



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 854 Newsy Stuff

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

July 4 2012



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USA, KS, PITTSBURG, JUNE 22 2012. BLAZE OUTSIDE FIREWORKS WAREHOUSE LIGHTS UP KANSAS NIGHT

Some Crawford County residents were held in awe by an unscheduled display Tuesday night when six shipping containers full of rockets and other colorful explosives went up in flames outside the warehouse of a fireworks merchant. Six area fire departments responded at 6:33 p.m. to the alarm at Jake's Fireworks Warehouse, about a mile west of Pittsburg on Kansas Highway 126. Chief Mike Ryan of the Baker Township Fire Department said firefighters had to dodge fireworks while trying to confine the blaze among containers on the north side of the business and keep it from spreading to the warehouse about 30 feet away. "When we arrived, there were fireworks landing all around the parking lot," Ryan said. "We had firemen in the line of fire for quite some time." He said several employees were at the business when the fire broke out, but none were hurt and the firefighters escaped injury as well. Ryan said the six fire departments that responded shuttled their tankers into Pittsburg and back to take water to the scene since there are no hydrants out in the county. The Pittsburg, Arma, Sheridan, Crawford Township and Cherokee fire departments assisted Baker Township firefighters. It took about three hours to bring the blaze under control, Ryan said. While the fire was still out of control, the Crawford County Sheriff's Department shut down the highway to traffic. But the spectacle drew plenty of onlookers, Ryan said. "Yes, we had quite a few spectators out watching the fireworks," he said. He said the cause of the fire remains under investigation by a state fire marshal, the Bureau of Alcohol, Tobacco, Firearms and Explosives, and the sheriff's office.

<http://www.joplinglobe.com/local/x1254877556/Blaze-outside-fireworks-warehouse-lights-up-Kansas-night>

USA, N.J, GREEN BROOK, JUNE 22 2012. GREEN BROOK POLICE INVESTIGATE EXPLODING GAS TANK >> NO INJURIES REPORTED AFTER SMALL EXPLOSION.

A small explosion caused by a worker at [Perone's Auto Salvage](#) cutting an acetylene tank with a sheering machine sent a chunk of metal flying through the air—but caused no injuries—at 2:33 p.m. June 14. According to the police report, [Cargo Express](#) employees reported a two-foot square section of metal crashing into the property. Responding police traced it back to Perone's, where they were told of the worker's accident. Managers at Perone's said they would not be having workers use the machines to cut tanks again.

<http://watchung-greenbrook.patch.com/articles/police-investigate-exploding-tank>

TRINIDAD & TOBAGO, GUANAPO, JUNE 22 2012. DIESEL SPILL SHUTS DOWN WATER PLANT AT GUANAPO

kim boodram



The damaged refuelling tanker which slipped while navigating a turn near the Guanapo River on Wednesday.

A diesel spill into the Guanapo River has forced an emergency shutdown of the Water and Sewerage Authority's (WASA) Guanapo Water Treatment Plant. National Petroleum, which has taken responsibility for the accident and the subsequent clean-up work, said yesterday the situation is "under control". The spill has left up to seven communities in East Trinidad with a limited supply of pipeborne water, as WASA now looks to divert the service through its other Eastern reservoirs. "There has been contamination," WASA's communications manager, Ellen Lewis confirmed yesterday, via telephone. Lewis said a five-day plan has been put in place to supply the affected areas while NP conducts remedial work on the soil and water. However, water will not be supplied

through the Guanapo Treatment Plant until WASA is satisfied that it is safe for consumption, Lewis said. WASA and NP were notified of the accident around 5.55 p.m. on Wednesday, by the operator of the quarrying company, Hermitage Limestone Limited, for whom the diesel was intended. The diesel was being transported by "an authorised reseller", NP said, when the refuelling tanker slipped while navigating a turn, slid into an over loader and toppled over, spilling up to 1,500 gallons into the soil near the plant. The Environmental Management Authority (EMA) stated in a media release yesterday that approximately 1,000 gallons were recovered, while an estimated 500 gallons of fuel contaminated the quarry with a small amount entering



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the waterway that runs through the quarry. The spilled diesel in the quarry was adsorbed with crushed limestone and will be put into admixture for the asphalt batching process, the EMA stated. More information will be divulged once a comprehensive report is complete, the EMA said. In a release yesterday evening, WASA stated: "The plant was immediately taken out of operation following the environmental incident and will remain out of service until the clean-up of the river is completed." Chief Executive Officer at NP, Bobby Ramlochan, has stated that the company will assume responsibility for the clean-up exercise, WASA said. An assessment of the extent of the contamination undertaken by personnel from the Ministry of Energy, NP, the Arima Borough Corporation, the Tunapuna/Piarco Regional Corporation and the Environmental Management Authority (EMA). NP also clarified yesterday that the tanker was not one of its branded vehicles but was driven by an authorised reseller. An NP contracted environmental service firm is currently on site performing clean-up works, communications officer at the State-owned company, Anna Lisa Benjamin, said yesterday. "Of course NP has taken responsibility and like most companies of this nature, we have the equipment and chemical means to conduct a proper clean-up." Benjamin said, adding that a reputable environmental firm will be conducting the remedial exercise. The areas that will be affected by the plan shutdown are Demerara Road, Wallerfield, Maturita Bye Pass Road, Torecilla Gardens, Borough of Arima, North of Broadway, Calvary Mt Pleasant, La Retreat (Dump Road) and Pinto Road. As part of the contingency arrangement, a supply will be redirected from the Hollis and Aripo Water Treatment Plants to the affected communities from 6 p.m. to 6 a.m. A truck-borne service has also been put in place and customers are asked to call either 800-4420 or 800-4426.

http://www.trinidadexpress.com/news/Diesel_spill_shuts_down_water_plant_at_Guanapo_-159964975.html

USA, TX, HALLSBURG, JUNE 22 2012. VAN FILLED WITH CHEMICALS CATCHES FIRE; LOCAL HAZMAT TEAM RESPONDS

[Watch the Video](#) [Raw Video: Van Fire](#)



A swimming pool service company van burst into flames Thursday while parked in front of home in Hallsburg and there was some concern that the chemicals it was carrying might be dangerous. Just after noon Thursday, firefighters from Hallsburg and Elk and a hazardous materials team from the Waco Fire Department were sent to 6688 East Highway 6 where the first crew on the scene reported the van was engulfed in flames. The pool service technician was able to remove all the chlorine from the truck before the fire got too intense, but after dousing the flames, crews found two bottles of muriatic acid still inside. The Waco Fire Marshal's office said firefighters tested the area around where the acid was found and determined it to be safe. The fire gutted the van, but the house nearby wasn't damaged. No one was injured.

http://www.kwtx.com/home/headlines/Van_Filled_With_Chemicals_Catches_Fire_Local_Hazmat_Team_Responds_159904775.html

GHANA, AXIM, JUNE 23 2012. FUEL TANKER EXPLOSION KILLS 3, INJURES OVER 25



Reports from Axim in the Western region have it that at least three people have died with over 25 sustaining various degrees of burns after a premix fuel tanker off-loading fuel for the fisher folks exploded. More casualties are likely to be recorded, but so far only three have been seen and the reports say they have been charred beyond recognition. Most of the injured have been rushed to the Axim government hospital and health officials say they are overwhelmed with the numbers, adding that some of them would have to be rushed to the Affia Nkwanta Hospital. Speaking to Accra based Joy FM, Acting Hospital Administrator, Joseph Ayeni said "information we had was that there was light off so they were using generator to drop some premix fuel to serve the fishermen and we understood the generator sparked some fire and all those that were



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around sustained various degrees of injuries and were rushed to the hospital. "Apparently those [injured] that I counted were 25, two were female and the rest are male. Some of them have sustained injuries which are about 95 percent of their bodies burnt and for some the injuries are minor. "We're trying to put them in a condition that we can refer them to Affia-Nkwanta so at the moment all the nurses are running around, working to ensure that we evacuate them to Affia-Nkwanta" Mr. Ayeni however added that "at the moment we have just a stand-by ambulance and it cannot convey more than three at a time because the way we need to place them we can convey three at a time, so we've called the National Ambulance Agency to come to our aid." The blaze according to eyewitnesses has been put out by the National Fire Service in the area.

