



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Australian Convenience & Fuel Industry Conference 2012

September 11 - 14 2012. Melbourne - Australia

USA, OH, COLUMBUS, JULY 13 2012. MAYOR WANTS TASK FORCE TO STUDY RAILROAD HAZMAT RISKS
ted hart

 [Watch the Video Mayor Wants Task Force to Study Railroad Hazmat Risks](#)



Columbus Mayor Michael Coleman and John Porcari, deputy secretary of the U.S. Department of Transportation, say they've agreed to initiate a cooperative effort to assess the risks associated with railroad transportation of hazardous chemicals through urban centers. The announcement comes one day after a train derailment in Columbus that caused an explosion and fire from a train car filled with ethanol. "This would be the catalyst for a greater dialogue, a greater conversation about what we can do, what federal government can do, what industry can do to reduce the risk," Coleman said. In an interview with NBC4, Porcari said, "Here in Columbus, as with cities throughout America, the cities grew up around their railroads and where alternative routing makes sense, that's something we're looking very closely at." Dr. Fred Millar, a rail safety expert, said railroad companies have consistently resisted efforts to reroute their traffic around metropolitan centers. "The railroads are so arrogant that they want to continue to use their main tracks through our major cities and not do the simplest kind of rerouting," Millar said. "All the railroads are in agreement on this that they would not let the government force them to reroute around major target cities because of their profit concerns." Coleman said any dialogue would have to include federal, state, local and company representatives. He said he'd like to see a task force, "examine how to mitigate the risk of chemicals going through highly populated areas."

Related Links

- [Train Derailment, Explosion Remains Under Investigation](#)
- [Chemicals On Derailed Train Prompt Concern From Residents](#)
- [Train Crew Was Not Speeding Before Derailment, Investigators Say](#)

Updates [Task Force To Study Railroads & Hazmat Risks](#)

Officials say they've agreed to initiate a cooperative effort to assess the risks associated with railroad transportation of hazardous chemicals through urban centers.

<http://www2.nbc4i.com/news/2012/jul/12/3/mayor-wants-task-force-study-railroad-hazmat-risks-ar-1101214/>

AUSTRALIA, VICTORIA, FISKVILLE, JULY 13 2012. SHUT FISKVILLE SITE INDEFINITELY, SAY FIREFIGHTERS

ruth lampard & katie bice



There is no plan to shut the Fiskville training facility, says CFA chief Mick Bourke. Firefighters want the Fiskville training hub closed indefinitely amid fears site contamination has been making them sick for decades. The Metropolitan Fire Brigade said it would assess outcomes of tests on the site's water before deciding whether to send its own firefighters back for the next scheduled training block or to use another training ground instead. United Firefighters Union secretary Peter Marshall said Country Fire Authority claims that it would cost \$200 million to set up a new training centre were designed to frighten people. "We're talking about people who put their lives on the line to serve the community. What cost do you put on their lives?" Mr Marshall said. The Herald Sun revealed last week that a

leaked consultant's report in 2009 said it would take four years and more than \$1 million to treat toxic sludge on the bottom of a dam used regularly by firefighters in training before it could even be transported to a contaminated waste dump off-site. "Fiskville is a contaminated site and should be shut down immediately," Mr Marshall said. MFB instructor Mick Tisbury said of



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

the Fiskville site yesterday: "As a union official, I'm absolutely disgusted; as a firefighter, I'm frightened." CFA chief executive Mick Bourke said there was no plan to shut Fiskville, because it was safe. Slater & Gordon class action lawyer Andrew Baker said the CFA's independent report was a significant milestone for those involved but was not a surprise. "The report really just seems to be confirming people's fears and suspicions about the site," he said. Maurice Blackburn principal lawyer Andrew Dimsey said the CFA had admitted failing in its duty of care. "Given this, we hope that the CFA will be reasonable in working out compensation," he said. "We'd be happy to sit down and talk to the CFA at any time about fair compensation. "We welcome the CFA's plans to monitor the health of people, but this does little to help people who have already died or who are living with illnesses and who will have their lives cut short." The firm is representing cancer-stricken former CFA chief officer Brian Potter.

Related Links [Toxic Burns Haunt Air Force Firemen](#)

<http://www.heraldsun.com.au/news/victoria/shut-fiskville-site-indefinitely-say-firefighters/story-e6frf7kx-1226424892651>

ENGLAND, IPSWICH, JULY 13 2012. RIVER ORWELL OIL SLICK CAUSES CYGNET'S DEATH



The RSPCA said it took about four hours to remove the swans.

A cygnet has died two days after it was rescued from an oil slick on a Suffolk river along with 10 other birds. The RSPCA was called to the River Orwell in Ipswich on Tuesday after receiving reports of a suspected oil slick close to the Orwell Bridge. The two-person crew managed to rescue the birds, which included a male and female and their four cygnets, but one of the cygnets has since died. The RSPCA's Jason Finch said it was not clear what the source of the leak was. He said it took about four hours to remove the birds, which were then taken to the RSPCA East Winch Wildlife Centre in Norfolk. They were given fluids and charcoal to absorb the oil. A spokesperson for the RSPCA said the cygnet died because it was small and would have ingested some of the oil while trying to clean itself. The birds can also become hypothermic as a result of losing the waterproofing from their feathers.

<http://www.bbc.co.uk/news/uk-england-suffolk-18819105>

AUSTRALIA, NORTHERN TERRITORY, CURTAIN SPRINGS, JULY 14 2012. FAMILY ESCAPES CARAVAN FIREBALL >> FUEL TANK EXPLODES

steve menzies



The burnt out wreck of the vehicle and van.

A family have escaped from their car moments before it blew up on the way to Uluru due to the quick thinking of one of their four children. The family of six were travelling on the Lasseter Highway about 25km west of Curtain Springs. A police spokesperson said it was a credit to the boy that he told his parents about the danger and they were able to pull over to the side of the road and escape from their vehicle moments before it and their caravan exploded in flames. Grant Amon was driving behind the vehicle, towards Yulara, when the drama erupted. "I was just behind two four-wheel-drives towing vans when the second pulled over to the side of the road on fire," he said. "Fortunately the family was able to get out before the fuel tank exploded. "The vehicle and the van were totally destroyed and the incident started a bushfire on the side of the road." "There was a triple road train

fuel tanker coming the other way but it stopped 100m up the road. "One of the boys was burnt a little but it could have been a lot worse. "There was no mobile or two-way reception available at the scene. "Someone obviously had contacted the police as they were leaving Yulara when I arrived there." Yulara Police, Yulara Fire and Rescue and Bushfires NT attended the scene and brought the fire under control. Police said the incident happened when the father, who is believed to be a mechanic, switched from the main fuel to the subsidiary tank. "The exact cause is not known but it is believed to be the fuel source as it started under the car and not in the engine," the police said. "The Toyota Landcruiser and the van were completely destroyed."



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Your Say

"In situations like this it is good to know that people will be there to support them, as a member of the Yulara Community I know the whole town has rallied behind this family with donations of clothes and essential items, We are just glad that no one was seriously hurt in this incident.".....Brett Tanner

http://www.ntnews.com.au/article/2012/07/12/310531_ntnews.html

USA, ALA, HUNTSVILLE, JULY 14 2012. FAULTY FUEL STRANDS DRIVERS AT LOCAL GAS STATION

nick banaszak

 [Watch the Video Faulty Fuel Strands Drivers](#)

A quick stop at one local gas station turned into anything but that on Thursday afternoon, leaving frustrated drivers stranded for hours. Three different cars died after their drivers filled up at the Chevron on Mastin Lake Road in north Huntsville. One motorist told WHNT News 19 that he found water in his fuel tank, despite claims from store clerks that the pumps were clean. Police were called to the scene, and later confirmed that roughly eight inches of water were found in the hub that feeds all of the gas pumps. The gas station's owner was not at the scene and not available for comment, leaving details of how the water got into the hub a mystery. All three cars were towed away. WHNT News 19 left a message for the Chevron station owner, but had not heard back from him as of late Thursday night.

