WE'RE LEARNING FROM THE OIL SANDS 'DILBIT' DUMP INTO THE KALAMAZOO RIVER.

mitchell anderson

[Watch the Video Spill from Hell: Diluted Bitumen](#)



Clean-up effort, July 2010, in Ceresco, Michigan. Kalamazoo River remains closed to even wading, 20 months after spill.

On a July morning in 2010 in rural Michigan, a 30-inch pipeline owned by Calgary-based Enbridge Energy Partners burst and disgorged an estimated 843,000 gallons of thick crude into a tributary of the Kalamazoo River. This was no ordinary crude -- it was the first ever major spill into water of diluted bitumen from the Alberta oil sands. The cleanup challenges and health impacts around Kalamazoo were unlike anything the U.S. Environmental Protection Agency had ever dealt with, and raise serious questions about the preparedness in British Columbia to respond to such a disaster on the B.C. coast -- or the Vancouver harbour. Each year, increasing numbers of tankers filled with diluted bitumen leave Vancouver loaded from the existing Kinder Morgan pipeline from northern Alberta to a terminus in Burnaby. Tankers

exiting Vancouver harbor must transit through the shallow Second Narrows channel during "high slack water" -- a short tidal window of about 20 minutes that provides loaded tankers with less than two metres of under-keel clearance. Citizens concerned about these shipments have been assured that extensive preparations have been made to respond to an accident, and that an array of skimmers and floating oil booms are on-hand to contain any spilled oil. But what if the "oil" in these tankers doesn't float? Unlike conventional crude, diluted bitumen or "dilbit" is a mixture of unrefined tar that is often heavier



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than water and "diluent." This is usually a cocktail of volatile solvents like naphtha or natural gas condensate that allows the thick bitumen to be pumped through the pipeline.

A Toxic Cloud Released

The local residents and EPA responders near Kalamazoo quickly learned that bitumen and diluent do not stay together once released into the environment. Volatile portions of the diluent containing toxic fumes of benzene and toluene began off-gassing in the area, impacting the health of almost 60 per cent of the local population with symptoms such as nausea, dizziness, headaches, coughing and fatigue. Clean-up crews were issued respirators to protect them from toxic fumes. Local residents interviewed by the Tyee reported that even weeks after the Kalamazoo spill, they could still smell the fumes up to 50 kilometres away. The local health department went to door-to-door in the days after the spill to assess acute symptoms. They also instituted a voluntary evacuation within about one mile of the river to limit people's exposure to benzene fumes -- a known carcinogen.

Sunken Tar Sinks To Bottom

As the lighter chemicals evaporated into the surrounding area, the bitumen portion began to sink to the bottom and become mixed with river sediments. Conventional clean-up equipment such as skimmers and oil booms proved useless in recovering the large amounts of submerged oil that now covers an area of river bottom estimated to be approximately 200 acres. "This was the first time the EPA or anyone has done a submerged cleanup of this magnitude," Ralph Dollhopf, the EPA Incident Commander for the Kalamazoo spill told the local media. "I would never have expected... that we would have spent two or three times longer working on the submerged oil than surface oil. I don't think anyone at the EPA anticipated that, I don't think anyone at the state level anticipated that, I don't think anyone in industry anticipated that." In the absence of any previous experience in dealing with spilled Alberta bitumen, the EPA had to "write the book" on figuring out how to recover large amounts of oil that doesn't float. Twenty months after the spill these expensive recovery efforts continue, and 30 miles of the Kalamazoo River impacted by the spill remain closed to swimming, boating, fishing or even wading for the foreseeable future. A recent video details the aftermath of the spill on local residents.

Clean-Up 10 Times What Oil Spills Cost

Enbridge now estimates that clean up costs of the bitumen spill will cost more than \$720 million. The company exceeded their insured clean-up coverage of \$600 million last fall and the clean up is far from over. Compared to other spills of heavy oil, this Kalamazoo bitumen spill has been colossally expensive. A study of historic oil spills in the U.S. reported the average clean-up cost for heavy crude of \$18.95 per litre. The Kalamazoo spill has so far cost over 10 times that much and counting. Additional questions have been raised about the volume of oil discharged by the broken Enbridge pipeline. To date, the EPA reports recovering 1,146,803 gallons of oil -- 35 per cent more than the volume Enbridge reported was spilled. The EPA declined to comment on this discrepancy or on the proportion of the spill that sank, citing disclosure concerns around an ongoing investigation. The EPA also declined to estimate the proportion of oil that has so far been recovered.