<http://www.ghanaweb.com/GhanaHomePage/NewsArchive/artikel.php?ID=242708>

USA, CA, PRIM, JUNE 23 2012. I-15 TANKER SPILL HALTED; ALL LANES REOPEN

richard brooks



Ferric chloride leaks from overturned tanker truck along Interstate 15 near the Nevada border on Friday, June 22.

A Cleanup is under way on a chemical spill from an overturned tanker truck on Interstate 15 near the Nevada border, where traffic is flowing again in both directions, Caltrans officials say. Caltrans spokeswoman Terri Kasinga reported just before 5 p.m. that all lanes had reopened after the near-dawn collision that tipped the tanker onto its side and shut down the main roadway between Southern California's population centers and Las Vegas. Before the northbound lanes reopened, traffic was backed up for about 11 miles, Kasinga said in an email alert. It will take a while for that back up to clear. The tanker truck and a sedan collided at 6:25 a.m. Friday, June 22, near the Primm Valley Golf Club, about five miles south of the Nevada border. The tanker began leaking ferric

chloride, a chemical used in both sewage and drinking-water treatment and in the etching of copper-based metals for printed circuit boards. By 10:45 a.m., the leak had been stopped, but by then, about 3,000 gallons of the chemical had spilled, leaving about 1,100 gallons still in the tank, said Officer Adam Croxton, spokesman for the Highway Patrol's Barstow office, from the scene. Ferric chloride, an orange-brown liquid, is not specifically regulated as toxic or hazardous by OSHA, but human health effects can include eye irritation, blurring of vision, skin irritation and respiratory irritation, according to the material's safety data sheet. The collision happened along the northbound lanes, causing the truck driver to lose control, veer into the center divider and overturn, Croxton said. Southbound traffic was halted at the state line, he said. Northbound traffic was closed at Yates Well Road, the off-ramp to the Primm Valley Golf Club. Two trucks were assigned to empty the remaining ferric chloride from the overturned tanker so that the wrecked truck could be removed. Cleanup crews are also working to remove all contaminated soil from the crash site, Kasinga said.

<http://www.pe.com/local-news/san-bernardino-county/san-bernardino-county-headlines-index/20120622-update-i-15-tanker-spill-halted-all-lanes-reopen.ece>

USA, MA, MILLIS, JUNE 23 2012. NO ONE HURT IN THREE-ALARM FIRE IN MILLIS

jessica trufant



A three-alarm fire damaged this building at 115 Union St. in Millis on Wednesday night.

A three-alarm fire broke out inside a Union Street building Wednesday night after a light caused gasoline fumes to ignite, officials say. A man was removing a gasoline tank from a vehicle while using a drop light when fumes from the tank caught fire, said Jennifer Mieth, public information officer for the Department of Fire Services. "It was an unintentional fire that underscores the need to be extremely careful with gasoline vapors," Mieth said. A report of a fire at 115 Union St., which is a contractor's yard, came in at 9:50 p.m. Wednesday, said Fire Lt. Gerry Howley. Firefighters from Medway, Norfolk, Medfield and Holliston were called for mutual aid, Howley said, and a Franklin ladder truck covered the Millis station. "We cleared the scene at 3:50 a.m.," Howley said. "There was a



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lot of overhaul." Union Street Reality Trust owns the building, which contained construction and landscaping supplies and machinery. Howley did not know the cost of the damage caused by the fire, or if anything inside could be salvaged. "It's a steel building, so there's extensive damage," he said. While the fate of the building is in question, "There were no injuries at all, just a lot of tired people," Howley said.

http://www.metrowestdailynews.com/news/police_and_fire/x1225006053/No-one-hurt-in-three-alarm-fire-in-Millis

CANADA, ALTA, SUNDER, JUNE 23 2012. CLASS-ACTION LAWSUIT SEEKS \$75M OVER OIL SPILL INTO RED DEER RIVER



A boom stretches out to contain a pipeline leak on the Gleniffer reservoir near Innisfail, Alta. Plains Midstream Canada says one of their pipelines leaked sour crude near Sundre on June 7.

A prominent Regina-based lawyer is pursuing a class-action lawsuit over a recent oil spill in central Alberta. The claim being organized by Tony Merchant is seeking more than \$75 million from Plains Midstream Canada, owners of the pipeline that leaked up to 475,000 litres of light sour crude into the Red Deer River earlier this month. High river levels flushed most of the oil downstream into Gleniffer Lake, a man-made reservoir and popular recreational area. The suit lists Airdrie, Alta., couple Suzanne and Darin Rieger as the plaintiffs. It says the Riegers were trying to sell their two lots at the Carefree RV resort on the

reservoir. The couple was hoping to get between \$119,000 and \$169,000 before the leak happened. "As a result of the incident, the value that the Riegers can hope to achieve for those properties has been diminished," claims the lawsuit, without mentioning a specific amount. The claim alleges negligence on the part of Plains Midstream Canada for allowing the leak to happen. It says the company should have known pipelines in the area were vulnerable during periods of heavy rain. It cites a report into a spill of 28,140 litres of crude from a Pembina pipeline in 2008. The report into that leak found the break occurred after heavy rains eroded the soil around the pipeline, the statement of claim says. Plains Midstream has not disclosed what happened to its pipeline. None of the allegations has been proven in court. It's believed a section of the 46-year-old Plains Midstream pipeline that runs under the river near Sundre, Alta., leaked June 7. The company says that, with the exception of the first day after the leak, all water samples from the river and reservoir have been well within Alberta guidelines for drinking water. Plains Midstream has also been monitoring air quality and there have been no reported samples above acceptable levels. But fishing guides and residents have already said they fear the leak could do long-term damage. When it comes to compensating people affected by the spill, spokesman Stephen Bart has said the company will "make it right." There was a second major pipeline leak in Alberta earlier this week. On Monday, an Enbridge (TSX:ENB) pipeline leaked 230,000 litres of heavy crude oil at a pumping station site about 25 kilometres southeast of Elk Point.

<http://www.winnipegfreepress.com/arts-and-life/life/greenpage/class-action-lawsuit-seeks-75m-over-oil-spill-into-red-deer-river-160011325.html>

CANADA, MI, MARSHALL TWP, JUNE 23 2012. ENBRIDGE STAFF IGNORED WARNINGS IN KALAMAZOO RIVER SPILL >> REPORT SAYS EDMONTON CONTROLLERS TOOK 17 HOURS TO SHUT DOWN PIPELINE

Charles Rusnel

[PDF Document Enbridge spill report](#)



Crews in Marshall Township, Mich. clean up oil from the Enbridge pipeline leak in July 2010.

a pipeline that poured 20,000 barrels of oil into the Kalamazoo River in Michigan in July 2010, says a report from the U. S. National Transportation Safety Board. The report details how pipeline-monitoring staff in Enbridge's Edmonton control room could not agree that a leak had occurred, while ignoring alarms that should have triggered a shutdown of the pipeline within 10 minutes of the leak occurring. A school bus length section of the pipeline ruptured on July 25, 2010, pouring more than 20,000 barrels of diluted bitumen into a 60-kilometre stretch



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of the Kalamazoo River. Two days ago, Enbridge reported it had completed the cleanup, but there are still reports of oil contamination along the river. The National Transportation Safety Board is conducting an extensive investigation of how the leak occurred. While the investigation is not finished, the NTSB has released several factual reports, including a 51-page document that details how Enbridge's Edmonton pipeline-control room responded to the Kalamazoo leak. The report says the company has a basic rule requiring any operator who discovers abnormal pressure or flow readings to shut down a pipeline within 10 minutes. But the report says the controllers did not close valves on the pipeline until 17 hours after the leak, and only after they were alerted by a phone call from a worker on the ground in Michigan. "The initial and subsequent alarms associated with the rupture were not recognized as a line break throughout two startup attempts and over multiple control-centre shifts," the report states.