<http://whnt.com/2012/07/12/faulty-fuel-strands-drivers-at-local-gas-station/>

USA, UT, SALT LAKE CITY, JULY 14 2012. STATE REPORT: RED BUTTE CREEK IS NOW SAFE TWO YEARS AFTER OIL SPILL

amy joi o'donoghue

 [Watch the Video Two Years ater Spill, Red Butte Creek Safe](#)

 [Photo's \[38\] Red Butte Creek Now Safe](#)

Summary

More than two years after 33,600 gallons of Chevron oil spilled into Red Butte Creek, state water quality regulators are declaring the creek as clean as other Salt Lake urban creeks unaffected by the spill.



An oil spill flows down Red Butte Creek into Salt Lake City's Liberty Park on June 12, 2010.

More than two years after 33,600 gallons of Chevron oil spilled into Red Butte Creek, state water quality regulators are declaring the creek as clean as other Salt Lake urban creeks unaffected by the spill. A draft public health and ecological risk [assessment](#) of the riparian waterway released Thursday, however, does not necessarily mean the state Division of Water Quality and other agencies are ready to close the door on future cleanup efforts. "We want to make sure this assessment stands up to scientific muster and if there is something that tells us there is something else we should do," said the division's Chris Bittner, an environmental toxicologist. "This has an effect on the public and the public should have a say." The assessment is making the rounds at Salt Lake City and

the Salt Lake Valley Health Department, the division's main partners in the cleanup of the creek that runs in the northeast part of Salt Lake County. Public comment is being accepted through Aug. 13. Comments may be submitted by email to cbittner@utah.gov or in writing to Division of Water Quality (Attn. Chris Bittner), 195 N. 1950 W., Salt Lake City, UT 84114-4870. Overall, the division believes the cleanup has left Red Butte Creek safe for regular use by local residents and that any residue that remains does not pose a threat to people or pets. Both Bittner and John Whitehead, assistant water quality director, said no decisions are contained in the document and they are aware that some residents maintain that the creek remains despoiled. "Even if it were spotless," there would be some skepticism, Whitehead acknowledged. A March lawsuit filed against Chevron contends a group of more than 60 plaintiffs — many of them residents in upscale neighborhoods adjacent to the creek — believe residual oil from the spill continues to cause them health problems. The crude oil remnants they contend remain from the June 2010 spill contain carcinogenic compounds that pose health risks. The angst over what does or does not remain in the creek continues to plague the division more than two years after a lightning storm toppled a



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

tree into an overhead power line above Red Butte Gardens. A resulting electrical arc travelled down a metal fence post and ruptured the pipe buried 3 feet underground. A hole the size of a quarter allowed 800 barrels of oil to ooze undetected for some 10 hours into the creek and downstream to the lake at Liberty Pond. Some of the oil was ferried to the Jordan River, a stretch of which had to be closed for public health reasons. Less than six months later, Chevron experienced another spill in the same pipe upstream from the first spill — but none of that oil made it into the waterway. In the aftermath, Chevron was fined by the federal government and paid out \$1 million to Salt Lake City for lost use of the stream. The company paid another \$500,000 to the state in penalties, paid \$3 million in mitigation projects and reimbursed residents and others affected with \$929,000 in payments. Last year, Chevron estimated its actual cleanup costs to date were \$75 million; the company said it would continue its remediation efforts until state, health and city officials accept the cleanup as completed. Whitehead said quarterly tests done by the state and more than 300 samples taken by Chevron but independently confirmed by the division show trace amounts of oil-related compounds remain in Red Butte Creek. Those same compounds, however, are present in similar levels in samples pulled from other urban waterways such as City Creek, Emigration Creek, Parleys and Millcreek, Bittner said. The amounts in Red Butte are not a significantly large enough sample to provide an identifiable crude oil "marker" that would tell the water quality division that the compounds, indeed, came from Chevron oil, Bittner said. "We will never know because it is similar to what we find in other creeks," Bittner said. "If I came in blind and did not know there had been an oil spill in Red Butte Creek, I would not think there had been a spill in Red Butte Creek." Bittner said the same hydrocarbon compounds are present in a sample taken from a site in the creek above the spill location near Red Butte Gardens. The division must consider "how clean is clean" given that no sampling of water quality exists prior to the spill, Bittner said. "We will never know because we don't what was in Red Butte Creek prior to the spill." Bittner and Whitehead said urban runoff — oil residue being washed by the rain into a creek from a nearby parking lot or a car leaking oil driving past a storm drain grate — fuel the constant presence of hydrocarbon compounds in the urban waterways. If what is being detected in Red Butte came from Chevron, Bittner said he suspects the levels of compounds would continue to decrease, rather than remain constant like they are. Whitehead said a better barometer of the creek's health is evidenced by the presence of aquatic organisms, which were wiped out by the spill. Sampling shows that the organisms are recovering, but have not caught up to levels seen above the spill site. While it may be possible to completely remove any residue by digging up the creek, Whitehead such an action would disturb what progress has been made by the aquatic life in the last two years, and the contamination would simply return due to urban runoff.

Related Links

- [Take a family field trip to Red Butte Garden](#) June 14, 2012
- [Salt Lake City neighborhood dealing with contaminated water](#) May 7, 2012
- [Salt Lake residents file suit against Chevron over 2010 spills](#) March 23, 2012

<http://www.deseretnews.com/article/865558916/State-report-Red-Butte-Creek-is-now-safe-two-years-after-oil-spill.html?pg=all>

USA, N.D, DUNN COUNTY, JULY 14 2012. DEADLY FLOWBACK VAPORS KILLED 21-YEAR-OLD MONTANA MAN

How is it that in this "information age" people are not informed about the dangers of hydrocarbon gases? It's not like there haven't been blog posts and media reports about the impacts of hydrocarbon vapors. Even with the disinformation and the [industry PR spin misters](#) the truth is well known and certainly state and federal regulators should know the risks. How is it then that pollution from Bakken wells caught "everyone" by surprise? [Bakken pollution catches everyone by surprise](#) A new source of pollution is escaping from all Bakken oil sites and regulators and operators are trying to figure out how much and what to do about it. Lynn Helms, director of the state's Department of Mineral Resources, said the Bakken-only situation does have serious environmental implications. They figured out the vapors were coming from the storage tanks. DUH! We've been telling people the storage tanks leak. So this 21-year-old man, father of a 7-week-old infant, died at a Marathon Oil well site... [Private autopsy performed after oil well death](#) January 16, 2012 3:37 pm - An attorney for the family of a 21-year-old Montana man who was found dead Jan. 7 at a Marathon Oil well in northwestern Dunn County said a second, private autopsy was conducted Friday as part of an investigation into the man's death. Paula Jossart, an attorney with the Bremseth Law Firm in Minneapolis, said the firm is representing the mother, fiancée and 7-week-old child of Dustin Bergsing, who was found dead by a co-worker not long after midnight. Dunn County Sheriff Don Rockvov and Marathon Oil said Bergsing's death was not caused by a well incident and Rockvov said the presence of hydrogen sulfide gas was ruled out as cause of death. The North Dakota Medical Examiner's office said its autopsy results will take a month or more of analysis before any determination can