If A Bitumen Spill Happens Here

All of this raises troubling questions about the risks associated with a potential tanker spill near the Lower Mainland. Unlike rural Michigan, large numbers of people live or work close to Burrard Inlet or shorelines that might be impacted by a bitumen accident. In the days following the Kalamazoo spill, authorities advised local residents within approximately one mile of the river to remain indoors or leave the area to limit their exposure to toxic fumes. Obviously that would not be practical in the Lower Mainland, home to more than two million people. Any plume of volatile distillate would also likely be carried by prevailing winds up the confined airshed of the Fraser Valley. A recent spill of crude oil at a Kinder Morgan storage tank near Abbotsford demonstrated the impact that toxic fumes can have on local residents in the area. As the lighter portions of the spill begin to evaporate, the progressively heavier bitumen would likely begin to sink -- rendering useless the conventional clean-up equipment designed to recover floating oil. Carried within the water column, accumulating on the ocean bottom or becoming entrained in marine sediments -- a spill of Alberta bitumen might prove impossible to contain. Contacted in 2011 by The Tyee, Dr. Carl E. Brown, research manager of Emergencies, Science and Technology Division at Environment Canada confirmed that "a concern with bitumen fuels is their density is quite high and chances are if those materials were spilled into the marine environment, those products might sink." A recent review of existing technologies to respond to a bitumen spill stated:

"If the spilled oil eventually assumes neutral buoyancy and becomes suspended between the water surface and the bottom, then it is unlikely that any response technologies can be successfully applied to significantly control the spill."



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Bitumen Laden Tankers Slated to Multiply

A potential accident involving diluted bitumen in Vancouver harbour is obviously not the only concern regarding tanker transits through B.C. waters. Last November, the Island Trust expressed concerns to Transport Canada about preparedness for bitumen spills associated with tankers that routinely pass through the Gulf Islands. As of yet, there has been no reply. Whether they realize it or not, British Columbians may soon see more and larger tankers carrying bitumen travelling through B.C. waters. Kinder Morgan will announce this month whether they will proceed with a \$3.8-billion plan to double existing pipeline capacity from Alberta to Burnaby. Port Metro Vancouver supports expanding capacity to allow larger SuexMax tankers, with 1,000,000 barrel capacity, into Burrard Inlet. There is also the proposed Northern Gateway pipeline to Kitimat, which if approved would result in large numbers of tankers carrying both diluted bitumen and volatile distillate on the north coast. What does that mean for public safety and the environment? Competent individuals and sophisticated equipment are on standby to respond to a conventional oil spill. Yet these preparations may prove to be a Maginot Line of defence should "unconventional crude" ever be spilled off the B.C. coast.

<http://theyee.ca/News/2012/03/05/Diluted-Bitumen/>

GREECE, PORT OF ELEFSINA, MARCH 6 2012. GREEK TANKER SINKS WITH CAPTAIN ON BOARD



Tugs surrounded the capsized tanker as rescuers searched the ship.

A Greek tanker carrying more than 2,000 tonnes of oil has sunk off the port of Piraeus, with its captain on board. Coastguards said divers retrieved the body of the Alpha 1's captain, while its 10 other crew members were rescued. Officials said no oil had so far been spotted leaking from the ship, which they believe may have hit a wreck in the shallow bay of Eleusina, not far from the capital, Athens. It was carrying 1,800 tonnes of fuel oil and nearly 240 tonnes of diesel. The coastguard said the re-fuelling vessel ran into problems at about 10:30 local time (08:30 GMT). "The 48-year-old Greek captain was just

found dead," said a coastguard official. A plastic barrier has been placed round the ship to contain any oil spills.