Operators Didn't Know How to Respond to Alarms

The report details how operators were confused about the warning alarms or how they were to respond. They not only misdiagnosed the rupture, but twice tried to restart the pipeline while ignoring repeated alarms. "Operator B2 said he has never seen this problem before and that it was interesting," the report states. "Operator B2 stated that the situation looked like a leak, and Operator B1 stated that they could pump as much as they wanted but never over-pressurize the pipeline. "Operator B2 stated that eventually the oil has to go somewhere. Operator B2 said that it seemed as if there was something wrong about the situation. Operator B2 said to Operator B1, 'Whatever, we're going home and will be off for a few days.' Operator B1 stated that they were not going to try this again [restart the pipeline]), not on their shift." Enbridge declined an interview request from CBC News, saying it would not comment until the NTSB issued its final report. But in a release it said: "We have made several changes to the structure and leadership of functional departments such as pipeline control, leak detection and system integrity." On Monday, [230,000 litres of heavy crude oil leaked from an Enbridge pipeline pumping station near Elk Point, Alta.](http://www.cbc.ca/news/canada/edmonton/story/2012/06/22/edmonton-enbridge-leak-kalamazoo-river-report-united-states.html), northeast of Edmonton. The pipeline was shut down while a valve was repaired. It has now been restarted and the cleanup is underway. This most recent Enbridge leak, and the report, come at a time when a public-relations war is being waged over Enbridge's proposed Gateway pipeline through northern British Columbia. "I think both of those events have increased the opposition to the pipeline," Greenpeace campaigner Mike Hudema said Friday. "I think you're going to see the opposition get bigger because Enbridge's oil-spill track record is not a good one."

<http://www.cbc.ca/news/canada/edmonton/story/2012/06/22/edmonton-enbridge-leak-kalamazoo-river-report-united-states.html>

CANADA, B.C, NADLEH WHUT'EN, JUNE 23 2012. OIL SPILL OUTBREAK STRENGTHENS FIRST NATIONS' OPPOSITION TO ENBRIDGE PIPELINE

Also: First Nations accuse Harper government of putting interest of oil companies ahead of Aboriginal rights and the public interest by passing Bill C-38

The Yinka Dene Alliance, one of the leading First Nations opponents of the proposed Enbridge Northern Gateway Pipeline, says that Enbridge's record of repeated oil spills demonstrates why the proposed project will never be permitted in their lands. The Alliance reacted to the news of yet another substantial Enbridge oil spill in Alberta this week, and the passage of Bill-C38. "How can anybody in BC trust Enbridge's safety promises when they spill huge quantities of oil each year, all over North America?" said Chief Martin Louie of Nadleah Whut'en First Nation, a member of the YDA. "These spills are exactly what we are afraid of, and Enbridge keeps on proving that we can never accept their word on safety. No matter what effort they make, their proposed pipeline will put our kids in harm's way, so we say no way, and the public are standing with us. The string of bad spills throughout Alberta and beyond provides even more justification - as if we needed any - to say no to the Enbridge pipeline." Two years after Enbridge's worst-ever oil spill disaster in Michigan's Kalamazoo river system, oil remains in the ecosystem and the river is only partially being reopened for recreational use this week. Chief Louie added: "Oil companies can talk all they want about their efforts to clean up oil spills, but the truth is that there is no such thing as oil spill cleanup. When oil spills into a river or onto a coastline, it can never be fully cleaned up. Local communities bear the brunt as the oil continues to infect the water and harm wildlife, plants and people. In Michigan, locals say that Enbridge didn't even give the local community the straight goods on what kind of oil had been spilled, and the potential health effects, for a long time." Chief Louie also took aim at the federal government's weakening of environmental protections and bid to fast-track oil pipeline approvals, passed this week in the omnibus budget Bill C-38. The changes undeniably weaken the legal protection of First Nations fisheries by narrowing the range of fish that are defined as protected. "The Harper government claims that these changes are being made in the 'national interest' but apparently that doesn't include aboriginal interests," said Chief Louie. "We are trying to



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overcome third world conditions while building our economies in a way that will sustain us for the long-term. An oil spill would destroy the land that our communities depend on, and that is unthinkable." Chief Louie continued: "The Crown held a fancy meeting with First Nations chiefs in Ottawa this January, at which the Prime Minister and the Governor General promised renewed respect and strengthening trust. Next thing we know, Harper turns around and is doing whatever he can to put the interests of oil companies ahead of our constitutional rights, and the public interest. He's gutting Fisheries protections without even talking to our people who rely on the fish. Instead of involving First Nations and communities in decision-making, he's centralizing decisions on pipelines in his office. We are deeply disappointed, though not exactly surprised, that Harper's words to us are being shoveled onto the heap of broken promises that harms the relationship between First Nations and Canada." The Yinka Dene were joined for celebrations on National Aboriginal Day by their ally the National Chief of the Dene Nation and Regional Chief of the Assembly of First Nations for the Northwest Territories, Bill Erasmus. The Dene Nation continues to experience the effects of an Enbridge oil spill near Norman Wells, NWT, that happened last summer. Chief Erasmus added: "We are sad for the people in Alberta, Michigan and elsewhere that have had to cope with Enbridge's oil spill disasters - we know what it's like. Our own Dene people in the NWT have suffered from an Enbridge oil spill last year that the company didn't even know about until our local people smelled the oil. We don't wish that fate on anybody else. We are standing with our sisters and brothers here in British Columbia and together we are going to put a stop to Enbridge's pipeline and tanker plans, and the unchecked tar sands expansion that will go with it." Last month, the Yinka Dene Alliance travelled across Canada on the "Freedom Train" to take their refusal to approve Enbridge's Northern Gateway Pipeline directly to Enbridge's shareholders meeting in Toronto. The Yinka Dene Alliance is a coalition of five First Nations whose territories include more than 25% of Enbridge's proposed pipeline: Nadleh Whut'en, Nak'azdli, Takla Lake, Saik'uz and Wet'suwet'en.