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

be made on the cause of death. Bergsing was employed by Across Big Sky Flow Testing, of Dickinson. Jossart said he was living alone in a trailer at the well site where he died. She said the trailer has since been moved from the well, before the firm could do its own investigation there. [Across Big Sky Flow Testing specializes in flowback. Flowback vapors are what were sickening Arlington residents but Chesapeake Energy assured us it was only steam from hot water.](#) (photos and video [HERE](#)) [Flowback vapors are what Colleyville/Southlake residents tested](#) but [the city's consultant claimed there were no harmful vapors](#) during the mini frack. [As the autopsy found](#), "Dustin Bergsing died of hydrocarbon poisoning due to inhalation of petroleum vapors, according to the death certificate from the North Dakota state forensic examiner." And we are so surprised to learn that the industry testing found nothing. "Our analysis and testing of the location following the incident indicated no apparent equipment malfunctions or other abnormalities. We will be further studying the findings of the forensic examiner. We take this very seriously. Our commitment to safety is our top priority, and no injury or loss of life is acceptable. Our thoughts are with the family." The Argyle Central Facility, operated by Williams, has several flowback tanks that are supposed to be temporary. These tanks regularly release vapors into the neighborhood. Family have evacuated with their children and pets when the vapors became overwhelming. The TCEQ has refused to take any action.

<http://www.texassharon.com/2012/07/06/deadly-flowback-vapors-killed-21-year-old-montana-man/>

USA, AZ, TUCSON, JULY 14 2012. SHELL'S INADEQUATE OIL SPILL RESPONSE PLANS THREATEN AMERICA'S ARCTIC

alex ralston



The Center for Biological Diversity and a coalition of conservation organizations [have filed a lawsuit](#) challenging the federal government's approval of Shell Oil's spill response plans for Arctic drilling. The Center and Alaskan allies have successfully blocked offshore oil development in the Beaufort and Chukchi seas since the Bush administration first tried to open the Arctic to development through a series of lawsuits over poor environmental review and failure to consider environmental sensitivity and air quality. As a result, Shell Oil, slated to drill in the Arctic every year since 2007 — has not yet stuck its drills in the water. Until now. At this moment, Shell's drill rigs are headed for the Arctic and could be in place in a matter of weeks. The Bureau of Safety and Environmental Enforcement (BSEE) rubber-stamped plans that rely on unbelievable

assumptions, include equipment that has never been tested in Arctic conditions, and ignore the very real possibility that a spill could continue through the winter. The agency has failed to ensure Shell's plans could be effective and that Shell has sufficient boats, resources and spill responders to remove a "worst-case" oil spill in the Arctic Ocean to the "maximum extent practicable." Even after Deepwater Horizon, Interior Secretary Salazar brushed aside concerns about Shell's spill response capabilities, stating recently that "[there is not going to be an oil spill](#)." The American people deserve more. There have been no tests of spill response equipment in US Arctic waters since 2000 and those equipment tests were "a failure." Today, Shell relies on much of that same equipment, and bases its plans on the assumption that it will clean up more than 90 percent of any spilled oil. Even in relatively favorable conditions, less than 10 percent of spilled oil was recovered after the Deepwater Horizon and Exxon Valdez spills. In the Arctic, sea ice, harsh weather, high seas, darkness and wind may render even that level of cleanup impossible. The Center will continue to fight drilling in the Arctic, a place teeming with species found in few other places, including [polar bears](#), caribou, [Pacific walrus](#), [bowhead whales](#), and [numerous species of seal](#). Learn more about the Arctic and the threats Arctic drilling poses [here](#). Polar bears [the first species to receive Endangered Species Act protections due to threats from global warming](#), are especially at risk. Not only would polar bears be devastated by an oil spill, but burning that oil will only accelerate global warming and speed their journey to extinction.

Related Links

- [More Than 1 Million People Urge White House to Stop Shell's Arctic Drilling](#)
- [Drill, Baby, Drill: Shells Arctic Madness](#)
- [Breaking: Shell Sues the Center for Biological Diversity... Again](#)

<http://www.care2.com/causes/shells-inadequate-oil-spill-response-plans-threaten-americas-arctic.html>



This work is licensed under the Creative Commons Attribution-NonCommercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

USA, VA, COLONIAL HEIGHTS, JULY 14 2012. GAS FUMES FORCE PATRONS OUT OF COLONIAL HEIGHTS LIBRARY

wayne covil & nick dutton



Ventilation at Colonial Heights Library.

Authorities said a gasoline spill outside of the public library in Colonial Heights forced an evacuation Friday. Colonial Heights Deputy Fire Marshall Joe Boisseau Patrons said it happened at the library on 1000 Yacht Basin Drive after patrons complained of a gasoline smell inside the building. CBS 6 News' Wayne Covil reported authorities found some spilled gas outside, near the building's HVAC system. As a result, gasoline vapors were carried into the building by the unit. Officials said the air-conditioning system was shut off and that they are working to ventilate the building in an effort to get rid of the fumes.

<http://wtvr.com/2012/07/13/gas-fumes-force-patrons-out-of-colonial-heights-library/>

USA, ME, WALLAGRASS, JULY 14 2012. DEP TO REMOVE VAPOR EXTRACTION SYSTEM FROM SITE OF WALLAGRASS GAS SPILL

julia bayly

Though more than 2,300 gallons of gasoline spilled when [a fuel truck overturned](#) a year ago remains unaccounted for, officials with the Maine Department of Environmental Protection this week termed cleanup efforts a tremendous success and say they are ready to move on to a new operational phase. "Our goal from the start was to provide permanent and lasting protection [to residents] in a cost-effective manner," Andrew Flint, DEP's project manager on the spill, told a handful of residents attending a public meeting at the Wallagrass school Thursday evening. "That remains our priority." On May 31, 2011, a tanker truck owned by John T. Noble of Caribou, hauling gas for Daigle Oil Co. in Fort Kent, overturned on Route 11 traveling south about five miles outside of Fort Kent. DEP workers were on the scene quickly to contain the gas spill, which directly affected several residences in the immediate area. Since then, according to Flint, remediation efforts have centered on removal of gas chemicals from the ground and surface water. "The vapor extraction and petroleum removal system has been a tremendous success," Flint said. "Twenty-three hundred gallons of gasoline has been removed [and] the levels of contamination are way down." Gas also has dissipated through naturally occurring evaporation and diffusion. Throughout the process, Flint said, DEP has monitored dozens of test wells and residential wells over a mile-long sampling area spreading out from the spill site. He said drops in the levels of contaminants were documented as soon as the vapor extraction system went online on Sept. 1, 2011. "Those levels plummeted," Flint said. "Some of the [residential] wells almost immediately got close to meeting DEP drinking water standards." The most recent tests at the spill site show levels of contamination seven times below what they were immediately after the accident. "Just to the north of that site the water started to meet drinking water standards in December," Flint said. John Noble, who is ultimately responsible for the cleanup costs, was in the audience Thursday night and declined to speak to the press or comment on those costs. The DEP official stressed the main goal has never been the removal of as much gas as possible. Rather, it has been to control the risk as much as possible. "We have seen tremendous success across the whole site," Flint said. "The [testing] results are going in one direction and that is down [and] that's what success looks like to us." A well at [the residence of Roger and Jaunita Belanger](#) remains the only well directly affected by the spill with contaminants. Flint said a carbon filtration system remains in place and those levels also are dropping. "In April we started not detecting [contaminants] in the Belanger well, but they showed up again in May," Flint said. "But those levels are below DEP standards and that is a tremendous improvement [because] it means you can drink that water with filtration." Over the past several months overall levels of gas detected through monitoring have dropped enough that DEP officials believe an operational change is in order. "Since this spring we have not recovered much gas at all," Flint said. "That could mean there is not much left to pull out." If that's the case, he said, it no longer is cost-effective to operate the costly vapor extraction system. "It appears that doing what we are doing now is not going to move the ball forward much," Flint said. "The risks are now under control." DEP now plans to remove the extraction systems, simplify surface water treatments while keeping backup systems in



