



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 847 Newsy Stuff

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

June 11 2012



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INDIA, MUMBAI, TROMBAY, MAY 31 2012. TROMBAY BAKERY EXPLOSION KILLS 5, 36 INJURED

eknath makne

Five people, including two children, were killed and 36 others injured following an explosion and subsequent fire in a bakery at Cheetah Camp in Trombay on Wednesday morning. The police are investigating if the fire was caused by a gas cylinder blast or the boiler exploded after rise in temperature in the ground-plus-one Uzair Bakery. The intensity of the blast was such that the walls of an adjacent factory and building collapsed. "We will book the person/s concerned for rash and negligent act causing death. Prima facie it seems that the rise in the temperature of the furnace resulted in the blast. Investigations are on," said Quaisar Khalid, additional commissioner of police, east region. Mohammed Afroz Sheikh, 25, Zaheer Attaullah Sheikh, 12, and Saeeda Sheikh and Mallika, whose ages could not be confirmed, died on the spot. Iftikar, 23, died at Sion hospital due to abdominal trauma while undergoing treatment. "Three of the injured are critical and four are serious," said Dr Sandhya Kamath, dean of Sion hospital. The remaining 22 are in hospital with 60% to 70% burns. Locals claimed that 40 people, including 15 children, worked at the bakery 24x7. At 1am, the blast and subsequent fire roused the residents from their sleep. They rushed the injured to Sion hospital and Shatabdi Hospital at Govandi before the fire brigade personnel and police men reached the spot. The locals removed seven cylinders from the bakery. The toll would have been much higher if these cylinders had exploded too," said Mohammad Ayyub, 49, a local. He claimed that the bakery owner Ikrar Mohammed Ansari used cylinders meant for domestic purposes at the commercial establishment. "While the bakery was being run on the ground floor, the labourers, mostly migrants from Uttar Pradesh, would sleep on the first floor. The intensity of the explosion was such that the labourers sleeping on the first floor were flung out of the building," said Ayyub. "We are checking if the owner had the necessary licences and if the two children killed in the incident were working there. We have detained Ansari," said senior police inspector Sanjay Khaire of the Trombay police station. Civic officials said they will scrutinise the papers in possession with Ansari before commenting on the matter. "We will have to check documents to know whether the owner had sought permission to run the establishment. Whether the owner used cylinders as per norms too will be confirmed in a day or two," said Amit Dave, M-east ward official. At least three fire engines were pressed into service to control the blaze and three ambulances to transport the injured to hospitals. If anyone is found to be at fault, action will be taken against him/her accordingly. We have not taken a decision yet on the compensation," said mayor Sunil Prabhu.

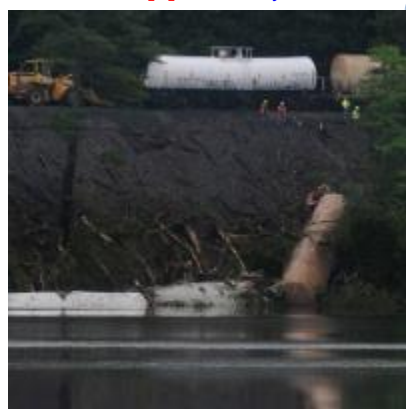
http://www.dnaindia.com/mumbai/report_trombay-bakery-explosion-kills-5_1696036

USA, ME, BUCKSPORT, MAY 31 2012. RECOVERY OF CHEMICALS IN BUCKSPORT TRAIN DERAILMENT EXPECTED TO BEGIN WEDNESDAY

kevin miller

 [Watch the Video Crews Remove Chemicals from 2 Derailed Train Tankers](#)

 [Photo's \[5\] Recovery of Chemicals](#)



On Wednesday, May 30, 2012, crews work to remove chemicals from two train tanker cars that fell into the Penobscot River. The four cars that derailed last Friday were the first four cars after the three locomotives, which were each carrying thousands of gallons of diesel fuel and crew members. Once the chemical are removed work will begin to remove the two tanker cars from the river.

Work is expected to begin Wednesday to remove tens of thousands of gallons of chemicals from railway cars that derailed in Bucksport and crashed into the Penobscot River last week. The derailed tankers, meanwhile, may be removed from the river bed and embankment later this week. Pan Am Railways has hired an environmental cleanup contracting firm to pump chemicals still inside four tanker cars into empty cars. At least one of the cars leaked an estimated 4,000 to 6,000 gallons of a nonhazardous chemical into the Penobscot River after Friday's derailment. On Tuesday, Department of Environmental Protection officials corrected the name of the chemical suspected of leaking into the river. The chemical, called styrene butadiene copolymer, is a type of synthetic latex used to make the coated paper produced at the Verso Paper mill in

Bucksport, where the train was headed at the time of the incident. The car was believed to be carrying 23,000 gallons at the time. DEP staff initially had identified the leaking chemical as kaolin, which is a type of clay that also was being carried in some



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of the Pan Am Railways cars [that derailed near the Bucksport-Orrington town line](#). Four cars in a 31-car train headed to the Verso mill derailed during the Friday evening incident, tearing up roughly 200 feet of track in the process. There were no injuries. Styrene butadiene copolymer is a type of synthetic rubber commonly used in tires and shoe soles as well as in some papermaking applications. Samantha DePoy-Warren, a DEP spokeswoman, said the nonhazardous chemical is heavier than water and has likely dispersed given the location of the spill and the strong tidal currents in the Penobscot. Other than a milky, bluish color in the water near the tankers, DEP staff have not observed any environmental effects from the spill. But DePoy-Warren said DEP staff as well as biologists from the Maine Department of Inland Fisheries and Wildlife will be looking for possible effects on wildlife or aquatic life. "We will be monitoring that very closely but so far we haven't seen anything," she said. That stretch of the Penobscot is home to at least two federally protected fish: Atlantic salmon and shortnose sturgeon, both of which are considered endangered species. Cynthia Scarano, executive vice president of Pan Am Railways, said Tuesday that the company hopes to have the tankers removed from the site by Friday. Pan Am reopened the rail lines on Monday after crews replaced a 200-foot section of track.

<http://bangordailynews.com/2012/05/29/news/hancock/recovery-of-chemical-in-bucksport-train-derailment-expected-to-begin-wednesday/?ref=latest>