<http://www.marketwatch.com/story/oil-spill-outbreak-strengthens-first-nations-opposition-to-enbridge-pipeline-2012-06-22>

USA, WA, PORT OF TECOMA, JUNE 23 2012. U.S OIL & REFINING FINED \$28,500 FOR TACOMA SPILL

U.S. Oil & Refining Co. has been fined \$28,500 by the state Department of Ecology for a diesel fuel spill on Tacoma's Blair Waterway in 2010. U.S. Oil & Refining Co. has been fined \$28,500 by the state Department of Ecology for a diesel fuel spill on Tacoma's Blair Waterway in 2010. Ecology announced the fine Friday. The 75-gallon spill happened while the Tacoma-based refinery was testing a new 8-inch pipeline located between two of its fueling docks along the waterway on Nov. 30, 2010. U.S. Oil must pay the penalty within 30 days or can appeal it. Separately, it also paid \$1,500 to the state for the environmental harm caused by the spill, including damages to water quality and fish and wildlife habitat. That money will be used to fund restoration projects in the area where the spill occurred. The state is also seeking an additional \$8,600 for costs associated with responding to the spill.

http://seattletimes.nwsources.com/html/localnews/2018504830_apwaoilspillfine.html

USA, CA, HALF MOON BAY, JUNE 23 2012. HMB ORCHIDS TO PAY DAMAGES FOR ENVIRONMENTAL POLLUTION AND WORKPLACE VIOLATIONS >> DISTRICT ATTORNEY ANNOUNCES \$139K STIPULATED JUDGMENT AGAINST THE COMMERCIAL FLOWER COMPANY BUSINESS ON FRENCHMAN'S CREEK ROAD.

christa bigue



[Challenge Horticulture, Inc.](#), a commercial flower company off Frenchman's Creek Road that does business under the name of Half Moon Bay Orchids, allegedly violated various environmental and workplace safety laws and regulations, and now they have to pay for it. Yesterday the Consumer and Environmental Unit of the District Attorney's Office obtained a stipulated judgment against Challenge Horticulture, Inc. for polluting the waterways of Loess Creek — which drains into Frenchman's Creek and the Pacific Ocean by failing to prevent petroleum from passing into the waterway and disposing of hazardous waste at an unauthorized point. The complaint also alleges that Challenge Horticulture, Inc. diverted or obstructed a stream without prior authorization from the Department of Fish and Game and failed to immediately report the release of hazardous materials to the proper authorities, obtain a project permit from

[CalOSHA](#), and protect employees in an excavation from cave-ins by an adequate protective system. Pollution to these waterways caused by siltation, erosion, rocks, runoff, and/or hazardous substances damages the waterways and affects the



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areas' wildlife and vegetation, according to the California Department of Fish and Game, which worked with the District Attorney's Office and county Environmental Health Division in this civil enforcement action. The District Attorney's civil complaint alleges two separate violations, according to a report from DA Steve Wagstaffe. The first violation was reported on Nov. 9, 2009 by a California Department of Fish and Game warden who saw Challenge Horticulture, Inc. employees altering and disturbing the bed and bank of a portion of Frenchman's Creek without prior notification to, and permits from, the Department of Fish and Game, Water Resources Board, San Mateo County, California Division of Occupational Safety and Health, or any other governmental agency. The employees were in the process of installing a new system for pumping water from Loess Creek to support commercial operations on the property. The second incident occurred end of June 2010. The complaint alleges that Challenge Horticulture, Inc. employees were demolishing a structure on the company's property and, in so doing, unintentionally damaged a ground-level pipe that connected to three above-ground storage tanks. Each tank was capable of holding approximately 10,000 gallons. One of the tanks contained thousands of gallons of red dye diesel. The damaged pipe began releasing red dye diesel into the soil, where it spread to Loess Creek, Frenchman's Creek, and ultimately to the Pacific Ocean. The release resulted in soil and waterway pollution and contamination. Based on these two incidents, the judgment requires a full compliance with applicable environmental protection and workplace safety laws and regulations and the payment of \$139K in civil penalties and reimbursement of enforcement and emergency response costs. In the stipulated judgment, Challenge Horticulture, Inc. agreed to cease the conduct alleged by the District Attorney's civil complaint and consented to a court injunction barring the conduct in the future. The company cooperated in the resolution of the case and has taken action to clean up the released diesel.

<http://redwoodcity.patch.com/articles/hmb-orchids-to-pay-damages-for-environmental-pollution-and-workplace-violations>

USA. MO, SPRINGFIELD, JUNE 23 2012. OVERTURNED TRUCK SPILLS HUNDREDS OF GALLONS OF DIESEL FUEL

 [Watch the Video Truck Spills Hundreds of Gallons Of Diesel Fuel](#)

A service truck carrying diesel fuel overturned in northern Greene County Friday morning, spilling hundreds of gallons of fuel. It happened about 7 a.m. on County Road 151 between Farm Roads 84 and 96. Emergency crews say about 200 gallons of fuel leaked from the truck. Crews threw sand on the fuel to try and keep it from running into a creek. Officials say the truck blew a back tire which caused it to overturn. Ebenezer Fire Chief Nelson Prewitt says these kind of calls don't happen very often. "We have small fuel spills, under 50 gallon, one a month or so. They can get more, but it's been several years since we've had a fuel spill of this size where we had to get DNR involved." County Road 151 between Farm Roads 84 and 96 was closed for most of the day in both directions so crews could clean up the fuel and tow the truck away.

http://ozarksfirst.com/fulltext?nxd_id=663552

GHANA, AXIM, JUNE 24 2012. FUEL TANKER EXPLOSION: DEATH TOLL RISES TO 7

martin asiedu-dartey



One of the victims of the explosion after receiving first aid treatment at the Affia-Nkwanta Hospital.

Three more people have died from the severe burns they sustained from the premix fuel tanker explosion that occurred yesterday at Axim in the Western region. The three died at the Korle Bu Teaching Hospital on Friday evening after doctors at the hospital tried effortlessly to save them. One more body was found at the scene of the explosion later after the fire had been quenched by the Fire Service. This brings the total number of deaths from the explosion to seven taking into cognisance the three that died on the spot when it occurred. The new deaths at the Korle Bu Teaching Hospital have been blamed on the non-availability of some requisite equipment to effectively treat the patients some of whom had sustained burns beyond 65 percent to 95 percent of their body surface. Director of the Reconstructive Plastic Surgery and Burns Centre at Korle Bu, Dr. Opoku Ware Ampomah told Accra based Joy Fm that the absence

of an Intensive Care Unit for the Burns department has hampered the successful treatment of some of these cases. Four more persons are however said to be responding to treatment at Korle Bu. After the explosion yesterday persons who had sustained



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extreme levels of burns were transferred from Axim to the Affia-Nkwanta and Korle Bu Teaching Hospitals. Investigations are however underway to find the cause of the explosion which eyewitnesses said was caused by a generator which sparked fire when a premix fuel tanker was offloading its content at a station in Axim.

Related Links [GHANA, AXIM - FUEL Tanker Explosion Kills 3, Injures Over 25](#)

<http://www.citifmonline.com/index.php?id=1.940457>

CANADA, N.S, CAPE BRETON, JUNE 24 2012. MARITIME ELECTRIC FINDS SECOND LEAK IN CABLE

wayne thibodeau



Example of underwater transmission cable which runs between P.E.I. and N.B.

Maritime Electric has located a second oil leak from its submarine cable connecting the Prince Edward Island and New Brunswick electrical transmission systems. The second oil leak is located on land, near the Murray Corner, New Brunswick substation. "Mobilization to repair the initial underwater leak has been underway since the location of the leak was determined and we expect to have a specialized barge in place within days to begin repairs at the underwater location," said John Gaudet, vice-president of operations and engineering for Maritime Electric. "The second leak is on land which will significantly reduce the complexity and cost of repair relative to an underwater repair. We have begun to make the necessary steps to have the repairs in Murray Corner undertaken." In March, the utility discovered a low-level insulating oil leak in one of two submarine cables. Divers then spent two months walking the entire 22-kilometre length of the underwater transmission cable near the Confederation Bridge trying to find the source of the leak. The search for a leak the size of a nail hole proved challenging, hampered by poor underwater visibility and, at times, by poor weather conditions. But in mid-May, divers located the leak about three kilometres off the coast of P.E.I. in roughly 45 feet of water. It will cost Maritime Electric up to \$4-million to repair the first leak. Gaudet said the company immediately began capturing the oil from the underwater location and the volumes collected indicated that this location did not account for all of the insulating oil that the company's monitoring equipment indicated was being lost. "As a result the company continued its

efforts to locate the source of a second leak," he said. The two cables are getting old. They are about 35 years old and have a lifespan of less than 50 years. The P.E.I. government is in talks with Ottawa to fund a third transmission cable. That could cost more than \$70 million. Gaudet said customers are not expected to see a disruption in service associated with repair efforts at either location.