Related Links

- [Fuel-laden supply ship sinks, captain killed, 10 rescued](#)
- [Fuel-laden ship sinks, captain killed](#)
- [Small Greek tanker sinks off Athens, one dead](#)
- [Greek tanker sinks off Athens, captain dead](#)

<http://www.bbc.co.uk/news/world-europe-17261714>

USA, TX, EDWARDSVILLE, MARCH 6 2012. MAN'S FAMILY SUES BP OVER HIS DEATH >> SUIT CLAIMS BENZENE CAUSED HIS LEUKEMIA

sanford j. schmidt

The estate of the late operator of Burns Landscaping Design in Edwardsville has filed suit against BP Products North America, claiming benzene from the site of a former Wood River refinery made him sick while he was working on the Deer Park reclamation project. Kevin Burns died in September 2007 of a form of leukemia, which his estate claims was caused by benzene exposure, after working as a landscaper at the "environmentally contaminated" Deer Park between 2002 and 2005. Deer Park was the name given to part of an environmental cleanup project by BP Amoco, the most recent owner of the property. Under the concept, a wildlife refuge was to be placed on the property. The project shut down because of disputes between the company and developer Rick Jones, who pleaded guilty to tax evasion as a result of the deal. The BP firm acquired the shuttered plant in 1998. The refinery closed in 1981. "Because of defendant's negligent construction, maintenance and operation of the site and their intentional misconduct, thousands of pounds of benzene and other benzene-containing pollutants were negligently and intentionally emitted, leaked, spilled, dumped and otherwise discharged into the surface and ground water," the lawsuit claims. The suit was filed in Madison County Circuit Court by Tracey Burns on her own behalf and on behalf of Kevin Burns' estate, as well as his surviving children, Jared Burns and Casey Burns. The suit claims Burns was diagnosed with acute lymphocytic leukemia in November 2004. The complaint alleges that before Kevin Burns' death, none of the plaintiffs was made aware that benzene allegedly caused his disease. They did not become aware of the



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alleged connection until learning of similar cases through the media or other outlets in March 2011. The suit claims the company failed to warn of the dangers of benzene and failed to remediate the alleged contamination. Like other similar suits, this action claims leaks over a period of time created a plume of benzene in the groundwater beneath the property. The four-count suit is asking for damages of at least \$50,000 on each count. A spokesman for BP Amoco North American could not be reached for comment. Burns is represented by attorneys Allyson M. Romani of Glen Carbon and Keith Patton of Houston, Texas.

<http://www.thetelegraph.com/news/burns-66904-benzene-suit.html>

USA, TX, CORPUS CHRISTI, MARCH 6 2012. CHEMICAL RELEASE AT CITGO EAST REFINERY

 **Watch the Video** [Chemical Release At Citgo East Refinery](#)

Crews are still at the scene of a chemical release tonight at the Citgo East plant on Nueces Bay Boulevard. A company spokesman says a sensor went off a little after 7:00pm after picking up traces of an unconfirmed chemical coming from the alkylation unit, which is used to make high octane fuel. Crews with the Refinery Terminal Fire Company were immediately called to deal with the release. According to a Citgo spokesman, the sensors activated giant sprinklers that created a "water curtain" around the release, preventing any chemicals from escaping outside the plant. At this hour, it's unclear if the leak has been capped. City of Corpus Christi firefighters were also called into perform air monitor, and police were notified of a possible danger to the public. However, the monitoring picked up no traces of chemicals outside the refinery, and the company confirmed that there was no threat to the community. At the time of the release, the wind was blowing toward the ship channel, away from surrounding homes. The alkylation unit that malfunctioned tonight is the same unit that leaked hydrofluoric acid back in July of 2009, causing a large fire at the plant. About 21 tons of the chemical escaped at the time, but only about 2 tons were not captured by the sprinklers. A Citgo employee was also badly burned in the fire and spent months recovering in San Antonio. There are no reports of any injuries in tonight's incident.

<http://www.kztv10.com/news/chemical-release-at-citgo-east-refinery/>

USA, WASHINGTON, D.C., MARCH 7 2012. CSB DEPLOYS TO INVESTIGATE RELEASE OF HYDROFLUORIC ACID AT CITGO REFINERY IN CORPUS CHRISTI, TEXAS



Federal investigators said the accident at the Citgo refinery in Corpus Christi released a cloud of hydrofluoric acid. In most places where refineries are running, the surrounding communities are unaware of the risks associated with hydrofluoric acid.