ECUADOR, QUITO, MAY 31 2012. ECUADORANS SEEK \$18.2 BILLION DAMAGE JUDGMENT AGAINST CHEVRON IN ONTARIO COURTS

john spears

A group of 30,000 Ecuadorans who won an \$18.3 (U.S.) billion judgment against the oil giant Chevron in Ecuador for polluting the rainforest are asking Ontario's courts to help them collect. But the company is not yielding quietly in the two-decades-old case, claiming that the legal actions against it are a "multi-billion-dollar scam." A Chevron executive has accused lawyers and consultants for the plaintiffs of trying to "extort a multi-billion dollar payment from Chevron through fabricated evidence and a campaign to incite public outrage." The Ecuadorans' Canadian lawyer Alan Lenczner says he's not re-trying a case that's already been decided, however – he's simply trying to enforce a judgment rendered in Ecuador. The Ontario claim, filed Wednesday, hasn't been tested in court. Statements of claim are subject to challenge, and material may be amended or deleted. The claim names Chevron Corp., Chevron Canada Ltd, and Chevron Canada Finance Ltd. The roots of the case go back to the early 1990s, when Texaco – which was later taken over by Chevron – was pumping oil from the Ecuadoran rainforest in partnership with Ecuador's state oil company, Texaco was the operator. Left behind, says Lenczner, were more than 900 pits filled with a mixture of water, oil and mud, pumped to the surface as a byproduct of the operation. The pits are unlined, Lenczner says, meaning chemicals from the oil can seep into groundwater. They also overflow into surface streams. "At the heart of this is the degradation in the rainforest," Lenczner told reporters Wednesday. "Kids are drinking this water. It's on their fields and in their crops." The result, the plaintiffs claim, has been widespread damage both to the environment and to the health of residents. The legal battle began in 1993, when a group of Ecuadorans filed an action in New York seeking compensation on behalf of the residents in 1,500-square-mile area for actions taken between 1972 and 1990. Texaco said the case should be heard in Ecuador, and eventually won its way. A trial in Ecuador began in 2003, and wrapped up in 2011 with the massive judgment against Chevron. It was upheld on appeal last January. The problem for his clients, says Lenczner, is that Chevron has few assets remaining in Ecuador. But it has substantial assets in Canada – including stakes in the Athabaska oil sands, oil fields off Newfoundland, and retail outlets. That, he said, allows his clients to file claims in Canadian courts to have the Ecuadoran court judgment enforced. If the action succeeds in Ontario, the plaintiffs could apply to have it recognized in other provinces. The action isn't just taking place in Canada. The plaintiffs have said earlier this year that they're also looking to Chevron assets in Panama and Venezuela to enforce the judgment. In 2011, Chevron reported revenue of \$244 billion and profit of \$27 billion, with assets of \$209 billion. Canada, Lenczner said, is "robust" in enforcing judgments of foreign courts. He also argues that a Supreme Court of Canada decision prevents Chevron from challenging the Ecuadoran court decision in Canada on the basis of fraud, unless it can demonstrate the allegations are new. His statement of claim also quotes a U.S. appeals court judgment in 2011 that noted: "Texaco assured the district court that it would recognize the binding nature of any judgment issued in Ecuador." Chevron, however, continues to dispute the validity of the Ecuadoran judgment. A company spokesman referred the Toronto Star to a video accusing the plaintiffs of manufacturing evidence and concocting "false narratives" to launch a "sham litigation" against the company. Last year, Chevron also filed a civil lawsuit under the Racketeer and Corrupt Organizations Act (RICO) against trial lawyers and consultants siding with the plaintiffs, accusing them of trying to extort money from the company. The plaintiffs, for their part, accuse Chevron of manipulating evidence and



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interfering with court officials in Ecuador. Texaco funded a \$40 million clean-up of oil sites when it ceased production. Lenczner says it left most sites unrepaired, however. His clients weren't party to any clean-up deal, or any agreement limiting their claim to damages, he says. Lenczner expects a fight as the case makes its way through Canadian courts. His statement of claim quotes a Chevron official saying: "We're going to fight this until Hell freezes over, and then fight it out on the ice."

<http://www.thestar.com/business/article/1203135--ecuadorans-seek-18-2-billion-damage-judgment-against-chevron-in-ontario-courts>

USA, KY, LOUISVILLE, MAY 31 2012. LOUISVILLE LAWSUIT TARGETS WHISKEY VAPORS >> LOUISVILLE DISTILLERS ACCUSED OF ALLOWING EMISSIONS THAT CREATE BLACK SPOTS ON NEIGHBORING HOMES, CARS

james bruggers

Watch the Video

- [KY. Residents File Suit against 3 Bourbon Producers over 'Whiskey Fungus'](#)
- [Louisville Lawsuit Targets Whiskey Vapors](#)
- [Neighbors File Lawsuit against Distilleries over Fungus](#)
- [Class Action Lawsuit Claims Whiskey Fungus Hurting Homes & Cars](#)



Sweet vapors from aging whiskey, nostalgically called "the angel's share" and common to western Louisville, are the target of a new class-action lawsuit filed against three Louisville liquor-makers, alleging the vapors carry a fungus that produces persistent black spots on homes and cars. The lawsuit was filed Wednesday in federal court in Louisville by William F. McMurtry, who was lead counsel in a case in which the Roman Catholic Archdiocese of Louisville in 2003 paid \$25.8 million to 243 victims of abuse by priests, brothers and teachers. McMurtry is joined by Douglas H. Morris and Ben Carter of the law firm Morris & Player. "It's a question of controlling what has been known to permanently color and damage the surfaces" of cars and homes near distilling and whiskey warehousing operations, McMurtry said. The lawsuit against

Diageo Americas Supply Inc., Brown-Forman Corp. and Heaven Hill Distilleries comes as the Louisville Metro Air Pollution Control District has been investigating complaints of black spots on some homes and cars near liquor-making operations. McMurtry said the district had recently tested the spots at the home of the lead plaintiff, Joseph M. Billy, who lives in the 1400 block of McCoy Avenue between Seventh Street and Churchill Downs. McMurtry said district officials detected *baudoinia compniacensis*, which is known commonly as "whiskey fungus" or "angel's share fungus." Tom Nord, spokesman for the air district, confirmed the investigation into "complaints about a sooty substance on homes and other property in the Shively area." Nord said officials had "identified it as some sort of nonlethal mold. We don't believe it is harmful to human health, but it is a nuisance." He said he would not comment further on the district's investigation while it is under way, nor on the lawsuit. The three companies issued a joint statement, delivered by Brown-Forman spokesman Phil Lynch, who also said he was aware of the air-district investigation. "While we are sympathetic to the concerns of the plaintiffs, the blackening of some buildings and other structures is due to a naturally occurring common mold that is found widely throughout the environment, including in areas unrelated to the production of whiskey," the companies said. "The companies involved do not believe that they have caused any harm to the plaintiffs or their property, and we will vigorously contest these claims." Billy said Wednesday that black spots on his home's metal roof and other features of the house, as well as on his car, are nearly impossible to remove. "I just thought it was dirt for a long time," said Billy, who said he's lived in the house with his wife and stepdaughter since 2004. "I got tired of power-washing it," he said, adding that he complained to the air district in April and contacted McMurtry last week. McMurtry said he understands the ethanol has to be "off-gassed" during the aging process of making whiskey. "It's what you do with that off-gassing that we are concerned about," he said. He said the companies need to better manage their emissions so they don't create a nuisance to neighbors. Since about 2010, McMurtry said, experts have been able to identify the fungus associated with ethanol vapors. He said the lawsuit will target any of the three companies' operations in the United States that are causing the same problem. He said the attorneys will make a case for a class-action suit based on homeowners' and car owners' proximity to company operations. Just how far away they will allege damage has not been decided, he said, but added that it might be within two or three miles. The lawyers have set up a website, whiskeyfunguslawsuit.com, to recruit plaintiffs.



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The companies emit a lot of ethanol. Because ethanol contributes to the formation of ground-level ozone, though not in a major way, companies that produce it file emissions reports with the air district, Nord said. Together, the three targeted in the lawsuit produced as much as 4,329 tons in 2009, the most recent year for which totals were available. The EPA does not require permits or place limits on ethanol emissions from aging whiskey in casks or barrels because each barrel is small, Nord said. Thought had once been given to trapping the vapors before they left the warehouse, but the industry successfully argued that it would be both impractical and injurious to the bourbon, said Art Williams, who ran the district from 1996 to 2008. Arguments that were made against regulation included the expense of sealing in vapors in warehouses as well as how that might affect the quality of the bourbon, Williams said, with industry officials saying the barrels needed to breathe with both "an inflow and outflow of air, back and forth, in the buildings." He said complaints about the black spots and streaks were fairly routine, but he said "they were in enough parts of the city that (bourbon warehouses) did not seem to be the only potential cause. We never identified a source connected to the staining."

http://www.courier-journal.com/article/20120530/BUSINESS/305300072/Louisville-lawsuit-targets-whiskey-vapors?odyssey=tab%7Ctopnews%7Ctext%7CHome&nclink_check=1

UK, ESSEX, BRAINTREE, MAY 31 2012. BRAINTREE: MAN IN HIS 50S DIES AFTER BEING TRAPPED UNDER FUEL TANK

richard porritt



A man was killed at Modular Building Systems in Braintree on Wednesday, 30 May after an incident with a forklift and a gas tank.