<http://www.theguardian.pe.ca/News/Local/2012-06-22/article-3015569/Maritime-Electric-finds-second-leak-in-cable/1>

USA, S.D, PIERRE, JUNE 24 2012. HOW FUEL IS INSPECTED IN S.D., AREA STATES

cody winchester

In South Dakota, retail fuel stations are inspected every two years for pump accuracy and ethanol content. "By and large, what we are there for is to determine whether the pumps are dispensing accurately," said David Pfahler, director of the state division of inspections and weights and measures. "And if not, we take them out of service." In the past, inspectors didn't screen for octane, making it the only state in the region other than Montana and Nebraska that doesn't test. But in the wake of a statewide investigation into mislabeled fuel, octane testing now will be incorporated into the inspection protocol. With the exception of Wyoming and Montana, all of the states bordering South Dakota require regular gasoline to have a minimum octane rating of 87. State officials say they haven't consulted with neighboring states about the proposal to allow 85-octane gasoline in South Dakota because they're more concerned about how it will affect their own market. Here's a look at how fuel quality is regulated in nearby states:

- Iowa: Fuel at each retail station is inspected annually for ethanol, water content and octane. The state has its own lab but also sends samples away for analysis. Robin Praisner, acting bureau chief for weights and measures, said her inspectors try to stay on top of bleedover from states that have less rigorous standards. "We do watch that," she said. "The marketers are always watching their bottom line, and consumers need to be aware of what they're putting in what engines." Inspectors have field equipment to test fuel quality at scheduled inspections, and they follow up on complaints.



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- Nebraska: As in South Dakota, the western part of Nebraska falls into an "altitude derating" area as delineated by older technical manuals. But state law forbids the sale of 85-octane gasoline. No agency has authority to enforce the law, however, according to Paul Moyer, Pfahler's counterpart in Nebraska. "We're in a bit of a quandary here," he said in a recent interview. Even if an inspector caught a station selling the lower-quality blend, "I have no authority to cite them." Retail stations are audited annually for pump accuracy, and inspectors have a kit to test for ethanol content. They do not test for octane levels. But low-quality fuel has not been an issue in Nebraska, Moyer said. The state commissioned a study in the early 1990s to determine whether it ought to give teeth to the law; ultimately, it did not.
- Minnesota: Inspectors audit retail stations for octane, ethanol and biodiesel content. "We have been using that equipment at stations along the Minnesota-South Dakota border to ensure that 85-octane gasoline is not getting into the state," Matt Swenson, a spokesman for the Minnesota Department of Commerce, wrote in an email. "If we discovered through an audit or through field testing that someone was selling 85-octane gasoline, we would remove it from sale. A pattern of selling out-of-specification product would be referred to the county attorney for prosecution."
- North Dakota: Four inspectors in the Department of Health's underground storage tank program audit each station for octane and ethanol content on a rolling basis, depending on how much time has passed since it last was inspected, said Mark Mittelsteadt, an environmental engineer who oversees inspections in the southeastern portion of the state. That means stations can expect an inspection about once every three years, Mittelsteadt said. The agency has a lab to test samples. "The only problem I would foresee (with South Dakota lowering its standard) is if there's some bulk dealers right on the South Dakota side of the border that deliver to North Dakota service stations," he said.
- Montana: In Montana, where the minimum octane standard is 85.5, tight budgets forced the state to drop its fuel-quality testing program in 2005, weights and measures bureau chief Tim Lloyd said. A few years ago, a proposal was floated that would have raised the minimum octane level, but it went nowhere in the Legislature, he said. The state's eight inspectors try to audit each station annually for volume and pump accuracy, but testing for fuel quality is done only when someone files a complaint. Lloyd is trying to scrape together enough money for a bare-bones laboratory to analyze fuel quality samples, as mailing them out of state is prohibitively expensive. The cost to send 200 octane samples to the lab in Washington that once did Montana's analysis: \$56,000. •Wyoming: The minimum octane rating in Wyoming is 85. Inspectors there check retail stations for pump accuracy and volume about once every three years. They also have a mobile screening lab and a random sampling program to test for octane content.

<http://www.argusleader.com/article/20120624/NEWS/306240024/How-fuel-inspected-S-D-area-states>

USA, KERN CO, ARVIN, JUNE 24 2012. TANK STATUS RAISES DOUBTS

john cox

Watch the Video

- [Man Dies in Arvin Oil Tank Explosion](#)
- [Explosion Kills Man in Arvin, Critically Injures Another](#)
- [Man Killed in Oil Tank Explosion >> Second Man Air-Lifted to Hospital](#)

Photo's [8]

- [Man Dies in Arvin Oil Tank Explosion](#)
- [Surviving Worker from Arvin Explosion Released from Hospital](#)



The company hired to dismantle an inactive oil tank in Arvin last week was told the container had not been purged but allowed workers to operate torches near it anyway, a decision people in the business say was risky at best. The tank exploded suddenly Tuesday morning, sending Sky-Brand Services foreman Cesar Martinez flying 50 feet in the air and killing him. His co-worker, Eric Robles, survived after being burned and blown against a chain-link fence. Cal-OSHA is investigating the accident. Sky-Brand partner Dale Hill said the tank's Davis-based owner had made it clear the container still had product in it. For that reason, the Bakersfield metal scrap company chose to delay demolition work on



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the larger structure. Nevertheless, Sky-Brand allowed Martinez and Robles to use cutting torches on pipes connected to the container, thinking that shutting valves on the tank would isolate the pipes from any vapors in the container. "They had several valves in the lines and so anything on the outside of the valves, away from the tank, was safe to remove," Hill said. Representatives of two other tank removal companies, when told what happened by a reporter, disputed that conclusion, saying they would have insisted that the tank be purged. They also asserted that it would have been wiser to use flameless pneumatic cutters to sever the pipes. "To be very, very blunt ... when you have an ignition above a crude oil tank, that tank is really no different from a bomb, and that is what happened here. So, they did not remove the threat," said Greg Brandon, senior project manager at MP Environmental Services, a Bakersfield-based demolition, transportation and remediation firm with offices in six states. State regulations dealing with demolishing buildings -- probably the most pertinent rules in this case, according to a Cal-OSHA spokesman -- state that pipes and tanks suspected of containing flammable materials must be tested and purged prior to the start of demolition. Hill emphasized that Sky-Brand has years of experience dismantling oil tanks and doing other scrap metal work. "It doesn't make any difference what kind of metal it is," he said. "We work with it. We know how to take it apart, how to get rid of it." "We use the same kind of equipment for everything," he continued, adding that everyone at the company was saddened by the accident.

Recent Accidents

Oil tank accidents have not been common in recent years, but injuries have been reported. Cal-OSHA had no records of an incident similar to the one Tuesday, only a report of a 2007 accident in which a truck driver was delivering diesel fuel to a storage tank in Fresno County. Welds on the tank's metal stand gave way, allowing the tank to fall 6 feet and roll on top of the man, who suffered a broken back. In Colorado, two oil tank explosions over the last five years have injured four men. Three people suffered burns near Greeley, Colo., in January 2009 when a hot catalytic converter on the exhaust of a pickup truck carrying the men ignited vapors from a nearby tank, a Weld County spokeswoman told a Denver ABC affiliate. A year and a half earlier, a Greeley man suffered burns when an oil tank he was working on exploded. The Greeley Tribune reported that a malfunctioning oil pump appeared to be the cause.