This work is licensed under the Creative Commons Attribution-NonCommercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

place in case continued monitoring indicates more aggressive steps are again needed. "We plan on dialing things back," Flint said. "This will be a phased approach with sound decisions based on continued monitoring." Flint stressed DEP officials were in this for the long haul as cleanup efforts will wind down very slowly and it may take years for activity to cease altogether. "This will not end with a bang," he said. "It will end more of with a whimper as we go quietly into the night." Long-term plans could call for new drinking water wells for some residents or continued filtration of existing wells. This was good news for residents, despite lingering concerns about the long-term effects of the spill. "We are glad to hear things are going well," Wallagrass property owner Ken Theriault said. "But I don't know if everyone is that comfortable." Theriault, who lives in Madawaska, grew up on his family's farm, which is just south of the accident site along Route 11. "We have questions about the value of the property," he said. "If we go to try and sell that property after all this, we are going to have a problem." His neighbor Roger Belanger agreed, noting his home had been on the market for a month before the spill and several subsequent potential sales have fallen through. Belanger has said health concerns about his drinking water forced he and his wife to move to a new home, thus incurring two mortgages. "I don't want to drink that water," said Belanger, who suffered from esophageal cancer. "I don't care how many filters you put on my well." Belanger, who stressed he holds no ill will toward the Nobles or the DEP, said he is frustrated by a system which he said does not take into account hardships experienced by residents affected by incidents such as the gas spill. "The little people are paying the consequences," Belanger said. "We have not done anything wrong." Flint said recourse is available through a state-administered third-party damages system, which is a more informal arena for affected parties to argue losses and economic impacts. "My concern is the remaining 2,300 or so gallons of gas in the ground," Theriault said. "Where did it go?" Mother Nature, Flint said, most likely has taken care of much of it. "You can't underestimate the natural process in eliminating the gas from the environment," he said. "We don't know where it is, but we know where it isn't and it is not in drinking water wells, it is not in nearby ponds or streams and it's not running into the ditches." While no DEP official was willing to guarantee the total elimination of contaminants over a set period of time, they were unanimous in their opinion the threat is all but gone. "I would be very surprised to see any contaminants left a year from now," DEP hydrogeologist Paul Higgins said. "The concentrations we are seeing now are so low and the flow of water through the area is so great, it's really taking care of it." Officials also promised they would not abandon the residents anytime soon. "We are not going anywhere, you have my word on that," DEP regional director Nick Archer said. "We are just a phone call away and that will not change. DEP also is maintaining [a website devoted to the spill](#) at maine.gov/dep/spills. Click on "Wallagrass Spill" under "Sites."

Related Links

- [Wallagrass residents invited to DEP session](#)
- [A year after major gas spill, Wallagrass homeowners still feeling its effects](#)
- [DEP to speak to Wallagrass residents about gas spill](#)
- [Website created to track Wallagrass gas spill cleanup](#)

<http://bangordailynews.com/2012/07/13/news/aroostook/dep-to-remove-vapor-extraction-system-from-site-of-wallagrass-gas-spill/?ref=latest>

USA, WASHINGTON DC, JULY 14 2012.. BOEING TO BE FINED \$13.6M OVER FUEL-TANK SAFETY >> FUEL TANK EXPLOSION

The Federal Aviation Administration proposed to fine Boeing \$13.6 million, its second-largest penalty ever, for delays in telling airlines how to prevent fuel-tank explosions on 383 aircraft. Boeing was given a Dec. 27, 2010, deadline to submit instructions on how to add explosion-prevention devices in U.S.-registered 747 jumbo jets and 757 single-aisle planes, according to an emailed statement Friday by the Federal Aviation Administration. The Chicago-based company missed the deadline for 747s by 301 days, and was 406 days late for 757s, according to the FAA release. "We are committed to ensuring the safety of the flying public," U.S. Transportation Secretary Ray LaHood said in the statement. "Manufacturers must provide the necessary instructions so the airlines can comply with this important safety regulation." The fine is the largest proposed by the FAA since it sought \$24.2 million from American Airlines in 2010 for maintenance lapses that grounded its fleet of Boeing MD-80s in 2008. Firms typically negotiate lower payments with the FAA. The agency's action stems from a regulation that requires airlines to install devices that blanket center fuel tanks with non-flammable nitrogen gas. The rule resulted from the explosion in a Trans World Airlines 747 off New York on July 17, 1996, that killed all 230 aboard. The National Transportation Safety Board ruled that a spark triggered an explosion in the tank, tearing the jetliner apart. Tanks located in the fuselage between



This work is licensed under the Creative Commons Attribution-NonCommercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

the wings are heated by nearby equipment and are explosive for a majority of time on flights, the safety board found. Boeing officials just received word of the FAA's proposed penalty and were reviewing it, Myles Kotay, a company spokesman, said in a phone interview. Airbus, Boeing's main competitor for civilian aircraft, met the deadline, according to the statement. The fuel-tank rule requires that airlines install the devices on half their fleets by 2014 and complete the effort by 2017. "The FAA expects that most, if not all, operators will meet both the 2014 and 2017 deadlines, even if they received service instructions later than anticipated," the agency said. Airlines sought a delay in installing the devices in a March 28 letter sent by the Washington-based trade group Airlines for America. The group represents large carriers such as Southwest Airlines and Delta Air Lines. Approvals for how to install the fuel-tank devices were so far behind schedule that it would be impossible for airlines to meet the FAA's deadlines, the group said in the letter. The agency told the trade group in a letter today that it wouldn't extend the final deadline. It said would accept applications for extensions from individual carriers. While the final deadline won't be altered, the agency may grant airlines leeway on the 2014 standard, Peggy Gilligan, FAA's associate administrator for aviation safety, said in the letter. The FAA, in the years after the TWA accident, balked at recommendations by the NTSB to require anti-explosion devices as too expensive. The agency reversed itself in 2002 after research showed it would be easier and cheaper than previously thought to use nitrogen gas to prevent explosions. Boeing participated in the research and endorsed the agency's rule. The FAA has also ordered dozens of improvements to tanks and wiring on airliners since the TWA accident to reduce the risks of fires and explosions.

<http://www.heraldnet.com/article/20120713/BIZ/707149987>

USA, VA, APPOMATTOX, JULY 14 2012. HOW TO RESPOND TO, AND POSSIBLY PREVENT, PIPELINE INCIDENTS >> A GOVERNMENT PROGRAM HELPS FIRE DEPARTMENTS RESPOND TO PIPELINE INCIDENTS — OR PREVENT THEM IN THE FIRST PLACE.

darius kirkwood

Photo's [7] [Appomattox Pipeline Explosion Damage](#)

On Sept. 14, 2008, external corrosion caused a 50-year-old section of pipeline near Appomattox, Va., to explode. The pressure sent 30 feet of steel flying, and the concussion damaged several power lines. A spark from the power lines ignited the natural gas, creating a 300-foot fireball that destroyed two homes, damaged more than 100 others and injured five residents within the danger zone. An equally loud but slightly less calamitous gas-pressure explosion preceded it. That one managed to leave a crater 37 feet across and 15 feet deep. Pipeline operators use transmission lines to transport energy from their source to end users – often several states away. This particular pipeline stretches 10,000 miles from the Gulf of Mexico to New York, providing natural gas to thousands of customers in 12 East Coast states. Pipeline accident-related fatalities have risen from nine in 2008, to 13 in 2009 to 22 in 2010. In February 2011, five more fatalities occurred following an explosion in Allentown, Pa. ([See timeline of other recent incidents.](#)) Transportation Secretary Ray LaHood issued a call to action after the Allentown incident. In it, LaHood asked U.S. pipeline owners and operators to conduct a comprehensive review of their oil and gas pipelines to identify areas of high risk and accelerate critical repair and replacement work. He also announced federal legislation aimed at strengthening the power of [Pipeline and Hazardous Materials Safety Administration](#) to oversee pipeline safety.