Four fire crews were sent to Modular Building Systems Ltd in Straits Mill, Convent Lane, Braintree. A 52-year-old man became trapped under a container at 12.10pm today. A spokesman for the ambulance service said the man was pronounced dead at the scene. On arrival crews used rescue equipment and worked with the ambulance service to release the man by 12.50pm. Police and the Health and Safety Executive are now dealing with the incident.

http://www.eadt.co.uk/news/braintree_man_in_his_50s_dies_after_being_trapped_under_fuel_tank_1_1394271

USA, N.J, PASSAIC CO, NORTH HALEDONMAY, 31 2012. RESIDENTS OF NJ TOWN AT RISK FOR LIVER/KIDNEY DAMAGE, BIRTH DEFECTS FROM CARBON TETRACHLORIDE CONTAMINATED WATER WELLS

paul napoli

New Jersey environmental and health officials will hold a meeting next week to discuss homes in Passaic County that have water wells contaminated with a dangerous chemical known to cause liver and kidney damage, and potentially birth defects. North Haledon city officials, along with representatives from the New Jersey Department of Environmental Protection (NJDEP), Passaic County Board of Health and the North Haledon Board of Health, will hold a public meeting regarding 23 private water wells that have carbon tetrachloride contamination exceeding the NJ State Ground Water Quality Standard of 1 part per billion. The contamination may affect even more homes as water testing continues. Carbon tetrachloride does not occur naturally. It is a man made chemical used most commonly in the production of other chemicals, such as refrigerants; propellants for aerosol cans; solvents for oils, fats, lacquers, varnishes and resins; pesticides; cleaning fluids; dry cleaning agents and degreasers. Other names for this chemical include carbon chloride, methane tetrachloride, perchloromethane, tetrachloroethane and benziform. According to NorthJersey.com, the contamination was first discovered in April during a well water test for a property in a real estate transaction. A notice was sent advising neighboring residents within 1000 feet of the contaminated well to test their water wells. So far, that testing has shown 22 more homes with dangerous levels of the chemical. North Haledon officials then sent a letter to 300 additional residents within 2000 feet advising them to have their water tested too. "In light of the fact that carbon tetrachloride contamination was discovered in your neighborhood, I urge you to have your water tested immediately," Randy George, mayor of the North Haledon wrote in a letter to residents within 2000 feet of contaminated wells. "Please provide my office with a copy of the results of your test immediately." The NJDEP is investigating the cause of the contamination. The total number of water wells affected remains unknown at this time. There are no known spills of carbon tetrachloride in the area. It is also unknown how long the wells have been contaminated. Respiratory



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or oral exposure to carbon tetrachloride affects the liver, kidneys and central nervous system (CNS) in humans. Exposure to high levels or long-term exposure causes liver and kidney damage. The U.S. Environmental Protection Agency (EPA) classifies carbon tetrachloride as a probable human carcinogen. Studies in animals have shown it to increase risk of liver cancer. According to the Agency for Toxic Substances and Disease Registry (ATSDR), studies suggest that this chemical may cause birth defects in children of women exposed to this chemical during pregnancy. Human symptoms of acute (short-term) inhalation or oral exposure to carbon tetrachloride include: Headache, Weakness, Lethargy, Nausea, Vomiting. Residents with wells affected by carbon tetrachloride contamination may file a claim with the NJ Spill Fund. The NJDEP will provide affected residents with a point-of-entry treatment (POET) system while the agency performs a cost assessment of maintaining the POET systems in the future versus extending a water line to affected residences. The meeting is scheduled for 7:00pm on Monday, June 4 at the Eastern Christian High School located at 50 Oakwood Ave in North Haledon.

<http://newyorkcity.injuryboard.com/toxic-substances/residents-of-nj-town-at-risk-for-liverkidney-damage-birth-defects-from-contaminated-water-wells.aspx?googleid=301444>

USA, CA, LOOMIS, JUNE 1 2012. TANKER FIRE PENALTIES HANDED DOWN >> NORTHERN ENERGY APPEALS FIVE OUT OF FIVE CITATIONS

stephanie dumm



Citations were issued to Northern Energy in February by CalOSHA, in response to the Aug. 23 to 25, 2011 propane tanker fire.

Northern Energy has appealed all five citations received from CalOSHA as a result of last August's propane tanker fire. Proposed penalties for the five citations are \$42,975, but that's subject to change since Northern Energy has appealed the one citation, according to California Division of Occupational Safety and Health (also known as CalOSHA) spokeswoman Erika Monterroza. "The employer has the ability to appeal and that's what they've done," Monterroza said. "As part of the appeals process, the penalties may go down and the violations category may be adjusted." The News Messenger asked Richard Martinelli, Heritage Propane (Northern Energy) vice president and general manager, for his comment regarding both the citations and the appeal filed by his company in response to the citations. "Northern Energy is cooperating with the

investigation stemming from the rail car fire at our facility in Lincoln, CA. The investigation as to the cause of the incident is on-going," Martinelli said. "While we can offer no timetable on our OSHA appeal, Northern Energy expects the ruling will be fair. Northern Energy is committed to the safety of our employees, our customers and our communities." CalOSHA issued a narrative summary of the tanker fire and the five citations on Feb. 12 of this year. Both items can be found at www.dir.ca.gov/dosh under "Citations, significant." When asked if the fire was the fault of the employee and employer, Monterroza said, "I can't comment more than what's contained in the summary." Monterroza did say that an employer is "responsible for what the employee does, and it's the employers responsibility to train them and to discipline them." "The citations were issued because we found issues because of training," Monterroza said. "In all cases it's the employer that is liable as part of the civil process." Monterroza said CalOSHA will "do spot inspections to make sure the training that took place" as a result of being cited "actually took." There are what Monterroza called "failure to abate" penalties if Northern Energy doesn't correct what they were cited for. The first citation, which has three items and is categorized "general," comes with a penalty of \$2,475. That is the only citation being appealed by Northern Energy, according to appeal documents submitted by Northern Energy on Feb. 28. Citation number one reports that the employer, Northern Energy: "had not included procedures in their Injury and Illness Prevention Program to evaluate workplace hazards;" "failed to" make sure employees involved in the fire wore personal protective devices; and that "two tall compressed gas cylinders containing propane were not secured or stored to prevent them from creating a hazard by tipping, falling or rolling" at the facilities Aug. 25, 2011 inspection, which CalOSHA stated is a requirement. The remaining four citations are considered "serious" violations and each come with a price tag of \$10,125. Citation number two deals with static electricity. It states that on Aug. 23, an employee was wearing rubber soled shoes while "releasing extremely flammable propane from the top of a railcar tank filled with liquid propane gas when it ignited," and that the employee "was not effectively grounded or bonded by contact or connection." The second citation also states that "no provision had been made to bond and/or ground the propane railcar tank to prevent the accumulation of



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static electrical charges which may create a source of ignition in the presence of flammable vapors or gasses, as required." Citation three states that a "fire or explosion hazard" was created by Northern Energy when "they did not take precautions to prevent ignition by eliminating or controlling sources of ignition such as sparks by using spark proof tools such as brass or aluminum in areas where flammable vapors may be present, as required." Citation four states that "clothing appropriate for the work being done shall be worn." It goes on to say that the employee, who was wearing a short-sleeve t-shirt and shorts, "was burned when the extremely cold, flammable liquid propane he was releasing was ignited," and so his "body, arms and legs were not protected from the flames or cold burns." Citation five was given since "the employee was not wearing safety glasses with side shields, chemical goggles or chemical goggles with a face shield, as required." The investigation summary said the fire happened while a Northern Energy employee was "taking measurements and running checks on the extremely flammable liquid propane prior to unloading it." During that process, "some liquid propane gas being released flashed causing a fire," and the employee sustained first and second degree burns to his arms and legs," according to the summary. The summary also states that "when rail car tanks are unloaded or loaded they are connected by a large bonding strap from the loading tower to a connection point on the tank car," and a strap was not in use on Aug. 23, 2011, and "adding to the danger of the burning railcar was that it was still connected to three other railcar tanks possibly containing as much as 29,000 gallons of liquid propane gas each." A forensic investigation of the railcar was done by Union Tank Car Company, owner of the tank car, and the investigation was observed by regional inspectors from the Federal Railroad Administration, according to Federal Railroad Administration spokesperson Warren Flatau. "It was purposely disassembled, with a detailed inspection of the car, looking at the various safety features, including the pressure release valves, to see if it had any defects or deformities," Flatau said. "The post-accident work we did, to our satisfaction, helped us determine there was no compliance issues with the car itself, and there's no fracture or crack in the car." The News Messenger asked Mayor Spencer Short if the city of Lincoln has received any payment from Northern Energy for city resources used during the fire, like public safety, public works and bringing in outside agencies to assist during the fire and evacuation. "We have received some reimbursement from Heritage Propane (Northern Energy)," Short said. Since the city is "still finalizing costs," Short did not have a number for how much the city has received or will receive, but said the city could receive "upwards of \$1 million from the incident."