New Tank Law

Oil tanks have received a great deal of attention in California in recent years, not because of explosion risks but because of potential spills. A four-year-old state law known as AB 1960 instituted much stricter rules to protect against possible leaks and spills. It calls for containment measures such as berms and inspections of tanks, and requires that oil producers found to be out of compliance post bonds. The new rules also require that oil tanks be cleaned out and the pipelines connected to them be removed or flushed within six months of a determination that the facility is out of service. A spokesman for the state agency tasked with enforcing AB 1960, the Division of Oil, Gas and Geothermal Resources, stated that it is still gathering information about how long the Arvin tank has been out of service. The Davis owner of the tank, Sun Mountain Oil and Gas, could not be reached for comment.

Safety Procedures

Even setting aside regulatory requirements, people who work in the field of demolition asserted that safety concerns dictate that tanks be thoroughly purged before dismantling begins, whether it begins on the container or pipes connected to it. Michael Taylor, executive director of the National Demolition Association, of which Sky-Brand is not a member, said he was not familiar with the specifics of the Arvin case but that "normal practice would say that assuring all hazards are abated before beginning work on a structure." Robin Kirkpatrick, vice president of Strong Inc., a Los Alamitos fuel tank service contractor, said that because the Arvin tank had not been purged, the pipes should have been triple-rinsed and inspected by a marine chemist before demolition. The reason for the precautions, he said, is that petroleum vapors are volatile. Even if there was no product in the tank, the metal of the container would have absorbed enough petroleum to present an explosion risk. "Any fluke can happen," he said. Brandon, the senior project manager at MP Environmental, said his company tests the atmosphere around a tank before beginning demolition. If any vapor is detected, a machine is brought in to suck the vapors out of the tank, among other measures. "We make sure that there are no vapors in the area," he said.

Efforts to speak with the families of the two Arvin men who worked on the demolition job were not successful. But a woman who knew the man who was killed said he was widely admired. "There's very few people who receive, like, the admiration of others, and he was one of them," said Denise Delacruz, who said she knew him since he was 12. Martinez, 24, was married and had a 2-year-old daughter, Delacruz said, adding that he treated everyone with respect and dignity. "He always had a joke to crack. ... His laugh was just really contagious, too," she said. Robles, 33, is more of a distant friend of hers, Delacruz said,



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describing him as a vivacious father of a son about 11 years old. "He's a very lively kind of person," she said, "always on the dance floor trying to impress everybody with his dance moves."

Related Links

- [Man dies in Arvin oil tank explosion](#)
A man was killed Tuesday when an oil tank exploded in Arvin, according to the Kern County Fire
- [Hospital releases man burned in oil tank explosion](#)
Hospital officials say a metal recycler is recovering at home after being burned in a Kern County oil tank explosion that killed his ...
- [Oil Tank Explodes In Arvin](#)
An oil tank exploded in central Arvin killing one man and leaving another person critically injured. Kern County Fire crews were called out to the 300 block of ...
- [1 dead, 1 injured in Kern County explosion](#)
An oil tank explosion in Kern County has left one man dead and another person with severe burn injuries. Authorities tell the ...
- [1 dead, 1 injured in Kern County petrol tank explosion](#)
A petrol tank explosion in Kern County has left one man dead and another with severe burn injuries. Authorities tell the ...
- [1 dead, 1 injured in Kern County explosion](#)
An oil tank explosion in Kern County has left one man dead and another person with severe burn injuries. Authorities tell ...

<http://www.bakersfield.com/news/business/economy/x1076260433/Tank-status-raises-doubts>

USA, WA, SALMON BAY, JUNE 24 2012. INVESTIGATORS LABEL OIL SHEEN FOUND IN SALMON BAY A DIESEL FUEL SPILL

The state Department of Ecology, U.S. Coast Guard pollution investigators and the Seattle Police Department Harbor Patrol are responding to reports of a diesel fuel spill in Salmon Bay, an area just south of Ballard in Seattle. The spill was initially observed about 5 a.m. Saturday. State, federal and local authorities have investigators at the site. The cause and volume of the spill are still under investigation, but investigators say there does not appear to any ongoing leak of fuel into the water. The oil sheen – a very thin coating of oil – is too thin for removal from the water. The fuel spill is most noticeable at Sagstad Marina and Fishermen's Terminal in the Interbay neighborhood. According to the Ecology Department's report: "Oil spilled to water typically forms oily patches that spread out quickly. These 'oil slicks' can cover many acres of water. All oil spills cause environmental damage, regardless of size. Oil is toxic to the environment and the damage starts as soon as the oil hits water. A single quart of oil has the potential to foul more than 100,000 gallons of water."

<http://www.thenewstribune.com/2012/06/23/2192065/investigators-label-oil-sheen.html>

USA, MA, SOUTH FRAMINGHAM, JUNE 24 2012. NEIGHBORS OF GENERAL CHEMICAL IN FRAMINGHAM ADVISED TO STAY INDOORS DURING CLEANUP

danielle ameden



The state is urging neighbors of General Chemical Corp. to shut their windows and stay inside Tuesday night when the Southside firm tests facility cleaning techniques. General Chemical and the state Department of Environmental Protection will be monitoring air quality during the testing, from 8 p.m. to midnight. In order to close its doors, the company, which has been handling hazardous waste at 133 Leland St. since 1960, must clean and decontaminate the plant. General Chemical will use Simple Green cleaner, an environmentally friendly cleaner which has had some critics question the safety of one of its cleaning agents, on Building No. 1 and Tank No. 5. The firm and DEP will use air monitors to determine if 2-butoxyethanol, the ingredient of concern in the product, seeps into the air during concrete power washing. Monitors and



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containers will be in place to catch dust and volatile organic compounds, the DEP said. "We just advise people to keep the windows closed that night, and obviously avoid the playground," DEP spokesman Ed Coletta said. The facility is near Woodrow Wilson Elementary School, homes and apartments. If the monitors indicate an air quality threat, the DEP will immediately end the pilot test, Coletta said. "We're going to be out there testing as well with our mobile lab," he said. General Chemical must submit a report on the test by July 13 that includes conclusions and recommendations. The company, which informed the DEP in March of its plans to cease operations there, is still responsible for cleaning up a contaminated plume of groundwater that has encroached on the neighborhood. Full-scale cleaning work will start later this summer and wrap up before school starts, Coletta said.

Related Links [DEP Web page on General Chemical](#)

http://www.metrowestdailynews.com/top_stories/x345283530/Neighbors-of-General-Chemical-in-Framingham-advised-to-stay-indoors-during-cleanup

USA, WASHINGTON, JUNE 25 2012. 13 PETROL PLATFORMS EVACUATED IN THE GULF OF MEXICAN OVER HURRICANE

Gulf of Mexico energy platforms began evacuations and shutdowns as a weather system off the Yucatan Peninsula threatened to turn into a tropical storm over the weekend, ITAR-TASS reported. According to data of the U.S. Bureau of Safety and Environmental Enforcement 7.8 percent of oil production and 8.2 percent of natural gas production in the Gulf has been halted. Debby was nearly stationary at 8 p.m. New York time with maximum sustained winds of 50 miles (80 kilometers) per hour, according to the National Hurricane Center.