It's All About Relationships

A major pipeline failure can set off a complex chain of events that often involve many separate, compounded hazards that can overwhelm first responders very quickly. To help minimize the impact of pipeline emergencies, first responders need to establish a relationship with pipeline operators in their jurisdictions. "Early communication and emergency response planning absolutely must happen well before an incident occurs," said Tim Butters, deputy administrator at PHMSA and former assistant chief of operations for the [Fairfax \(Va.\) Fire Department](#). "Game day is not the time to be getting acquainted and trying to implement an unfamiliar response plan." PHMSA requires pipeline operators to provide emergency responders with detailed information about their pipelines, including locations of pipelines and shutoff valves, the company's emergency response plan, who to contact in the event of an incident and how to safely respond to an emergency. Preplanning helped keep the Appomattox incident from becoming a greater tragedy. Chief Timothy Garrett of the [Appomattox Volunteer Fire Company](#) led the unit that responded to the pipeline failure. Knowing personally who he needed to talk to well before the incident, made a world of difference in the way the company responded to the rupture, he said. "Within 5 minutes of the incident, we had direct contact with the pipeline company," Garrett said. "The preplanning was key. I can't think of anything we



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

could have done differently.” After joining the department, Garrett toured the pipeline facility and reviewed their Material Safety Data Sheets. The fire company also conducts training each year that specifically prepares them for dealing with pipeline emergencies. “A lot of areas just don’t have that relationship with the company, but that’s what really helped us,” Garrett said. “We knew what to do right off the bat once we knew what the cause of the incident was.” The fire company had another key asset during the explosion response — volunteer firefighter Eddie Ragland, who has worked for the pipeline company, Williams, for 34 years. Williams by default filled a critical role that every pipeline operator should designate and provide to emergency responder leadership — a knowledgeable, recognizable liaison that both groups can recognize and relay information through. “It gives them a face to look for in a situation like that someone they can relate to,” Ragland said. When the incident occurred, Ragland and most of his fellow pipeline workers didn’t need to get a call informing them of the disaster — the deafening roar of the pipeline and ground erupting did the trick. The flames that poured out of the broken tube left no doubt. “Nothing else could have been burning like that,” he said. Ragland grabbed his fire company-issued radio and contacted Garrett, already who had been dispatched to the rupture site. “I hollered at the fire chief as we were heading to the valve setting to let him know we were on the way to shut the gas off,” he said.

Safety for Pipeline Emergencies

To begin to address a pipeline failure a fire chief needs several key pieces of information: the location of the pipeline, what it carries and its operator. The [National Pipeline Mapping System](#) is an interactive, Web-based tool that displays maps of hazardous liquid and gas transmission pipelines, liquefied natural gas plants, and other facilities. While the NPMS is available for public view, emergency responders can access a more sophisticated and detailed version available only to government officials. Also available to fire departments is the [Emergency Response Guidebook](#), which contains well-organized information to help responders identify specific risks associated with hazardous materials involved in a transportation incident, measures to take to protect themselves and procedures for containing the incident as quickly and safely as possible. The guidebook includes a section on pipeline transportation and incident response. PHMSA is distributing more than 2 million free copies of the latest version of the ERG. PHMSA also has partnered with the National Library of Medicine to provide a free smartphone version of the ERG in its Wireless Information System for Emergency Responders. The mobile version will be available this summer. Speaking of mobile apps, [on-the-go versions of the free, Pipeline Emergencies training manual](#) currently are available for the iPhone and Android devices. Pipeline Emergencies is a comprehensive program produced by PHMSA and the National Association of State Fire Marshals that offers formal pipeline emergency response training to firefighters that may respond to a pipeline incident. More than 1,000 firefighters and certified fire trainers have completed the course since it was introduced in 2004.

Don't Reinvent the Training Wheel

While there are plenty of resources available to fire leaders to better prepare their companies for pipeline emergencies, PHMSA sees institutionalizing pipeline training and awareness as the most effective means of ensuring that emergency responders are universally prepared to deal with pipeline emergencies, despite the low frequency of their occurrence. Rather than creating an entirely new means of delivering the training materials and other resources, training officers and fire departments will be able to obtain pipeline-specific training from existing systems that are familiar and also have credibility, said Butters, who previously chaired the [IAFC's Hazmat Committee](#). That concept is being applied in a pilot program for the state of Georgia, where emergency officials are considering incorporating response preparation into existing training at the state's fire academy with the help of PHMSA's southern region office. “A young firefighter needs to understand community risk, and that it's not simply getting on a fire truck and going to a fire when you're dispatched. It's about being a part of the community-risk-reduction aspect and the prevention aspect,” said Chief Jackie Gibbs of the [Marietta Fire Department](#). Gibbs also stressed the value of preparing firefighters for pipeline emergencies early in their careers, even if there aren't high concentrations of pipelines in the areas they serve. “The earlier they understand that what we do is protect the entire community, and the more hazards in their community that they are aware of, the broader their perspective is on how we deliver those emergency services.” The Georgia pilot program, which could serve as a model for institutionalized training in other states, will familiarize students with pipelines and incident response tactics, making firefighters more confident in their ability to deal with such an uncommon, unfamiliar threat. Perhaps most importantly, it will impress upon them the value of establishing a solid relationship with local pipeline companies. “That relationship is absolutely important during one of these types of emergencies,” Gibbs said. “That's what we're trying to focus on in Georgia — not only teaching the response aspect, but teaching the relationship aspect with pipeline companies.” Aside from being ready to respond to yet another kind of threat, Gibbs recognizes that the additional training opportunity will provide leaders with benefits that transcend pipeline emergency



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

response. "You're trying to develop people for their entire career," he said. "The earlier you start with that educational component, the better off you are, and the more well-rounded firefighter you have on your team."

<http://firechief.com/disaster-response/how-respond-and-possibly-prevent-pipeline-incidents>

JAPAN, TOKYO, JULY 14 2012. JAPAN JX TO SHUT REFINERY OVER FALSIFIED INSPECTION RECORDS

osamu tsukimori

- JX says 240,200-bpd Mizushima-B refinery to be shut down indefinitely
- JX says violations include fewer cases of repair work than necessary (Adds details)

Japan's top refiner JX Nippon Oil & Energy Corp said on Friday that it will shut down all refining units at its 240,200-barrel-per-day (bpd) Mizushima-B refinery in western [Japan](#) indefinitely after discovering that some inspection records had been falsified. The company said its investigation had revealed that false inspection records had been filed for some liquefied petroleum gas (LPG) tanks at the Mizushima-B refinery, which represents 15 percent of the company's total 1.606 mln bpd refining capacity. The refinery's main units consist of two crude distillation units (CDUs) with a total capacity of 205,200 bpd and a 35,000 bpd condensate splitter. Examples of violations of Japan's High Pressure Gas Safety Act at the plant included fewer cases of repair work than were actually necessary, a JX official said, adding that the irregularities did not compromise safety at the plant. The units would be shut promptly, although no schedule had been set, JX officials said. JX had not been ordered to shut the refinery by the authorities, a company official added. The discrepancies dated back to 2000, when the refinery was operated by Japan Energy, whose parent merged with Nippon Oil to form JX Holdings Inc in 2010, the company said. JX Nippon Oil & Energy Corp is a wholly owned unit of JX Holdings. The company said it would conduct an investigation into whether there were similar problems at other refineries, although it had found no occurrences at its 140,000 bpd Mizushima-A plant, formerly operated by Nippon Oil.