http://theloomisnews.com/detail/209513.html?content_source=&category_id=2&search_filter=&user_id=&event_mode=&event_ts_from=&event_ts_to=&list_type=&order_by=&order_sort=&content_class=1&sub_type=&town_id=

USA, GA, FULTON CO, JUNE 1 2012. OVERTURNED TANKER SHUTS DOWN FULTON INDUSTRIAL BOULEVARD

mike morris

 [Photo's Crews work to clean up after overturned truck](#)



Emergency crews work on the overturned tanker on Fulton Industrial Boulevard. Fulton Industrial Boulevard was shut down at I-20 late Thursday morning after a tanker truck overturned. The wreck happened about 10:15 a.m. just north of I-20. The ramp from I-20 westbound to Fulton Industrial also remained closed just before noon, according to Fulton County police Cpl. Kay Lester. The truck dumped 7,500 gallons of diesel fuel, Lester said. She said sand trucks were on the scene working to clean up the fuel. Lester told the AJC that the driver of the truck sustained minor injuries and was treated at the scene. No other vehicles were involved, she said.

<http://www.ajc.com/news/atlanta/overturned-tanker-shuts-down-1449938.html>

USA, N.Y, DUTCHESS COUNTY, UNION VALE, JUNE 1 2012. THOUSANDS OF GALLONS OF GAS SPILL WHEN TANKER TRUCK OVERTURNS

 [Watch the Video 3,000 Gallons of Gas Spilled on Route 82](#)

Some 3,000 gallons of gasoline spilled when a tractor-trailer tanker truck overturned on Route 82 north of North Clove Road at 8 a.m. on Thursday. Because of the volatile nature of the gas, residents in a half mile radius of the scene were evacuated. The Dutchess County Sheriff's Office said the driver, Michael Baxter, 24, of Bloomingburg, took evasive action when a vehicle



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coming the other way crossed into his lane. Baxter, who was driving a truck owned by All Aboard Transportation Inc. of Monroe, suffered minor injuries and was assisted from the truck by passersby. The tanker truck was carrying different petroleum products, but state Environmental Conservation Department spokeswoman Wendy Rosenbach said only gasoline spilled with some running into a storm drain that fed into Sprout Creek. That resulted in a fish kill downstream, she said. A utility pole was also damaged in the accident, resulting in wires coming down and Central Hudson sending a crew to the scene. The sheriff's office continues to investigate the accident. No tickets were issued as of Thursday afternoon and police continue to learn the identity of the other driver. A number of agencies were on the scene including State Police, Dutchess County Emergency Response, Dutchess HAZMAT, State DEC, State Office of Emergency Management, Dutchess County Soil and Water, Dutchess Health Department, the Red Cross, Dutchess County Highway Department, State Transportation Department, Miller Environmental Group, Town of Union Vale Highway, Central Hudson, Transcare Ambulance, and fire departments from the towns of Union Vale, LaGrange and Millbrook.

http://www.midhudsonnews.com/News/2012/May/31/Tanker_acc1-31May12.htm

CHINA, HUNAN PROVINCE, HENGYANG, JUNE 1 2012. 3 DIE IN C CHINA CAR WASH POISONING

Three of four people who were exposed to toxic fumes from a chemical tanker truck at a car wash station in Central China's Hunan province on Tuesday have died at a local hospital, municipal authorities in the city of Hengyang said Wednesday. A city government spokesman said the tanker truck's driver and two onlookers rushed to rescue a sanitation worker who had fainted while cleaning the tank. All four were poisoned by the tank's toxic fumes, the spokesman said. Firefighters took the four to a local hospital for treatment following the incident. The local fire department said proper equipment and protective outfits are required for cleaning chemical tanks, adding that car wash stations do not typically possess this equipment.

http://europe.chinadaily.com.cn/china/2012-05/30/content_15428707.htm

USA, R.I, PROVIDENCE, JUNE 1 2012. PASCOAG MTBE CASE SETTLES FOR 7 MILLION DOLLARS AGAINST EXXON MOBIL

Providence Superior Court Judge Judith Savage approved a 7 Million Dollar Settlement of a class action lawsuit brought by the citizens of the Town of Pascoag, Rhode Island and the Rhode Island Water District against Exxon Mobil Corporation as a result of the contamination of their well water supply by MTBE in 2001. According to Attorney Brian Cunha, lead Rhode Island counsel, "this finally brings some satisfaction to the citizens of Pascoag after almost 10 years of litigation against Exxon Mobil for the contamination of the Town of Pascoag's water supply." Methyl Tertiary Butyl Ether (MTBE), a gasoline additive that was mandated by the Clean Air Act of 1990, requiring that fuel oxygenates be added to gasoline to reduce carbon dioxide in the air, was first noticed in the Summer of 2001, when a strong disagreeable odor had been reported by various Public Utility District customers. On August 30, 2001, a resident of Pascoag, Rhode Island requested that a sample of his tap water be tested, as it had a bad taste. MTBE concentrations, above allowable state limits, were detected. Thereafter, an investigation by the Department of Environmental Management (DEM) revealed that gasoline containing MTBE had leaked from the Main Street Mobil Gasoline Service Station and contaminated the town's well water. The DEM ordered that the Pascoag well pumping stations be shut down, and arrangements were made to pipe in well water from the neighboring Town of Harrisville. In 2003 a lawsuit was filed against Exxon Mobil by The Law Offices of Brian Cunha & Associates, P.C. and the New York law firm of Napoli, Kaiser & Bern, LLP, alleging that the use of MTBE in gasoline was among other things, a defective product. The investigation revealed that Exxon Mobil and other oil companies knew MTBE posed a threat to drinking water years before the industry began blending the additive with gasoline. According to lead Rhode Island counsel, Attorney Brian Cunha, "the Pascoag, Rhode Island case was the largest MTBE case in the history of the state." Cunha added that "the documents showed that the oil companies knew about MTBE's problems as early as the early 1980's. The oil industry defended the use of MTBE, claiming that the federal government allowed MTBE to be used with knowledge of its characteristics." MTBE readily dissolves in water and does not cling to soil near a spill site, as most chemicals do. It degrades slowly and travels quickly and travels far in water. "Other dangerous gasoline compounds, like benzene, are rarely found more than 300 feet from a spill site, while MTBE has been found, as in this case, thousands of feet away," said Cunha. Documents and statements from Exxon Mobil and other oil companies show they knew all this almost as soon as they began producing MTBE in the late 1990's. "When 20 percent of the tanks nationwide were known to leak, they put this stuff in tanks knowing it would make its way to ground water and drinking water supplies," said Cunha. In this case, the utility and citizens that sued over MTBE were not seeking damages because customers got sick from drinking the additive. Such claims are nearly impossible to prove, said



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Attorney Cunha. Instead, the damages were to compensate the homeowners for their inconvenience and to the Pascoag Public Utility District to allow them to install new wells, plus pipe lines to bring the water to homes once served by private wells. This includes the cost of putting filters in, digging up dirty soil and installing systems to pump the MTBE out of the water.

<http://www.marketwatch.com/story/law-offices-of-brian-cunha-associates-settles-pascoag-mtbe-case-settlement-for-7-million-dollars-against-exxon-mobil-2012-05-31>

ENGLAND, BRISTOL, JUNE 1 2012. TANKER LEAKS JET FUEL AFTER LID LEFT OPEN



A fuel tanker leaked 1,000 litres of aviation fuel onto a 200-metre stretch of road in Hallen because the lid had not been properly fastened. Firefighters used 20 tonnes of sand to spread on to the road to clean up excess fuel and to absorb vapours yesterday morning. The road in Ison Hill is resurfaced after aviation fuel was spilled by a lorry. Despite most of the fuel pouring into a nearby drain, the Environment Agency does not believe any entered the water course thanks to a "large off-site anti-pollution interceptor", or tank, which collected leaked fuel. Mike Dunning, spokesman for the Environment Agency, said a floating boom, which could soak up any excess fuel, was put into a nearby stream as a precaution. Residents living nearby were informed about the incident due to the strong smell of fuel. The tanker had recently been filled up at a nearby fuel depot run by

engineering firm Costain, formerly run by Babcock Infrastructure. It had travelled up Ison Hill for a short distance when the driver realised fuel was leaking. He called Avon Fire and Rescue Service around 6.20am, who worked with depot staff to find the leak. The road was closed for most of yesterday. Mr Dunning said it was believed a lid on the tanker had not been properly fastened before the driver set off.