<http://www.focus-fen.net/index.php?id=n281383>

INDIA, NEW DELHI, JUNE 24 2012. GUJARAT MARITIME BOARD TO TAKE CALL ON DISMANTLING OF 'TOXIC' SHIP AT ALANG: CENTRE TO SC



The Union environment and forests ministry has stepped into the controversy over beaching rights and breaking of the ship, [Exxon Valdez](#) (rechristened as [Oriental Nicety](#)), at India's biggest ship-breaking yard at [Alang](#) by leaving the decision to the [Gujarat Maritime Board](#) (GMB). Responding to environment activist Gopal Krishna's application in the Supreme Court for decontamination of the vessel before permission to beach at Alang, the ministry in its affidavit said: "The local authority concerned, GMB, may take a decision for anchoring and subsequent beaching and breaking of the ship in strict compliance of the apex court's September 6, 2009, directions." The ship is standing outside India's maritime boundary waiting for permission to beach at Alang for breaking. Exxon Valdez had been on the red radar of environmentalists since March 24, 1989,

when it ran aground on Bligh Reef in Prince William Sound, Alaska. The vessel spilled approximately 10.9 million gallons of its 53 million gallon cargo of Prudhoe Bay crude oil, making it the largest oil spill in US waters. ExxonMobil Company took immediate responsibility for the spill, cleaned it up, and voluntarily compensated those who claimed direct damages. ExxonMobil paid \$300 million immediately and voluntarily to more than 11,000 Alaskans and businesses affected by the Valdez spill. In addition, it also paid \$2.2 billion on the cleanup of Prince William Sound, staying with the cleanup from 1989 till its completion in 1992. ExxonMobil also had paid \$1 billion in settlements with the state and federal governments. Krishna had requested the Supreme Court to direct the Union government to ensure that no end-of-life ship be allowed into the country's coast without prior decontamination in the country of its origin. He had also sought an inquiry into the manner in which more than 5,000 dead ships were brought into Indian waters for breaking allegedly without following the norms laid down by the Supreme Court. The ship's owner, Best Oasis Ltd; had replied to Krishna's application through counsel Gaurav Goel, and also told the apex court that the Gujarat Pollution Control Board (GPCB) and the GMB were permitting the ship to beach without even verifying whether there was any hazardous waste on the vessel. The owners said the notice issued by the SC on Krishna's application was being understood by the authorities as an order restraining the ship from entering the Indian territorial waters. "Exxon Valdez does not have any hazardous material," the owner declared and promised to abide by the apex court's 2009 directions in both letter and spirit. "The only allegation made by Gopal Krishna is to the effect that at one



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point of time the ship was an oil carrying vessel and due to an accident it polluted the sea. The ship was repaired after the accident, and had been in use for all these years as an ore-carrying vessel," they said.

<http://timesofindia.indiatimes.com/home/environment/pollution/Gujarat-maritime-board-to-take-call-on-dismantling-of-toxic-ship-at-Alang-Centre-to-SC/articleshow/14365019.cms>

USA, W.VA, DUNBAR, JUNE 24 2012. RESEARCHERS RELEASE STUDY FINDINGS ON CHEMICAL PLANT EXPLOSION

[Watch the Video Researchers Release Study Findings](#)



It's been nearly four years since a chemical plant explosion in Institute rocked the community and alarmed health experts across the country. A panel of researchers studied the incident at Bayer CropScience and released their findings to the community Saturday at West Virginia State University in Dunbar. They offered recommendations for safer manufacture of a dangerous chemical called methyl isocyanate (MIC) at the plant. "There are a set of protocols that allow one to be able to do chemical manufacturing in a safer environment," research chair Elsa Reichmanis said. Their suggestions included changes in technology and equipment design, hoping to minimize the risk of error in the process. Community members attending said they appreciated the work but were more interested in hearing about the reason behind all of the research. "I don't think they emphasized the effect on people," attendee Gregg Suzanne McAllister said. "I think everything should be couched in terms of the human factor." Donna Willis agreed. "Not only was I in danger but now my children are in danger," she said. "And if they stay here, their children will be in danger too." Willis hopes government officials will take the results of the study seriously - for the sake of the community. "My concern is that it won't go anywhere," Willis said. "It'll just be a piece of paper that is funneled through the system." Researchers like Reichmanis know that change won't happen overnight, but they're still optimistic about the future. "There is a much better understanding between the industries and the community at this point," Willis said. "They do work together." Community members said they were disappointed that no representatives from Bayer CropScience attended the report.

http://www.wsaz.com/news/headlines/Researchers_Release_Study_Findings_on_Chemical_Plant_Explosion_160136325.html

BULGARIA, SLIVEN, JUNE 24 2012. BULGARIAN AMMO DEPOT OWNER BLAMES WORKER FOR BLAST



Delislav Delev, owner of the Sofia-based firm, Bereta Trading, and of the blasted ammo depot in southern Bulgaria.

The recent explosions at the ammo depot in southern Bulgaria were triggered by human error where a worker did unauthorized touching and handling of ammunitions. The information was reported by the owner of the depot and of the Bereta Trading company, Delislav Delev, speaking Sunday for the TV channel bTV. On June 5, a series of explosions occurred at a private-owned ammo site near the Petolachkata road junction close to Sliven, injuring 9 people. Three of the ammunition depot's employees went missing and were officially declared dead 3 days later by the Chief Secretary of the Interior, Commissar Kalin Georgiev. On June 12, the Yambol regional prosecutor

informed that human remains found at the site were confirmed by DNA analysis to belong to one of the three workers, a man identified as Stanimir Kirov. The facility in question is the property of a Sofia-based firm, Bereta Trading, which uses it to dismantle munitions – including shells from the Chelopechene military depot near Sofia that exploded in July 2008. On Sunday, Delev admitted that the accusations the storage facilities contained ammo different than what was contracted with the Defense Ministry are true. He, however, stressed the said ammo arrived at the facility packaged in the very same way as the one the company was authorized to detonate. The security guard on duty accepted the shipment, but could not see what was inside the packaging. Workers realized the difference only after opening the packages, and immediately took pictures and notified the management. "The difference in the ammo or its storing does not kill. Incidents happen when an unauthorized



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individual begins touching things he or she should not have touched ever. The worker who opened and attempted to handle the ammo has been warned to not touch them. The utilization and detonation technology thus is not the reason for the blast," Delev said, adding the said technology has been prepared by a fully qualified and licensed expert and is in full compliance with the contract with the Defense Ministry. About a week ago, Bulgaria's Defense Ministry announced it was annulling its contract with the Bereta Trading company for ammo detonation and will seek compensations. Defense Minister, Anyu Angelov, reiterated in the Parliament that more ammunitions than the permissible amount have been stored at the Bereta Trading depot, but was adamant his Ministry strictly adhered to all clauses of the contract. So far, the main leads in the cause of the incident were human error and/or safety violations, but a new one emerged recently. The Bulgarian Standard daily wrote that a new technology for the dismantling of shells, implemented just two months ago, might have triggered the blast. Speaking off-the-record, workers and people from nearby villages have told media about the new technology. The authorities investigating the incident are checking now if the qualifications of those employed at the depot had been the ones required for such line of work; if the tool used to cut the shells had coolant in it or not, which could have triggered the first spark; how prior checks that failed to establish violations were conducted. Meanwhile, servicemen from the army, who have been dispatched to clean the area, report they had found and continue to find a large amount of explosives, scattered in nearby farm fields.

http://www.novinite.com/view_news.php?id=140624

IRAQ, KURDISTAN REGION, KHOR MOR, JUNE 24 2012. KURDISTAN LPG PLANT EXPLOSION KILLS ONE



Dana Gas has confirmed that a road tanker explosion at its Khor Mor LPG plant in the Kurdistan Region of Iraq caused one death and four injuries. Two LPG road tankers belonging to a local gas trader caused a fire during filling at the plant loading facility on June 22, according to a company statement. Dana Gas said the explosion and subsequent fire had caused extensive damage to the loading facility. Immediate medical support was available to the injured and fire-fighting teams extinguished the fire within two hours, the company said. As a precautionary measure, Dana Gas temporarily shut down the plant while a full investigation is conducted and repairs carried out. Partial production restarted on June 23 supplying gas to local power stations. Dana Gas is based in the United Arab Emirates and has been active in Kurdistan since April 2007. The LPG production facility at Khor Mor was opened in early 2011.