<http://www.reuters.com/article/2012/07/13/refinery-japan-jx-idUSL3E8ID2I20120713>

CHINA, GUANGDONG PROVINCE, GUANGZHOU, JULY 14 2012. CAUSE OF FATALLY OIL-LEAK-TRIGGERED BLAST IDENTIFIED

 Watch the Video

- [Gas Truck Crash in China Sparks Fire, Kills 20](#)
- [Guangzhou Fuel Tanker Crash Kills 20](#)



Firefighters in Guangzhou, Guangdong province, search the blast scene on Friday

The cause of a blast that killed 20 people and injured 31 others on June 29 in south China's Guangdong province has been identified, local authorities said Friday. A tanker truck, which was carrying 54.2 tonnes of solvent oil, was rear-ended by another truck at 4:20 a.m. when it was illegally parked on the Yanjiang Expressway in the provincial capital Guangzhou, according to the city government. Oil leaked from the tanker truck. It then ran down 10 drain pipes to a ditch under the expressway bridge. The 41 tonnes of leaked solvent oil started to vaporize into a flammable gas, triggering a serial explosion and setting a container yard and some nearby construction sheds ablaze, the government said. The drivers of the two vehicles and others believed to be responsible for the

accident are under investigation. The families of 18 victims have received compensation from the government to date. Four out of the 31 injured have been discharged from the hospital while 27 others remain in hospital.

 Related Links

- [Illegally parked truck blamed in fatal Guangzhou explosions](#)
A June 29 traffic accident in Guangzhou, Guangdong province, that led to explosions that killed 20 people and injured 31 others was caused by an illegally parked tanker truck that was rear-ended, province officials said.....
- [Leaking oil ignites, kills 20](#)
At least 20 people were killed and another 27 injured in explosions triggered by solvent oil that leaked from a rear-ended tanker truck in Guangzhou, Guangdong province, on Friday morning.....



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

- [Gas truck crash in China sparks fire, kills 20](#)

A tanker truck filled with gasoline collided with a truck in southern China on Friday, setting off an explosion and a massive fire that left 20 people dead and 14 others hurt, including at least two with severe burns....

http://usa.chinadaily.com.cn/china/2012-07/13/content_15578690.htm

USA, TX, DALLAS, JULY 14 2012. CITATION OIL AND GAS CORPORATION FINED FOR OIL AND SALT WATER DISCHARGE INTO CLEAR BOGGY CREEK

The Environmental Protection Agency has fined the Citation Oil and Gas Corporation of Houston, Texas, \$22,000 for violating the federal Clean Water Act. Today's announcement settles a Clean Water Act violation for an 11,970 gallon spill of oil and salt water into Clear Boggy Creek and adjoining shorelines in Pontotoc County, Oklahoma. The settlement requires the company to pay the civil fine within 30 days. The Clean Water Act prohibits the discharge of oil or a hazardous substance into or upon the navigable waters of the United States or adjoining shorelines in such quantities that have been determined may be harmful to public health. The EPA is charged with enforcing the Act and ensuring that public health and the environment are protected from harmful impacts of these violations.

<http://www.epa.gov/aboutepa/region6.html>

USA, TX, TEXAS CITY, JULY 14 2012. HAZARDOUS WASTE GENERATORS AGREE TO \$56.4 MILLION CLEANUP OF FORMER TEXAS CITY, TEXAS, WASTE DISPOSAL SITE

The Department of Justice and the U.S. Environmental Protection Agency (EPA) announced today an agreement with over three dozen companies and government agencies that will result in a \$56.4 million cleanup of the "Malone Services Company" Superfund Site in Texas City, Texas, a former waste-disposal site near the shore of Galveston Bay. "Cleanup under today's settlement will address the threat from more than a quarter of a million cubic yards of contamination left behind by the site operators in tanks and in a large unlined earthen basin," said Robert Dreher, Principal Deputy Assistant Attorney General of the Justice Department's Environment and Natural Resources Division. "Through this agreement, the parties have avoided costly and time-consuming litigation and expedited a cleanup that will protect the health and safety of citizens of Texas City and the coastal environment along Swan Lake." The settlement, which is subject to court approval, requires a group of 27 companies to clean up the site, pay EPA \$900,000 towards past and future costs, and reimburse the state of Texas for \$796,726 in past costs. Among the companies doing the clean-up work are BP Products North America Inc., Pharmacia (formerly Monsanto), Marathon Oil Company, Exxon Mobil Corporation and BASF Corporation. Seventy-six entities, including the United States and the Texas Commission on Environmental Quality (TCEQ) are resolving their liability by paying cash to the group of 27. The United States, which shipped 1.62 percent of the waste, will pay \$1,490,029. TCEQ, which shipped 0.00545 percent of the waste, will contribute \$6,766. (EPA previously completed four rounds of administrative settlements with approximately 230 relatively small contributors of waste, so-called "de minimis" parties, collecting approximately \$8.4 million. EPA will make at least \$4.5 million from these and other recoveries available to the group of 27 companies carrying out the cleanup.) "Once approved by the court, this settlement will reinforce the 'polluter pays' principle that is central to the Superfund program by obtaining a commitment for funds for cleanup work from the responsible parties at this site," said EPA Acting Regional Administrator Sam Coleman. "This settlement ensures the cleanup of this site will continue, further protecting public health and the environment." The federal and state natural resource trustees for the site -- the National Oceanic and Atmospheric Administration, the U.S. Department of the Interior represented by the U.S. Fish and Wildlife Service, TCEQ, the Texas Parks and Wildlife Department and the Texas General Land Office -- determined that natural resources associated with upland-woodlands habitat, freshwater-marsh habitat and saltwater-marsh habitat, were injured by contamination. The parties that shipped waste to the site will pay the trustees a total of \$3,109,000 to implement environmental restoration projects, which will be selected in the future by the trustees and described in a restoration plan on which public comment will be solicited. The Malone Service Company operated a disposal facility for waste oil and waste chemicals between approximately 1964 and 1996. Hundreds of entities sent a total of approximately 481 million gallons of waste to the Site. Approximately 260,000 cubic yards of contaminated oily sludge is present in above-ground storage tanks and a multi-acre earthen impoundment. The consent decree requires that the oily sludge be solidified and placed into an on-site RCRA-Subtitle C-equivalent cell, along with contaminated soil. The groundwater will be monitored to confirm that the remedial action is preventing offsite migration. The proposed settlement was lodged today in the U.S. District Court for the Southern District of Texas. The settlement is



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

subject to a 30-day public comment period and final court approval. A copy of the proposed consent decree is available on the Justice Department web site at www.usdoj.gov/enrd/Consent_Decrees.html
<http://www.equities.com/news/headline-story?dt=2012-07-14&val=271335&cat=material>

USA, RI, NEWPORT, JULY 14 2012. YACHT IN NEWPORT SPILLS 250 GALLONS OF FUEL, COAST GUARD SAYS

donita naylor

An estimated 250 gallons of diesel fuel spilled into the water at Bowen's Landing at about 1:30 p.m. Friday, and cleanup teams have responded, the Coast Guard reported Friday, saying there has been no environmental impact. The crew of the 101-foot motor yacht Vivere reported the spill as they transferred fuel inside the yacht, the Coast Guard said in a news release. Crew members from Coast Guard Station Castle Hill and Coast Guard investigators responded determine the scope and oversee the cleanup. The Newport Fire Department is monitoring and coordinating the oil-spill response, officials from the state Department of Environmental Management are on scene, and the yacht's managers have hired Marshall Environmental Group to contain the fuel. The cause is under investigation.