<http://www.thisisbristol.co.uk/Tanker-leaks-jet-fuel-lid-left-open/story-16235813-detail/story.html>

USA, S.C, LAKE CITY, JUNE 1 2012. TRUCK STALLS ON TRACKS, STRUCK BY FREIGHT TRAIN IN LAKE CITY >> THE DRIVER OF THE TRUCK ADVISED RESCUE CREWS ON SCENE THE FUEL TANKER WAS EMPTY AT THE TIME OF THE ACCIDENT.

A train crash has multiple roads blocked in Lake City after a fuel tanker got stuck on the tracks and was struck by an oncoming freight train. According to Lake City Police Chief Williams, the police and Lake City Fire Department are on scene of the accident. The crash happened around 5:15 a.m. Thursday morning at the intersection of Acline Street and Fairview Street. Williams explains, the driver of the 2006 freightliner for T & M Transfer Trucks stalled on the railroad that runs parallel to Acline St. and could not get off the tracks. The oncoming freight train was unable to stop and collided with the truck. The driver of the truck advised rescue crews on scene the fuel tanker was empty at the time of the accident. The train has traffic blocked off at Fairview Street and Graham Road. Police are redirecting traffic in the area, according to Williams. Drivers can use Thomas St. to cross over the railroad tracks until the scene is cleared. The freight train involved in the crash is approximately 5,000 feet in length, and weights an estimated six to eight tons. The engineer and the conductor of the train suffered minor injuries and were both transported to Lake City Hospital. The truck driver walked away from the accident uninjured. Florence County Emergency Management are also assisting with the scene at this time.

<http://www.wmbfnews.com/story/18663878/truck-stalls-on-tracks-struck-by-freight-train-in-lake-city>

NEW ZEALAND, HAMILTON, JUNE 1 2012. PEC FUEL PUMPS NOW GALLAGHER FUEL SYSTEMS

Gallagher Group's decision to deliver a single global identity has resulted in a company name change for fuel pumps division, PEC. One of New Zealand's most successful privately owned companies, Gallagher is a global leader in the innovation and marketing of technology solutions for Animal Management, Security and Fuel systems. But increasing opportunities in the global security market with major technology developments are driving the repositioning of its future business strategy and brand identity. Now, the Hamilton based company with over 1000 staff worldwide has aligned all business units and market products under one name, Gallagher, including PEC Fuels Pumps who will be known as Gallagher Fuel Systems. Managing Director, Richard Coxon, says for market consistency Gallagher had to move away from the many brands in its stable. "We were divisionally structured with Security Management Systems, Animal Management and PEC Fuel Pumps and each division marketed various product brands. It encouraged individuality between divisions and sub-cultures within our organisation. Most



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importantly our customers were confused about who we are and what we stand for.” He says while the company formerly known as PEC Fuel Pumps is officially registered as Gallagher Fuel Systems it will market itself as Gallagher in line with other business units of the privately owned business. “Gallagher is positioning itself as a global technology brand offering solutions in animal management, integrated access and perimeter security and fuel systems. We’re also expanding our capabilities within manufacturing including electronics, plastics processing and tool and die making which is where we see opportunities for the local facility.” He says introducing a single brand enables each business unit to enhance the other’s message instead of diluting it. “This meets a key business objective to develop a global technology company that will redefine its position in the various industries. This is a natural progression of an existing partnership and will create innovative opportunities for our facility especially with the expansion of the contract manufacturing’s capabilities and profile.” “Gallagher has a sterling reputation of innovation. The team at Fuel Systems is excited to have a stronger business profile resulting from this alignment going forward and I believe it will add to our credibility in direct opposition of our competitors.”

<http://www.gallagher.co/news/pec-fuel-pumps-now-gallagher/>

NIGERIA, OGUN, IBAFO, JUNE 1 2012. 5 ROASTED IN LAGOS-SHAGAMU ROAD MULTIPLE ACCIDENT

abiodun taiwo



No less than five persons were roasted to death in the early hours of yesterday after a multiple accident that occurred at Ibafo, a few kilometers to the Redeemed Camp when a trailer loaded with PMS, popularly called petrol, rammed into some trucks parked along the expressway. The accident, according to an eyewitness, occurred when a trailer with registration number, Kebbi, XB370ZUR rammed into some of the petrol tankers haphazardly parked on the sides of the expressway, creating a loud bang and in the process, causing the vehicles to discharge their contents on the road. The witness confirmed that the tankers immediately gutted fire and burnt no less than five of the motor boys while it also burnt no less than nine of the trucks. When we visited the scene of the accident, there was heavy grid lock of traffic as vehicles

were diverted to other areas of the road. Many commuters were also seen trekking a long distance as the vehicles conveying them had to make detour to other routes. Men of the Federal Road Safety Commission, FRSC, Traffic Compliance and Enforcement Agency [TRACE] and the police were seen controlling traffic. Speaking with us, one of the FRSC officials who pleaded for anonymity said the accident occurred at around twelve in the morning and there was little the command could do to control the situation from degenerating to such a degree. He however thanked the fire service for its prompt response to the situation. He said there had been several attempts by the FRSC to dissuade the tanker drivers from parking along the roads but many times, they resisted. As at the time of filling the report, the roads were still blocked as FRSC, TRACE, police and fire fighters battled to put the situation under control.

Related Links [10 Killed in Multiple Tanker Explosions, Building Collapse](http://leadership.ng/nga/articles/26245/2012/06/01/5_roasted_lagosshagamu_road_multiple_accident.html)

http://leadership.ng/nga/articles/26245/2012/06/01/5_roasted_lagosshagamu_road_multiple_accident.html

USA, CA, SAN FRANCISCO, JUNE 1 2012. PERUVIAN OIL SPILL CASE MAKES NEW WAVES IN U.S.

tim hull

Over the vehement objection of its chief judge, the 9th Circuit on Thursday declined to reconsider claims that Occidental Petroleum Company harmed the Peruvian rain forest. Amazon Watch and 25 members of the Achuar communities, who live along the Corrientes and Mascusari rivers in a remote part of the Peruvian rainforest, say Occidental used outdated and illegal methods for separating crude oil during three decades of oil production in the region between 1971 and 2000. Though the company knew that such environmental negligence contaminated rivers and made community members sick, it failed to warn the people, according to the complaint. But U.S. District Judge Philip Gutierrez dismissed the lawsuit when it was removed from Los Angeles County Superior Court, where Occidental is based. He found that Peru would have been a more a convenient forum for the claims. But the 9th Circuit later chastised the lower court for not considering whether the claims would be time-barred in Peru. It [revived](#) the case in late 2010. On Thursday, the federal appeals court in Pasadena refused to convene a full, 11-judge panel to reconsider the issue. Writing in dissent, Chief Judge Alex Kozinski blasted the majority for