A seven-person investigation team from the U.S. Chemical Safety Board (CSB) is deploying to the site of an accident reportedly involving the release of hydrofluoric acid (HF) at the CITGO Corpus Christi, Texas alkylation unit. The team will be headed by Donald Holmstrom, director of the CSB's Western Regional Office in Denver, and is expected to arrive tonight and begin work Wednesday. According to media reports, no injuries were reported as detectors sensing the HF set off water cannons to contain the acid release. The alkylation unit in the 163,000 barrel a day refinery utilizes HF to make high-octane blending components for gasoline. HF is highly corrosive and toxic. Absorption through the skin can produce fatal cardiac arrest and inhalation causes damage

to the linings of the lungs. On July 19, 2009, hydrocarbons and hydrogen fluoride were suddenly released from the same unit. The hydrocarbons ignited, leading to a fire that burned for several days. The fire critically injured one employee and another was treated for possible hydrogen fluoride exposure. CITGO reported to the Texas Commission on Environmental Quality that approximately 21 tons (42,000 pounds) of HF released from alkylation unit piping and equipment, but was captured by the HF water mitigation system. The CSB's investigation into this accident is continuing. Investigators early on determined that during the first day of response efforts, CITGO nearly exhausted the stored water supply for the water mitigation system, causing the refinery to begin pumping salt water as a backup. Multiple failures occurred during the salt water transfer including ruptures of the barge-to-shore transfer hoses and water pump engine failures. In December 2009, the CSB issued [urgent safety recommendations](#) calling on CITGO to immediately improve its emergency water mitigation system in the event of another



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release hydrogen fluoride. The Board also called on CITGO to perform third-party audits to ensure the safety of its hydrogen fluoride units at its Corpus Christi, Texas, and Lemont, Illinois, refineries. CITGO met the requirements of the recommendations and the Board closed them as "Acceptable Action" in 2011. CSB Chair Rafael Moure-Eraso said, "We are launching an investigation into this accident as we continue our investigation of the 2009 HF release event, because of the toxic nature of hydrofluoric acid and the need to keep it contained, or to mitigate the consequences of a release. Approximately fifty of the nation's refineries still use HF in their alkylation units, requiring great care in its handling." The CSB is an independent federal agency charged with investigating serious chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems. The Board does not issue citations or fines but does make safety recommendations to plants, industry organizations, labor groups, and regulatory agencies such as OSHA and EPA.

www.csb.gov

USA, KY, CLAY CITY, MARCH 7 2012. KENTUCKY GAS STATION EXPLODES

Watch the Video

- [Explosion, Fire Destroys Powell Co. Gas Station](#)
- [Powell County Gas Station Catches Fire](#)

Fire officials say an eastern Kentucky gas station has been destroyed after an explosion and fire. Towering flames at a Clay City BP gas station were first reported early Monday, according to WLEX-TV in Lexington. No injuries were reported. Officials told the station that there was an explosion, but they aren't sure what caused it. Fire officials say they don't suspect foul play, but the cause is under investigation.

http://www.wbko.com/news/headlines/Kentucky_Gas_Station_Explodes_141418833.html

USA, MO, DITTMER, MARCH 7 2012. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION HASN'T RE-INSPECTED GLOBAL PYROTECHNIC SOLUTIONS IN 11 YEARS

Photos [14] [Explosion at Global Pyrotechnic Solutions in Dittmer, MO](#)

Watch the Video

- [Global Pyrotechnic Solutions has history of accidental explosions](#)
- [Explosion Injures Three in Dittmer, Missouri](#)
- [Nita Combs, survivor of Sunset Fireworks explosion, talks about experience](#)
- [Global Pyrotechnic Solutions explosion in Dittmer, Missouri](#)



Global Pyrotechnic Solutions.

The Bureau of Alcohol, Tobacco, Firearms and Explosives, the Missouri Division of Fire Safety's Office of the State Fire Marshal, the Jefferson County Sheriff's Department and the Occupational Safety and Health Administration are all investigating Tuesday's explosion at Global Pyrotechnic Solutions. The blast injured three employees at the business on Tuesday. But, while authorities are on the scene now, the I-Team has been digging into the history of this family business and what appears to be a lack of government oversight for more than a decade. While OSHA documented violation after violation in 1999, 2000, and 2001, officials never made any surprise or announced inspections since that time. OSHA officials tell the I-Team, "The last inspection at this location was in 2001 and OSHA issued citations for 11 violations and fined Pyro Products \$242,000. The I-Team also learned that Pyro Products never paid the full fine. OSHA sent

the company to a collection agency but according to an OSHA spokesperson, Pyro executives never paid in full. The I-Team has been connecting the family dots on the companies that were registered to property in Dittmer, Missouri. What we do know is that the company has changed names over the years, but the family who controls it, has not. Founder Gerry Walker established Sunset Fireworks in 1973 and a sister company Pyro Products 14 years later. But after a series of explosions, deaths, injuries, lawsuits, and a criminal indictment, Pyro lost its license in 2003 and Gerry Walker entered a guilty plea on