<http://news.providencejournal.com/breaking-news/2012/07/yacht-in-newpor.html>

USA, WA, POULSBO, JULY 14 2012. BOAT OWNER FINED \$3,000 FOR DIESEL FUEL LEAK AT PORT OF POULSBO

The owner of a fishing boat that leaked 60 gallons of diesel fuel into Liberty Bay at the Port of Poulsbo last year has been fined \$3,000 by the state Department of Ecology. Jon Greenway is owner of the Eric J, which leaked diesel into the bay through two holes in the stern hull port side June 3, 2011. At the time, Jacqui Schultz of Ecology's spill response team described the boat's hull as "weathered." When Greenway scraped the hull to pinpoint the location of the leak, "it made the damage larger and the rate of release increased," Schultz said at the time. "The determination of the Coast Guard was that she was not seaworthy, that the boat had to be pumped dry and towed to Port Townsend for repair." The Eric J is a 40-gross-ton fishing vessel built in 1973 by Nichols Bros. Boatbuilders, according to shipbuildinghistory.com. The Eric J's diesel leak was the third fuel leak in Liberty Bay in the Port of Poulsbo area in three weeks, Schultz said. Overall, the Department of Ecology issued \$222,300 in penalties of \$1,000 or more during the first quarter of 2012. Fines help pay for environmental restoration and enhancement projects, research and development, permitting and regulatory programs, and education and assistance.

<http://www.northkitsapherald.com/news/162397156.html>

USA, ORE, ASHLAND, JULY 15 2012. EXPLOSION WRACKS ASHLAND DISTILLERY >> BURNED BENSON WAY WAREHOUSE ALSO HOUSES DAGOBA RAW MATERIALS

sam wheeler

 [Watch the Video Alcohol Distillery Explosion](#)

 [Photo's \[6\] Benson Way Fire](#)



Firefighters from Ashland, along with Jackson County, work to extinguish the late morning fire at Alchemical Solutions on Benson Way, in Ashland on Friday, July 13, 2012.

Alchemical Solutions had one lucky still operator working Friday inside its Ashland distillery when a violent explosion blew the garage door off its warehouse and sent flames shooting under a door the employee had just closed behind him, the owner said. The organic distillery and the majority of its specialty equipment were gutted in the alcohol-and-natural-gas-fed inferno, Alchemical Solutions owner Aaren Glover said. The company, which produces bulk pure spirit alcohol for tinctures, perfumes and drinks, among other products, leases the 12,000-square-foot warehouse along with Dagoba Organic Chocolate, which stores raw materials in a section of the warehouse opposite Alchemical's

operation, Ashland Fire & Rescue spokesperson Chris Chambers said. No one was injured during the incident, he said. Large stores of raw cacao, sugar and other materials owned by the chocolate manufacturer were ruined from smoke damage and a lack of electricity for cooling during the blaze, he said. Glover, who has only begun to estimate the cost of the damage, said it could total anywhere from \$1.5 million to \$2 million. Both the business and the landowner, Capstone Asset Management



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Corp., have insurance. "I think it could have been a gas leak "... alcohol doesn't explode," Glover said. "Everything in there is explosion proof. We've been doing the same process for nine years "... nothing unique about today." Glover's employee, whom he wished to keep anonymous, had just started the morning's first batch, "a few-hundred-gallon re-still," of 150-proof spirits, Glover said. "He started it and walked into the office. "... He felt the 'boom!' and saw flames shoot under the door back to the warehouse," Glover said. "He was seconds away from being in that." The rest of about 300 gallons of high-proof alcohol Glover has on hand was locked away in fire-proof containers and did not contribute to the fire, Chambers said. A 32,000-pound heap of organic corn grain in the distillery did burn and go to waste in the flames. The blaze sent a towering black column of smoke a few hundred feet into the air south of Ashland. Ashland Fire & Rescue Capt. Matt Freiheit said firefighters were forced to knock down most of the blaze before being able to attack one portion of the fire fueled by a gas leak. Residents in neighborhoods on the south side of Tolman Creek Road were without gas as Avista workers were forced to shut off lines farther away from the valve at the distillery, which sits beneath where gas-fed flames poured out the building's windows. The gas was turned off at about 1 p.m., Freiheit said. Valerie Muroki, who is retired and lives on Tolman Creek Road near the distillery, said smoke from the fire gave her watery eyes and a headache like no grass or forest fire smoke ever has. "It became increasingly noticeable that it was affecting my health," she said. Freiheit said the smoke that emitted from the steel-framed and sheet-metal structure was no more toxic than smoke from any structure fire, and the gas and the alcohol burned purely, he said. Hazardous-material tests were taken during the incident and came back negative, he said. The still operator called Ashland Fire & Rescue at 9:49 a.m., Chambers said, after running out of the building and turning from the middle of Benson Way to see black smoke pouring from the back of the warehouse. Fire crews were on scene a few minutes later and pulled a second alarm. Three AFR engines were supported by two engines from Jackson County Fire District No. 5 and an engine from the Oregon Department of Forestry, whose personnel were scouring the grass fields surrounding the industrial complex. Firefighters had the blaze knocked down and were inside the structure at about 1:30 p.m. An investigator from Medford Fire Department was on scene about two hours later, and the incident is under investigation, Chambers said. Glover said he hopes to keep his business breathing by purchasing and selling hard-to-find, high-proof spirits from distilleries in France, South America and Idaho. Glover said at best, it will be six to eight months before he can start operating as a distillery again. "I have to find some way to hang on to my customers, or there won't be anything left," he said.

<http://www.dailytidings.com/apps/pbcs.dll/article?AID=/20120714/NEWS02/207140303/-1/NEWSMAP>

AUSTRALIA, NEW SOUTH WALES, CHATSWOOD, JULY 15 2012. CONCRETE TRUCK CRASH CAUSES CHAOS ON PACIFIC HIGHWAY >> ENTERS PETROL STATION STRIKES SEVERAL CARS AND A PETROL BOWSER, CAUSING A MINOR OIL SPILL.

sarah whyte



Cement truck crashes into petrol station, Pacific Highway, Chatswood.

A fully loaded concrete-mixing truck has collided with a taxi, causing a wave of destruction on the Pacific Highway on the north shore this morning. At 10.45am the truck was travelling north near Moriarty and Mowbray roads in Chatswood when it and the taxi collided. The truck mounted a kerb and entered a petrol station where it struck several cars and a petrol bowser, causing a minor oil spill. The collision also brought down power lines and burst a water main. Both the driver of the truck and the taxi were treated on the scene by paramedics before being taken to Royal North Shore Hospital with minor injuries. The truck, which the police described earlier as a cement truck, remains wedged within the petrol station. Investigations into the collision are continuing as police and other emergency services remain on the scene. The Pacific Highway remains open but motorists are advised that they should expect traffic delays and consider alternate routes around the area.

<http://www.smh.com.au/nsw/concrete-truck-crash-causes-chaos-on-pacific-highway-20120714-222h7.html>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

USA, MO, KANSAS CITY, JULY 15 2012. FUEL SPILL SHUTS DOWN HIGHWAY

christie walton



Emergency crews spent most of Saturday morning cleaning up a fuel spill. A tanker truck skidded into a guard rail and rolled down an embankment near 435 & State Line late Friday night. "This was not a good situation," said Sgt. Brad Robbins with Leawood Police. Officers say when they pulled the driver out of the truck, he was bleeding and confused. The Carter Energy Tanker transporter 5,500 gallons of gasoline and 2,200 gallons of diesel fuel. About 150 gallons seeped into the soil near the accident scene. The highway was shut down while crews cleaned up the mess. The driver is expected to be okay.