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"assuming jurisdiction" while ignoring U.S. Supreme Court precedent that required it "to address defendants' claim that Amazon Watch lacks Article III standing." "If the majority really wants to give the District Court first bite at the jurisdictional apple, it can simply remand for the district court to consider that issue, without making any other ruling in the case," Kozinski wrote. "By assuming jurisdiction instead, the panel gives itself license to write a precedential opinion on a difficult forum non conveniens question, based on the hypothesis that Amazon Watch has standing and its interests can be weighed in the forum non analysis. Federal courts have no authority to opine on other issues when their jurisdiction has been seriously called into question; their obligation is to remain silent on those other issues until the jurisdictional question has been put to rest. That the District Court may eventually dismiss Amazon Watch for lack of standing will not undo the precedent written by the panel based on its incorrect assumption that Amazon Watch has standing." Kozinski added: "Jurisdiction is the power to speak; in its absence, we must remain silent. Perforce, we must first make sure we have jurisdiction before speaking at all in any matter. The Supreme Court has carved out a narrow exception to this rule, which applies only as an alternative way to stop speaking. By allowing the case to go forward, once our jurisdiction has been called into question, the majority puts us at odds with what is perhaps the most fundamental principle of federal jurisdiction." Defending the majority's refusal to rehear the issue en banc, Judge Kim McLane Wardlaw accused Kozinski of misunderstanding the scope of the dismissal. "Whoa!!! The chief has put the proverbial cart before the horse," she wrote in a concurrence joined by Judges Mary Schroeder and Ronald Gould. "The District Court did not touch upon the merits of the claims alleged in the complaint in any manner whatsoever, and neither did our panel's disposition. Nor did we or the District Court invoke the doctrine of 'hypothetical jurisdiction' in an effort to reach the merits, quite contrary to the dissent's assertion. Rather, based on the record before the District Court, the panel concluded only that the district court abused its discretion when it dismissed this action under the forum non conveniens doctrine. This was, by definition, 'a non-merits ground for dismissal.'" Nothing prevents Occidental from renewing its motion to dismiss Amazon Watch for lack of standing on remand, Wardlaw added, but "the question of standing cannot be resolved on the bare pleadings, which is all we have before us given the procedural posture of this appeal. "And whether the District Court has jurisdiction will necessarily require some factual development as to whether and how alleged misrepresentations and other conduct by Occidental during its Peruvian operations harmed and continue to harm Amazon Watch," she added.

<http://www.courthousenews.com/2012/05/31/47009.htm>

USA, NY, N.Y, CHELSEA, JUNE 1 2012. EXPLOSION INJURES 2 AT FORMER GAS STATION SITE >> PROBABLY A SPARK FROM A SAW CAUSED THE VAPORS INSIDE THE TANK TO EXPLODE

 **Watch the Video** [Explosion Injures Two at Former Chelsea Gas Station Site](#)



The city Department of Buildings is investigating a small explosion in Manhattan that left two construction workers seriously injured Friday. The New York City Fire Department says it occurred around 10:30 a.m. at the site of a former Mobil gas station on 14th Street and Tenth Avenue in Chelsea. Officials say the workers were trying to remove several underground gas tanks when the explosion occurred. "As they were cutting that steel, probably a spark from that saw as they were cutting caused the tank to heat, which caused the vapors inside the tank to explode," said FDNY Battalion Chief Mike Myers. "The work was being done pursuant to a safety plan. The tank had been flushed out more than a week ago. They had been monitoring for the build-up of vapors and other

things," said Ken Fischer, an attorney for the property's owner. The two workers were taken to Bellevue Hospital with serious but non life-threatening injuries. Two nearby buildings were evacuated shortly after the blast which could be heard blocks way. Witnesses at the scene described a very loud, possibly underground explosion with a fireball rising up but then quickly going out. "I got close to the window, and you could see the ball of fire, smoke and fire coming up. Obviously you don't know what's going on so your reaction is run, or see. The safety guy started taking us out of the building. But it was a literal scary moment," said one worker who was nearby. "People want to see in the window but nobody let the people, everybody says 'Go out, go out.' So everybody go out," said another worker. A portion of the nearby Highline was briefly shut down but has since reopened. Work at the construction site has been stopped as the investigation continues.

http://manhattan.ny1.com/content/top_stories/162279/explosion-injures-two-at-former-chelsea-gas-station-site/



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AUSTRALIA, WESTERN AUSTRALIA, ESPERANCE, JUNE 1 2012. ESPERANCE'S LEAD POISONING DISASTER FINALLY CLEANED UP

courtney trenwith

The clean-up from one of the state's worst environmental disasters - lead poisoning in Esperance - is due to be completed this month, more than five years after thousands of birds died and elevated lead levels were detected in children. Rainwater tanks across the south-eastern town also were found to have lead and nickel levels exceeding the standard for safe drinking water after lead transported through the area leaked. Since establishing a clean-up program in 2008, the state government has spent \$25 million testing 2320 homes and commercial properties for traces of the toxic substance. Of those tested 1775 properties needed to be cleaned, with roofs, gutters, carpets, rainwater tanks and external surfaces cleared of any contamination. The [disaster unravelled in 2006](#) when thousands of birds suddenly died. It was discovered lead dust was escaping during transportation from Wiluna mine near Kalgoorlie to the Esperance Port and during loading and storage processes. The lead had been transported in dusty granules rather than heavier pellets, which produce fewer airborne contaminants. The Department of Health carried out the largest blood lead survey ever conducted in Western Australia. Thirty three people, including many children, had blood lead levels in excess of the internationally recognised health guideline of 10 micrograms per decilitre. Blood lead levels in affected children have since reduced to below 5ug/dL, according to a government website. Mining company Magellan Metals, which was responsible for the lead, has paid \$9 million towards the clean-up and \$1 million to establish a community fund. During budget estimate hearings yesterday Minister for Transport Troy Buswell said the clean-up had cost \$5.8 million more than expected and was likely to be completed this month. An audit would be carried out by an independent organisation to ensure no traces of lead have been left.

<http://www.smh.com.au/wa-news/esperances-lead-poisoning-disaster-finally-cleaned-up-20120531-1zkwg.html>

USA, FLA, OVIEDO, JUNE 2 2012. CAR COLLIDES WITH GAS TANKER ON S.R. 426 IN OVIEDO >> NO INJURIES REPORTED IN CRASH

 **Watch the Video** [Car Collides with Gas Tanker on Busy Oviedo Road](#)

A car crashed into a fuel tanker on State Road 426 near Mitchell Hammock Road Friday morning. The car was wedged under the valves of the truck carrying gasoline. The crash forced officials to close the road while another tanker was called to the scene to collect the fuel before the damaged truck could be moved. Police said the driver of a Nissan sedan tried to pass the tanker as it made a turn into a Mobil gas station, causing the collision. The driver, Albert Brien, said he couldn't stop because of wet roads when the tanker turned into the gas station. "I pull over in this lane and then all of a sudden he whips into the gas station and I couldn't stop because the road was wet and I hit him," said Brien. The driver of the Nissan was found at fault but not ticketed. "I just got railroaded, that's all. I'm in the wrong for the accident, which I don't think it should be. He caused it," said Brien. "He would have or could have been issued a citation for passing on the right, however there were no injuries and there was nothing criminal and I did not witness it. He was not issued a citation," said Oviedo Police Sgt. Kelly Hedum. No one was injured in the crash and no fuel leaked onto the road, according to officials.

<http://www.wesh.com/news/central-florida/Car-collides-with-gas-tanker-on-S-R-426-in-Oviedo/-/11788162/14425410/-/m8rghs/-/index.html>

ENGLAND, LINCOLNSHIRE, GRIMSBY, JUNE 2 2012. FUEL TANKER DRIVER AVERTS DISASTER AS YOBBS THROW TYRE FROM BRIDGE OVER PEAKS PARKWAY



Targeted: Tanker driver Gary Markham had a lucky escape after a tyre was thrown from Pasture Street bridge, which hit his lorry on the windscreen, as he travelled along Peaks Parkway, in Grimsby.