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behalf of the company. He was put on probation and fined \$70,000. His children, Michael Walker, Susan Harvey and Lisa Govro now run Global Pyrotechnic Solutions where Tuesday's explosion occurred. I-Team QUESTION: What has OSHA done to monitor this company since the last explosion on its property in 2001? Have you done any surprise inspections? What were the results? The last inspection at this location was in 2001 and OSHA issued citations for 11 violations and fined Pyro Products \$242,000. The company abated all the violations. From 2004 through 2008 OSHA engaged in a partnership with the American Pyrotechnics Association members and others, including small businesses, in providing information, guidance and access to training resources to help them protect employees' health and safety. OSHA targets industry sectors with historically higher than average injury and illness rates for their industry in which to conduct programmed (planned) inspections. Accidents in the pyrotechnics industry are infrequent. Businesses are required to maintain accurate injury and illness records and must report all fatalities and incidents where three or more employees are hospitalized. Question: Does OSHA have the authority to shut a business down? OSHA has no authority to "shut down" a business or to permanently close a business. In the event of an "imminent danger" situation, OSHA may ask an employer to immediately remove employees from a hazard and simultaneously post a "Notice of Imminent Danger" in the workplace to alert employees of the danger, but they cannot close the plant. The only alternative for OSHA is to obtain a temporary restraining order from the court requiring the employer to remove employees from the area until the hazard is abated. Records show Global Pyrotechnic Solutions, the current company, has not been cited for any workplace violations.

<http://www.ksdk.com/news/article/308449/70/I-Team-OSHA-hasnt-re-inspected-Pyro-business-in-11-years->

GHANA, KASOA, MARCH 7 2012. RESIDENTS SCRAMBLE FOR OIL - AS TANKER SOMERSAULTS



Hundreds of residents of some communities along the Mallam-Kasoa Highway in Accra, Monday morning abandoned every engagement to fetch spilled palm kernel oil from a tanker which had been involved in an accident on the highway. The residents mobilised big and small drums, gallons, bowls, buckets and any available receptacle to fetch the oil from the tanker, while others stormed the gutters and drains around to scoop the spilled oil. Many of them had abandoned their jobs for the day to make time for what they considered to be a God-send economic fortune and did not care about the economic misfortune that had hit the owner of the spilled oil. A large number of hawkers who ply their trade at the toll booth also abandoned their wares to join the oil scoopers. Even as they scrambled for the palm kernel oil, many of them were confused about the kind of oil it was and whether the product is edible or meant for the manufacture of soap. That confusion notwithstanding, their intention was clear to consume or sell the product. While the oil scoopers were busy at work, the owners of the product also made frantic efforts to salvage something by hiring a few big drums to secure

some of the spilling oil. The quantity of the product was not immediately known, but some observers believe the value runs into thousands of Ghana cedis. The accident was reported to have occurred around 3:30 a.m. Monday when the 16-wheeler tanker, with registration number AS 6861 T, skidded off the road around the Tuba Junction and crashed into a gutter in the median of the highway, falling on its left side and spilling its content. The tanker was said to be travelling from Abidjan, Cote d'Ivoire, to Tema to discharge the product to a manufacturing company for the production of edible oil. The driver, known simply as John, who the police suspected to be dosing at the time of the accident, sustained minor injuries and had been sent to hospital at the time the Graphic team got to the accident scene. His mate, however, escaped unhurt. The spilling of the oil on the road caused it to be very slippery and even after personnel of the Ghana National Fire Service (GNFS) had gone to wash the oil off, the road still remained slippery enough to warrant safety concerns on such a high-speed highway. The accident caused long vehicular traffic at both ends of the Mallam-Kasoa Highway, particularly as efforts were made to pull the disabled tanker from the gutter. Police personnel from the Toll Booth Police Station had to work around the clock to direct and manage the traffic situation. Briefing the Graphic later, the New Weija District Police Commander, ASP Kwame Gyasi Afari, advised long-distance drivers to break their journey and rest after every eight hours. He also advised drivers to be cautious and respect speed limits when driving through residential communities. ASP Afari urged pedestrians to always use the appropriate points, such as Zebra crossings, to cross roads in order to avoid knock-downs by vehicles.