<http://fox4kc.com/2012/07/14/fuel-spill-shuts-down-highway/>

USA, PA, LEHIGH COUNTY, UPPER MILFORD TWP, JULY 15 2012. FASTER THIS TIME, BUCKEYE REPORTS PETROLEUM LEAK IN UPPER MILFORD



The Buckeye Partners tank farm in Upper Milford Township, where 4,000 gallons of gasoline spilled last month, leaked up to 1,000 gallons of a petroleum product Friday, a Buckeye spokesman said. Sensitive to complaints that Buckeye took too long to report the June 18 spill, the company immediately notified local, state and national authorities of the Friday leak, spokesman Martin White said.

http://articles.mcall.com/2012-07-13/news/mc-c-upper-milford-leak-reported-quickly-20120713_1_buckeye-spokesman-actual-leak-tank-farm

USA, AKA, JUNEAU, JULY 15 2012. STATE FILES SUIT AGAINST EPA CHALLENGING NEW FUEL STANDARDS >> NEW FUEL STANDARDS WILL INCREASE SHIPPING RATES ON GOODS BEING TRANSPORTED TO THE STATE

mary kauffman

The State of Alaska on Friday filed suit against the Secretary of State, Environmental Protection Agency (EPA), Department of Homeland Security, U.S. Coast Guard, and others, to block federal agencies from extending the North American Emissions Control Area (ECA) to Alaska. The EPA and the Coast Guard, a division of the Department of Homeland Security, plan to enforce the EPA's new emission control regulations beginning Aug. 1. The EPA is requiring marine ocean carriers, including cruise ships, in Southeast and Southcentral Alaska to use fuel that meets 1-percent sulfur limits starting on Aug. 1. The new requirements tighten even more to 0.1 percent sulfur beginning in 2015. The regulations will require marine cargo carriers and cruise lines to use costly and difficult-to-obtain low-sulfur fuel. The regulations will mean greatly increased shipping costs to Alaskans and will also harm the state's tourism sector. Freight carriers have said EPA's new requirements will force them to raise their rates on goods being transported to the state. The increased shipping costs from these regulations are expected to be passed on to Alaska consumers in the form of higher prices for goods, raising Alaskans' already high cost of living even higher. Totem Ocean Trailer Express (TOTE), one of Alaska's largest shipping companies, estimates that moving to low sulfur fuel will result in an increase of about 8 percent in TOTE's total costs. "Alaska relies heavily on maritime traffic, both for goods shipped to and from the state, and for the cruise ship passengers who support thousands of Alaskan jobs," Attorney General Michael Geraghty said. "There are reasonable and equally effective alternatives for the Secretary and the EPA to consider which would still protect the environment but dramatically reduce the severe impact these regulations will have on Alaskan jobs and families." U.S. Sen. Lisa Murkowski (R-Alaska) applauded Alaska Gov. Sean Parnell (R-AK) for challenging the Environmental Protection Agency in court over new low-sulfur fuel standards for marine ocean carriers being imposed on Alaska-going vessels. "Given the immediacy of the threat that these requirements pose to Alaska, Gov. Parnell's decision to file litigation against the EPA is the right one," Murkowski said. "The only way to avoid the damage these requirements will



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

www.tanknology.com.au

Australian Petroleum Industry Contractors & Suppliers Association

www.apicsa.com.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 863 Newsy Stuff

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

July 29 2012



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

cause is for a judge to issue a stay against them before they go into effect Aug. 1." The EPA is requiring marine ocean carriers, including cruise ships, in Southeast and Southcentral Alaska to use fuel that meets 1-percent sulfur limits starting on Aug. 1. The new requirements tighten even more to 0.1 percent sulfur beginning in 2015. Freight carriers have said EPA's new requirements will force them to raise their rates on goods being transported to the state. "The new marine engine emission standards are just the latest example of how the Washington-based EPA doesn't get Alaska," Murkowski said. "If this rule is allowed to go into effect in two weeks, fuel costs are going to go up, which means the costs of items on store shelves across Alaska is going to increase. Alaskans – like most Americans – can't afford to see the price of food and other necessities go up." Murkowski has been urging EPA since 2009 to conduct Alaska-specific air analyses before proceeding with implementation of the rule in Alaska waters out of concern that its cost to Alaskans would greatly exceed the potential health benefits. "EPA conducted no state-specific air sampling before proposing this rule. One of the EPA's most absurd claims is that emissions from cruise ships in Southeast Alaska could impact lichen in the mountains above Juneau, and that could then cause a drop in Southern Alaska Peninsula caribou populations," Murkowski said. "The problem is there are no caribou in Southeast Alaska, and EPA has specifically not extended the ECA to cover western Alaska where the southern Alaska Peninsula caribou herd actually lives." Senator Murkowski and her staff continue to meet with EPA officials over the low-sulfur fuel requirements and other regulations to try to find a solution without lowering the standard of living for Alaskans. Filed in U.S. District Court, the suit maintains the decision to include Alaska in the enforcement zone was based on flawed or incomplete data. In the complaint, the State notes that the EPA has admitted it failed to perform the air quality modeling in Alaska that it performed in other areas included in the ECA. The EPA also admitted when it responded to comments on its rule that Alaska "enjoys air quality that is generally cleaner than our National Ambient Air Quality Standards." For that reason and others, the State believes the EPA has neither the scientific basis, nor legal authority, to extend the ECA to Alaska. In addition to filing suit, Friday the State gave the Secretary, the EPA, and other federal agencies notice that Alaska will amend its complaint to add claims under the Administrative Procedures Act. Those claims will reinforce the State's case that the EPA cannot enforce the ECA in Alaska.

On the Web Download a copy of the complaint (pdf) http://gov.alaska.gov/parnell_media/press/712_complaint.pdf

News Source Office of U.S. Senator Lisa Murkowski www.murkowski.senate.gov

Alaska Department of Law www.law.state.ak.us

http://www.sitnews.us/0712News/071412/071412_fuel_standards.html

USA, PA, PHILADELPHIA, JULY 15 2012. MYSTERIOUS FRYER OIL SITUATION CAUSES BUILDING EVACUATIONS IN OLD CITY

tim jimenez

 **Watch the Video** [Hazmat Scare - Residents Evacuated](#)



There was a Hazmat situation in Old City Saturday morning that shut down a block and forced evacuations for a few hours. But, police say the substance they found wasn't so hazardous after all and two men are in custody. "It's something that I haven't seen a lot but I hear that it's something that's done." Philadelphia police Lieutenant Michael Young says at about 5 a.m. an anonymous call came in about suspicious activity in a lot at 27 South 3rd Street. "6th District officers arrived on location stopped the two males. There was a white van back there, there's kind of an elaborate setup to recover cooking oil." Young says the two men were taking the oil from containers in the lot and set to store it in big drums in the back of the van. Being extra cautious Young says

they had to evacuate buildings on 3rd between Chestnut and Market. The oil was tested and it was nothing dangerous. There is no word on charges as detectives continue to investigate this cooking oil cape

<http://philadelphia.cbslocal.com/2012/07/14/mysterious-fryer-oil-situation-causes-building-evacuations-in-old-city/>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au

Australian Petroleum Industry Contractors & Suppliers Association

www.apicsa.com.au/

www.upp.co.uk