A quick-thinking tanker driver averted a potential disaster after yobbs threw a tyre from a Grimsby bridge to the road below. It was the action taken by Gary Markham, 43, which he says prevented his 39,000-litre tanker – full of fuel – from crashing and exploding under the railway bridge which runs across Peaks Parkway. Four youths deliberately aimed the tyre at the tanker, and today, Humberside Police warned that people could die if items are thrown at vehicles from bridges. Humberside Police casualty reduction officer Pc Barry Gardner said:



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"I have dealt with several incidents of this type over the years, including a snowball (ice ball) that smashed through the windscreen of a car on the motorway, causing the driver to crash – a prank that went wrong clearly. "This sort of behaviour is not acceptable. I very much doubt that the culprits on this occasion gave any real thought to the consequences of their actions. "A simple stone thrown by a youth could well lead to a car or lorry driver swerving, losing control and crashing into another vehicle, causing serious injury or worse." The officer added: "There have also been incidents recorded when items thrown at vehicles have penetrated the windscreen and killed drivers or passengers. "I would urge anyone who even considers doing something like this to think again." Gary said he spotted the youths leaning over the bridge at Pasture Street at around 4am on Saturday as he headed south out of town on Peaks Parkway. He said: "I had a feeling they were going to do something so I moved the tanker to the middle of the road as there was nothing coming in the opposite direction. "The tyre damaged the passenger window." Father-of-three Gary, who has been a tanker driver for 15 years, said: "It doesn't bear thinking about if it had hit the cab. There are other drivers who have suffered heart attacks and crashed as a result of having things thrown at them. "These youngsters should think about the consequences of their actions. It doesn't matter if it is a soft item or a brick, it distracts the driver. The impact could have been a lot worse." It was Gary's birthday on the day it happened and he was due to celebrate his birthday later with his wife and three children out in his hometown of Immingham. But due to the shock he suffered he failed to make his delivery from Immingham to Skegness' Morrisons store and he returned home early. Humberside Police retrieved the tyre and are having it forensically examined for DNA. CCTV footage has also been studied. Detectives are keen to speak to anyone who saw a group of four youths, three boys and one girl, in the area. One of the youths wore a light-grey hoodie. A police spokeswoman said: "A tyre was thrown from a bridge, which landed on the windscreen of the vehicle. "The driver was not injured in the incident." Anyone with information was urged to contact Humberside Police by calling 101 and quoting incident number 1909020 of Saturday May 26.

<http://www.thisisgrimsby.co.uk/Fuel-tanker-driver-averts-disaster-yobs-throw/story-16249102-detail/story.html>

USA, N.Y, UNION VALE, JUNE 2 2012. 3,000 GALLONS OF GAS SPILLED ON ROUTE 82

john wagner

 **Watch the Video** [3,000 Gallons of Gas Spilt](#)



Deputies evacuated homes within a half mile of a tanker truck rollover that spilled thousands of gallons of gas and closed down Route 82 for most of Thursday.

The serene Hamlet of Verbank in the Town of Union Vale, all shaken up when a gas tanker took a spill. "Well the power went out and then there's a loud explosion, you know, a loud crash and that was it," said John Dipilato, whose yard is where the tanker crashed. The Dutchess County Sheriff's Office says just before 8 a.m., a 2010 tanker owned by All Aboard Transportation Inc. of Monroe was driving north to fill up a Millbrook gas station when a car coming the other direction crossed the center line. The 24-year-old tanker driver, Michael Baxter of Bloomingburg, swerved to the right overturning onto the eastern shoulder. He sustained minor injuries. Residents say accidents are more the norm than a

rarity. "It's like that all the time. If the state don't step up and do something, it's really bad, you know, sharp turn, you know, people going real fast around it," said Dipilato. At this time, deputies say no tickets have been issued and the investigation into the accident and the identity of the other driver is continuing. Union Vale firefighters and a number of county and state health and emergency response divisions teamed up to lay booms and dam the spill. But the DEC says gas seeped into the Sprout Creek and killed a significant number of fish. Route 82 is one of Dutchess County's main truck thoroughfares. Its elevation sits above the low lying Verbank hamlet. So when the gas vapors settled beneath, deputies asked nearby residents to evacuate. "We're looking at probably 25 to 30 houses were in the evacuation area," said Sergeant Matthew Heneka of the Dutchess County Sheriff's Office. "Evacuation was not mandatory. It was highly recommended, because of the fumes." "Gasoline vapors could make you feel ill, but obviously the bigger concern is that of an explosion," said Dan McMorris, the Assistant Chief of the Union Vale Fire Department, an all volunteer district. The accident knocked out power to about 80 residents and left driver's detouring all day. The Red Cross assisted with serving food and providing shelter. "As the day progresses and we have a better understanding of if this will be a few hours or possibly overnight, we'll be prepared in any way that we're needed," said



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Darryl Lafferty, the Mid-Hudson chapter executive director of the Red Cross. Cleanup crews will be back on site in the coming days to check for any long term impacts.

http://hudsonvalley.ynn.com/content/top_stories/586324/3-000-gallons-of-gas-spilled-on-route-82/

WALES, PEMBROKESHIRE, MILFORD HAVEN, JUNE 2 2012. CHEVRON REFINERY DISASTER ANNIVERSARY MARKED BY "SCARRED" TOWN

sion morgan,

[Watch the Video Chevron Refinery Disaster Anniversary](#)



The tank which exploded at the Chevron oil refinery, killing four workers.

Today marks the first anniversary of the devastating Chevron refinery blast which killed four workers at the plant near Milford Haven. Sion Morgan caught up with a community scarred by the events of June 2, 2011. Sitting proudly on the mouth of the River Cleddau in picturesque Pembrokeshire, the natural landscape surrounding Milford Haven conceals an industrial heart that provides life to the town's population of 13,000. Its natural deep water port, the third biggest in the UK, handles more than 20% of the UK's energy, with a cluster of related businesses along the Waterway driving economic activity in West Wales. But on June 2, 2011, the harsh realities of that industry were starkly observed by people across Wales as four members of the tight-knit community lost their lives in Britain's worst refinery disaster for almost four decades. The families of Julie Jones, 54, Denny Riley, 52, Robert Broome, 48, and Andrew Jenkins, 33, are no closer to learning why a 730 cubic metre storage tank at the Valero (formerly Chevron) oil plant in Rhoscrowther exploded with such devastating effect that day. Surviving victim Andrew Phillips still does not know why or how his colleagues perished. Now, as the town marks the one



year anniversary of the disaster, the people of Milford Haven reflect on a tragedy which will shape the community for generations to come. "A year on, people here have moved on but have not forgotten," said Milford Haven port chaplain Steve Traynor. "The amazing thing about Milford Haven is its community spirit, and the disaster did draw people together in an inspiring way. How we first reported the incident: [Four killed in explosion at Pembroke Chevron refinery](#) "You have to remember, though, that the industry here is the lifeblood of the community. Almost everybody who lives in the area is connected in some way to our refineries and oil companies and so if you took the industry away the community would disappear." Villagers in nearby Angle and beyond can still vividly remember the bang and the sweeping expanse of thick, black smoke which engulfed everything in its path 12 months ago. Rob Noble from the Old Point House pub said: "It's something that anyone who saw or heard it will never forget. The noise actually shook the windows of the pub." In Milford Haven resident Jane Philpott can still smell the burning black smog. "Everyone here will tell you the same," she said. "The awful stench rising up into the air, and the realisation that nobody near the blast could have survived it. "I never want to experience that sense of blind panic again, when people were phoning each other for news, desperately trying to reach loved ones to check they were fine." Another resident, Tony Davies, said: "Even now, months later I don't think a week goes by when you aren't reminded about what happened. "Whether you here someone talking about it in the shop, see an article in the paper or hear about some other industrial incident, it's always in the back of your mind. "And of course every day we see the refinery, the chimney stacks, huge ships in the port. "It reminds you of what happened, but it also reminds you that life goes on in a strange way." [Inquest opened into deaths of Chevron refinery explosion victims](#) Mr Noble added: "The aftermath here has been tinged with a feeling of low-key anger. "Angle in particular is a village where most, if not all the community is connected with the refinery or businesses that feed it. "And everyone who worked there knew the people who died. "People want to know why their friends and loved ones have gone. "There seems to be an underlying sense of mistrust but of course we all understand that investigations must be thorough. "It is not something that is spoken about so much anymore but it's not something that will be forgotten." A renewed sense of community saw thousands gather at Milford Haven RFC's Observatory Ground in Hakin in August for a charity rugby tournament which raised thousands for the families of the victims. Milford Haven RFC full-back Lee Riley, the plasterer son of refinery blast victim Mr Riley, said: "All the lads here grew up with my dad, they all knew him and were keen to get involved." Organiser Darren Lewis said: "Without a doubt the whole community here felt the effect of what