<http://www.hazardexonthenet.net/article/51245/Kurdistan-LPG-plant-explosion-kills-one.aspx?AreaID=2>

INDIA, KOLAR DISTRICT, NANGALI, MUDUGERE CROSS, JUNE 25 2012. 6 OF CITY FAMILY KILLED IN TANKER ACCIDENT



Their pilgrimage to Tirupathi temple was cut short.

All the six members of a family from the City were killed when the car in which they were travelling rammed a fuel tanker on the National Highway 4 near Mudugere Cross in Mulbagal taluk of Kolar district on Saturday. The dead are Putta Venkateshaiah (73), his wife Pushpa Leela (67), son Aravind Putta (37), daughter-in-law Reena Putta (34), grandchildren Nisha (12) and Nitish (10), police said. The family, residing at 5th Main, Kumaraswamy Layout, was on its way to Tirupati on the eve of the 47th wedding anniversary of Venkateshaiah and Pushpa Leela which falls on Sunday. Aravind, who was driving the car, is said to have lost control while trying to avoid a huge pothole on the road. The car then collided with the tanker head on. All

the six were killed on the spot. The family had left for the pilgrim city on Saturday early morning and was scheduled to visit the temple on Sunday morning. They were supposed to leave for Bangalore Sunday evening, according to Aravind's elder sister Lakshmi Srinivas. Villagers rushed to the accident spot and helped the police in retrieving bodies from the mangled vehicle. Traffic was stalled on the stretch for more than four hours. Police informed Lakshmi's husband, Srinivas, about the accident around 10.30 am. The bodies were brought to the City around 6 pm and cremated at the Electric Crematorium in Wilson Garden around 8 pm. Meanwhile, the victims' relatives have refused to believe that Aravind drove rashly. He was a good



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driver and was equally at ease with right- and left-side driving. He always wore the seat belt, his nephew Nitin M S said. The family hailed from Hindupur town of Andhra Pradesh and had settled in Bangalore nearly 13 years ago when Aravind landed a job at the Infosys Technologies. Aravind, who studied engineering in Kurnool, AP, worked with Aris Global, before opening Indian Institute of Design, an interior and fashion design firm, at No 1401, Kanakapura Road, JP Nagar 1st Phase two years ago. His wife, Reena, assisted him in the venture. Venkateshaiah was once a manager in the Hindupur branch of a transport company. He ran an auto finance business in Bangalore. Venkateshaiah has three children, Putta Prakash (44) being the eldest. Nisha was in class 5 in Sri Aurobindo Memorial School, Banashankari 2nd Stage, and Nithish was in class 3.

Relatives Inconsolable

Relatives who attended the funeral ceremony at the electric crematorium, Wilson Garden, were inconsolable. They could not control their emotion as Putta Prakash, the eldest son performed the last rites. The cremation was attended by a large number of the family's relatives.

<http://www.deccanherald.com/content/259225/6-city-family-killed-accident.html>

USA, N.Y, BATAVIA, JUNE 25 2012. HIDDEN HISTORY: ONE DEAD, SIX HURT IN BATAVIA GASOLINE FIRE, 1944

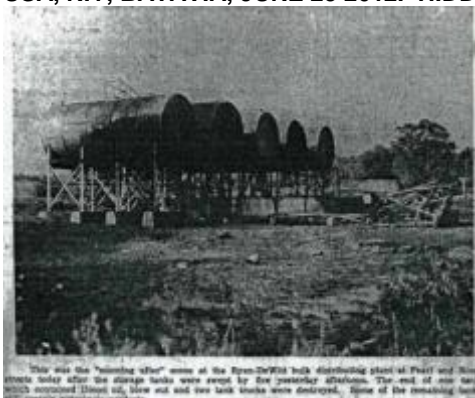


Photo from front page of The Daily News, Sept. 21, 1944.

Raymond Wilken had a job that was both tedious and dangerous. The 40-year-old Grand Island resident was a truck driver for the Hambleton Terminal Corporation, a gasoline distributing firm in Tonawanda. He regularly transported thousands of gallons of highly flammable gasoline to companies throughout Western New York. Shortly before 3:30 p.m. on Sept. 20, 1944, Wilken made one of his regular stops at the Ryan-DeWitt Corporation's bulk plant at Pearl and River streets in Batavia. He began unloading about 4,500 gallons of gasoline into one of five large storage tanks that were located at the rear of the company. Howard Thomas, a Ryan-DeWitt driver, was just a few feet away, loading his smaller tank truck with gasoline from an adjacent gas tank. Then tragedy struck. "Suddenly, Wilken ran from the scene, his clothing afire and rolled in the grass between the tanks and the company office in an attempt to extinguish the flames." The Daily News reported the following day. "Thomas ran to his assistance and shouted to attract the attention of those in the office. By

that time, the gasoline blaze was spreading around the Hambleton truck and licking near the first tank." A tiny spark had ignited the blaze, which quickly grew into one of the biggest local fires of the World War II era. Firefighters were on the scene within minutes, but by then the searing flames were spreading rapidly through the five storage tanks. Two of the tanks contained gasoline, one diesel oil, one kerosene and the other fuel oil. A pillar of flames and thick black smoke rose several hundred feet into the sky, drifting eastward over the city. It attracted countless spectators who blocked all streets and roads leading to the blaze. As the fire grew, Raymond Wilken was rushed to St. Jerome Hospital for treatment of third-degree burns over virtually his entire body. He was able to walk into the hospital under his own power but his condition was considered very critical. Meanwhile, firefighters used torrents of water to fight the massive fire, which at one point threatened the nearby home of John L. Parker. The intense heat scorched the paint on the home, but the structure was saved. Crews were hampered by a series of muffled explosions, one of which blew the end out of a tank containing diesel oil. The piece of heavy metal, which was about 10 feet in diameter, flew through the air and narrowly missed hitting (and probably killing) a fire captain and a firefighter. It landed about 150 feet away at the rear of the Ryan-DeWitt office. By 6 p.m., firefighters had finally extinguished the last of the stubborn flames, but the battle had come at a heavy cost. Despite a series of blood transfusions and heroic efforts to save him, Raymond Wilken died of his burns at 2:15 the following morning. Six Batavia firefighters had suffered injuries, including various burns, cuts and in one case, a broken bone in his wrist. One firefighter, Harry B. Hubbard, 35, was hospitalized for heat prostration and inhaling poisonous fumes. More than 48,000 gallons of fuel was lost in the blaze, authorities said. Crews blocked off the area around the storage tanks, which was saturated with gas and oil. Damages were set at \$175,000, the equivalent of several million in today's dollars. Despite the loss of life, multiple injuries and property damage, Ryan-DeWitt officials praised the work of firefighters in containing the blaze. Their efforts likely prevented a tragedy from becoming a major disaster.

http://thedailynewsonline.com/blogs/mark_my_words/article_8fc5588e-b8aa-11e1-bd45-001a4bcf887a.html



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