<http://edition.myjoyonline.com/pages/news/201203/82611.php>



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USA, PA, NEW HANOVER, MARCH 7 2012. TANKER TRUCK OVERTURNS IN NEW HANOVER TOWNSHIP



A truck containing heating oil flipped over after a mishap with another vehicle Monday morning. The crash occurred at the intersection of North Charlotte Street and Swamp Pike around 9 a.m. According to several sources at the scene, the Aabbot's tanker truck and a minivan collided in the intersection, causing the tanker to flip onto its right side, roughly 40 feet from the intersection. The minivan was towed shortly after the crash with heavy damage to its front end. New Hanover Police Chief Kevin McKeon said the driver of the minivan was taken to a local hospital. He believed the hospital was Pottstown Memorial Medical Center. The driver of the tanker was also taken to the hospital, not necessarily for injuries, but to take a drug and alcohol test. McKeon said it is state law that any driver involved in an accident while using their commercial driver's license be tested. Both township police and state investigators will be reconstructing and investigating the accident over the next few days to determine the exact cause, McKeon said. "We have

to get the truck ready, but air back in its brakes, lots of stuff," McKeon said. Because the tanker still contained the heating oil, extra precautions had to be taken at the scene. The New Hanover Fire Company responded and secured the road's storm drains against any spillage. White, absorbent pads the firemen call "Pigs" circled each drain with loads of gravel behind them. The pigs absorb chemicals but allow water to flow through them, and the gravel further dams up the drains. Township road crews delivered the gravel within ten minutes of the call for it from the firemen. "We're very fortunate here in the township," Fire Chief Phil Agliano said. "Road crews, firemen, police, we all work together." Agliano said even the township manager, Edward Wagner, made it out to make sure everything was running smoothly. Lewis Environmental was on scene to siphon the gas out of the overturned truck and aid in what cleanup was necessary. After drilling a hole in the side of the truck's tank, which now faced upright, the crew put a hose inside the tank and used a specially constructed pipe to get the oil out. At the same time, oil leaked out of one of the hatches in the truck. Crews used a special funnel to direct that leaking oil into containers. New Hanover Fire Crews stood at the ready, hoses in hand, during the drilling process. "There could be a spark while they're drilling," Agliano said. Berks Mont Towing was also on scene to right the truck once it was emptied. North Charlotte Street was closed for the morning into the afternoon between Buchert Road and Swamp Pike due to the accident.

http://www.berksmontnews.com/articles/2012/03/06/bovertown_area_times/news/doc4f54db3181b56682203846.txt?viewmode=fullstory

USA, PA, GREENE CO, CENTER TWP, MARCH 8 2012. DIESEL FUEL SPILL IN GREENE COUNTY SPURS STATE INVESTIGATION

The state is investigating a Pittsburgh-based Marcellus shale-drilling company's diesel fuel spill that flowed from a Greene County well into Patterson Run unbeknownst to local officials. Downtown-based EQT Corp., the parent company of Equitable Gas Co., spilled 480 gallons of diesel in Center Township in December, according to John Poister, a spokesman for the state Department of Environmental Protection. The spill occurred when diesel fuel was being transferred out of a temporary fuel tank, he said. The spill is coming to light nearly three months later because, Poister said, the DEP is not required to notify local municipalities or alert the public. The entity responsible for the spill in such cases is required to notify the DEP, which EQT did, Poister said. "Apparently, a worker was emptying fuel from this tank into a smaller tank at night and didn't realize it was leaking," said Poister. However, officials in Center and Morris, where Patterson Run is located, said they should have been notified by either the DEP or company. "Absolutely ... the township and the fire department should have been notified of that in case it was a problem," said Edward "Butch" Deter, chairman of the township's board of supervisors, who is also president of the Center Township Volunteer Fire Department, Co. 91. The DEP began its investigation Dec. 8, the day of the spill, and has issued the company a notice of violation. A fine likely will follow, Poister said. Most of the spill was cleaned within 24 hours using soil excavation, liquid vacuuming and absorbent pads, EQT spokeswoman Karla Olsen said. The company also notified the National Response Center, which is the federal point of contact for reporting oil and other chemical spills, and local landowners, Olsen said. "Soil and stream sample results collected Dec. 9 indicated that no impacts remained in the excavated areas or the surface waters downstream from the spill location," she said. The DEP has reviewed EQT's samples and will return to take more soil samples before the investigation is complete, Poister said. Spills of this nature are not unusual, he



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said. But, "anytime there is a contamination of a high-quality waterway ... that's taken very, very seriously," he said. EQT leases the Center property from a private owner, Deter said.