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happened. "In the aftermath local businesses supported us and everyone pulled together." Today, all personnel at the Valero refinery will gather together for a private remembrance and period of silence to remember the tragic incident which took the lives of four contractor colleagues. A spokesman for the company said: "Neighbouring industrial sites surrounding the Haven Waterway will also mark the silence at 1.30pm. "Prayers will be offered in the towns of Pembroke, Milford Haven and surrounding areas in remembrance of those who lost their lives." Milford Haven mayor Guy Woodham will also call for a moment of reflection at the town's jubilee celebrations today. "It's amazing just how quickly a year has passed since the awful tragedy," he said. "It feels like far less time, probably because the community remains deeply affected by what happened. "It shocked everybody but of course also brought them together and as the anniversary approaches that awful raw emotion has been rekindled for many, especially I imagine for the families of those who died and everyone who knew them." Mr Woodham added: "Milford Haven is an area of extreme natural beauty but we are also in an area driven by the industry created from our waterway and the Chevron disaster reminded everyone here just how vulnerable we are in this location. "That is why the most important thing now is that lessons are learnt. "Of course there is also a feeling that we cannot yet get closure because the findings of investigations into the explosion's cause still hang over us. "It's obviously vitally important that no stone is left unturned and so that is why the process has taken so long. "But for many it is difficult to move on without knowing why this happened so we can stop it from happening again." Earlier this week Dyfed-Powys Police revealed that two employees of US oil giant Chevron have been questioned in connection with gross negligence manslaughter following the deadly explosion. An investigation into the cause of the explosion is ongoing. It is being conducted by Dyfed-Powys Police and also a dedicated team at the Health and Safety Executive (HSE). A spokesman for the force said in excess of 1,800 potential witnesses have come forward in 12 months with over 200 providing statements to date. A spokesman for Valero said: "The HSE and Police investigation into the incident is on-going and Chevron and Valero continue to provide their full co-operation to all the investigators." Port chaplain Steve Traynor added: "The important thing to do, and the thing that people are united in achieving, is making sure lessons are learnt, changes are made and a tragedy like this never happens again. "If you take another recent anniversary as an example, we have just marked 100 years since the Titanic sank. "It was obviously a very long time ago but the changes made in protocol, design, almost every aspect of shipping since then has made a huge difference. "Lessons must and will be learnt but we will never forget those who lost their lives."

Grieving Families Pay Poignant Tribute

Earlier this week, the grieving families of those killed in the explosion spoke poignantly of their loss. Those killed in the blast were Julie Jones, 54, a fire guard from Pembroke, and three men from Milford Haven: Denny Riley, 52; Robert Broome, 48; and Andrew Jenkins, 33. Anita Broome described her husband Robert as a popular man who was devoted to his family. She said: "Rob was a kind, considerate person who was thought well of in the community. "He was an exceptionally brilliant husband, father, grandfather, brother and son-in-law. "You couldn't have wanted for a better person. Rob had a love for life, especially family, fishing and gardening. "He always looked forward to family holidays. "He is sadly missed each and every day. His loss has left a terrible hole in our hearts." Jane Summons, who was engaged to Andrew Jenkins, said June 2 last year "will always remain one of the darkest days that my family and I ever had to endure." She added: "To fully convey the impact of Andrew's death upon all of our lives is an emotionally overwhelming experience and understandably, somewhat impossible to explain. "My life, along with the lives of our children Bobby and Jack, was changed forever. "Andrew was a genuine, fun-loving and hardworking wonderful man he was devoted to his family. "Now we have to adapt to the future without a fiance and Daddy, but Andrew's memory shines brightly in our thoughts and we will remember the wonderful times we shared with him, which we are so grateful for. He will never be forgotten." Jack Archer, son of Julie Jones, described his mother as a talented woman who was "full of fun". He said: "The past year, since the explosion, has been very hard for all of us. My mother was from a large family and was a devoted mother, grandmother, sister and auntie, who was much-loved and we all miss her very much and think of her all the time. "She was full of fun, enjoyed the outdoors and made the most of every day. "Mum loved her work, was good at her job and was well respected by her colleagues. Her death has left a hole in our lives that we cannot fill." The family of Denny Riley, including his wife Kathy, said: "Denny, gone are the days we used to share, but in our hearts, you're always there. We think about you every day and the hurt in our hearts will always stay. "Dad, we miss your smile and infectious laugh. Grampy, we miss our playmate, but see you smile from your star every night. Our thoughts are constantly with Andrew, who was seriously injured, and his family. "To Denny, Robert, Andrew and Julie, who lost their lives so tragically, you are all greatly missed. Our thoughts and prayers are with all the families who lost a husband, dad, mum, grandparent, son, daughter or loved one. "As a family we would like to thank friends, family and our police liaison officer for all their help and support over the past 12 months and to thank Dyfed- Powys Police and the HSE for their ongoing investigation."



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Timeline of the Disaster

Thurs, June 2, 2011	A huge explosion is heard at the Chevron oil refinery in Milford Haven. More than 10 fire engines are sent to the site. Witnesses heard the blast from several miles away and saw a plume of black smoke rising above the plant.
June 3	The deaths of four people, three men and a woman are confirmed. Another worker is critically ill with burns. The incident is confirmed as the UK's worst refinery disaster for almost four decades.
June 4	The four workers killed are named as Robert Broome, 48, Andrew Jenkins, 33 and Dennis Riley, 52 all of Milford Haven and Julie Jones, 54 from Pembroke. American investigators from Chevron fly in to the UK in a bid to discover the cause of the fatal blast. The Health and Safety Executive (HSE) also announce its own inquiry.
June 5	A special service is held for the critically-ill survivor of the oil refinery explosion. Pastor Roy Hackett, of Cleddau Community Church, said prayers for father of four Andrew Phillips, known to his friends as "Pansy" at the church.
June 10	The surviving victim of the blast is conscious and "pulling through", his family confirm.
June 13	Inquests into the four deaths are opened by the Pembrokeshire coroner.
June 20	More than 500 people attend the funeral service for father of twin boys Andrew Jenkins, at St David's Church, Hubberston.
June 21	Dennis Riley's funeral takes place at St Clement's Church Hall, Neyland.
June 22	Robert Broome's funeral takes place at Parc Gwyn Crematorium, Narberth.
June 24	Julie Jones's funeral takes place at St Michael's Church, Pembroke.
July 24	Andrew Phillips is able to leave hospital for short periods for the first time since the accident.
August 28	The Milford Haven community gather in their thousands to raise money during a rugby tournament.
November 7	Hundreds gather at St Davids Cathedral in Pembrokeshire to pay tribute to the four victims of the explosion.
February 9, 2012	Dyfed-Powys Police say manslaughter charges by gross negligence could be brought.
May 28	It is revealed that two employees of US oil giant Chevron have been questioned in connection with gross negligence manslaughter following the deadly explosion. Dyfed-Powys Police and the Health and Safety Executive (HSE) say investigations are ongoing.

Related Links

- [Chevron employees in negligence caution after Pembrokeshire refinery disaster](#)
- [Chevron employees questioned over negligence after Pembrokeshire refinery disaster](#)

<http://www.walesonline.co.uk/news/need-to-read/2012/06/02/chevron-refinery-disaster-anniversary-marked-by-scarred-town-91466-31094389/>

PAKISTAN, KARACHI, JUNE 2 2012. CLEANUP GONE WRONG: FIVE SUFFOCATE IN WATER TANK

At least five people died of suffocation after going inside an underground water tank to clean it at their house in Bhains Colony, within Sukkan police limits, on Friday. Police said that Bakht Zada, 13, son of Gul Zada, was the first to go into the tank, but reportedly fell unconscious. Naseem Zada, 15, and Taj Mir, 22, went in to rescue their brother. Bakht's cousin, Sher Hassan, 18, and a neighbor, Ghufan, 35, son of Khan Mohammad, followed Naseem and Mir, but also fell conscious. A large number of neighbours gathered outside the house and called the police and volunteers from welfare organisations for help. The men were later pulled out and taken to the Jinnah Postgraduate Medical Centre, where doctors pronounced them dead. Their bodies were handed to families after medico-legal formalities had been completed. SHO Sarfaraz Ali informed that the water tank was full of gas, and that the doctors said that all the men died due to gas suffocation.

<http://tribune.com.pk/story/387560/cleanup-gone-wrong-five-suffocate-in-water-tank/>



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