<http://www.fireengineering.com/news/2012/03/06/diesel-fuel-spill-in-greene-county-spurs-state-investigation.html>

INDIA, CHENNAI, MARCH 7 2012. BLAZE AT PETROL BUNK SPARKS FURY

A blaze at a petrol bunk in Vyasarpadi on Tuesday morning sparked protests by people living nearby. Residents blocked the road to demand that the outlet be closed, saying fires at the bunk caused them to fear for their lives. A fire broke out at 7.46 am in the petrol storage tank at the bunk on MKB Nagar Fourth Avenue, opposite Ambedkar College in Vyasarpadi. Two residential colonies, Pudhu Nagar and Salaima Nagar, with over 500 residents together are located near the bunk. The fire control room was alerted at 7.48 am and three fire tenders were dispatched to the spot from Vyasarpadi. Before the firemen reached the spot, staff at the bunk used extinguishers to reduce the intensity of the blaze. The firemen reached the spot and doused the fire around 8.50am. A leak in a tube is suspected to have caused the fire. "No casualties were reported as it was a minor fire. The total loss is expected to be only around Rs 5,000. It could have been a major accident had the employees not tried to put off the flames and alerted the fire control room," said a fire services officer. Residents claimed that fires frequently break out at the petrol bunk. "We stay behind the bunk and every other day we smell evaporating fuel spread through our colony. Sometimes a petrol tank catches fire. This has happened five times already," said Subramani, a middle-aged man who lives nearby. A senior fire services officer said petrol bunks are given licences only after they obtain a no-objection certificate from the fire department. "A bunk should have fire-fighting equipment like extinguishers, a tank of water, mud and foam-based extinguishers. We do expect fires at bunks from time to time," he said.

<http://timesofindia.indiatimes.com/city/chennai/Blaze-at-petrol-bunk-sparks-fury/articleshow/12168830.cms>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, MARCH 8 2012. NEW POLLUTION LAWS TOUTED - ACCIDENTS TO BE REPORTED

Reporting of pollution accidents will be changed after a public consultation process into environmental regulation that will affect companies such as Orica and Caltex. Environment Protection Authority (EPA) acting chief environmental regulator Gary Whytcross said the proposed changes would see NSW industries required to clearly identify who should be notified in the event of a pollution incident at their premises, and when. The changes to environmental regulation place the onus on holders of environment protection licences to prepare, implement and test pollution-incident management plans. He said the reforms would ensure serious pollution incidents were avoided, but if they did occur they could be handled quickly and effectively. "It is also about ensuring that industry understands that they have a responsibility to communicate with their neighbours and the relevant authorities immediately after an incident occurs," Mr Whytcross said. A Caltex spokesman said it had a policy of promptly reporting incidents but the corporation was always seeking to improve its emergency-response procedures and would update them to reflect any changes to legislation. He said noise and odour were the two most common concerns raised by neighbours. A number of neighbours raised concerns about noise from the elevated flare in November and early December. Caltex notified the EPA about an oil slick last March and a leaking pipe in November that had "no impact" on neighbours. "Caltex reports any incident that has actual or potential material harm to the environment, as required by law. We take a conservative approach to any environmental incident and keep the EPA informed of minor incidents, even where there is no legal requirement to report," the spokesman said. "We discussed concerns directly with affected neighbours, sent community letters with information about the cause and advised the EPA of these concerns and our response." An Orica spokeswoman said it would comply with all legislative requirements regarding reporting of incidents and would continue to work closely with the community in relation to its remediation of the Botany Bay plant. The spokeswoman did not say how many incidents had occurred at the plant since September but said any risks to the community would be assessed on a case-by-case basis. "We can say that the levels of emissions as they stand at Botany do not pose a risk to the community," she said. "We take every incident or licence breach very seriously, with incidents being reported to the board on a regular basis." There were several releases of mercury vapour at Orica's Port Botany facility and a sulphuric acid leak at Port Kembla. The two incidents at Port Botany occurred in January and September. The company said they did not pose health or environment risks. There have been other incidents at its chemical plant in Kooragang Island, near Newcastle. The state government threatened to shut down the plant if any other incidents occurred.

<http://www.theleader.com.au/news/local/news/general/new-pollution-laws-touted-accidents-to-be-reported/2479291.aspx?storypage=0>



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