



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 882 Newsy Stuff

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

September 26 2012



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INDIA, TAMIL NADU, SANTHOME, NOCHI NAGAR, SEPTEMBER 9 2012. OIL TANKER RUNS OVER TEENAGER >> FACE OF 'MARINA' DIES IN ACCIDENT ON BEACH

sindhu kannan



He lived, worked and died on Marina beach here. Sathish Kumar, 16, who acted as a vendor in the film 'Marina', was run over by a speeding oil tanker at Nochi Nagar, near Santhome, on Friday. Police said he was on a bicycle with his friend riding pillion, when he skidded and fell and was run over by the lorry. Sathish sustained severe head injuries and died on the spot. A police officer said the lorry was carrying petrol from Adyar to Tondiarpet. "The boy left home at 1.30pm after telling his parents that he would be back soon," a police officer said. "The bicycle skidded on a sandy stretch of the road a few metres from his house. His friend escaped without injuries." Sathish was a Class 10 dropout from the Chennai School near Pattinampakkam. He did various odd jobs before he got a job as a mechanic. When contacted, 'Marina' director Pandiraj, who was shooting in Trichy, said he was shocked to hear that Satish was dead. "We did not select him initially after the auditions," he said. "But the boy would come to watch the shooting every day, and impressed us with his talent for mimicry. We decided to cast him and I wrote several scenes especially for him."

Residents of the area staged a protest and prevented vehicles from entering the stretch. They demanded action against speeding vehicles and said two children had died recently when they were hit by a speeding car. Gowtham, 10, and Mani, 16, died on the same stretch of road. Adyar traffic investigation police arrested lorry driver Ilayaraja, 24, of Thiruvannamalai and registered a case against him under IPC sections 279 (rash driving) and 304 (a) (causing death by negligence). Fondly called 'Kulla' by his friends, Sathish was also good at gymnastics, his friend Mani said. Satish's mother, Aegavalli, was disconsolate, saying the family had lost its source of joy and pride. Director Pandiraj said he thought the "hyperactive" boy would have a bright future because of his energy and talent. "Unfortunately, that was not to be," he said.

<http://timesofindia.indiatimes.com/city/chennai/Face-of-Marina-dies-in-accident-on-beach/articleshow/16305705.cms>

CYPRUS, LARNACA, SEPTEMBER 9 2012. LAST REMAINING PETROL STATION WILL BE CHECKED FOR FUEL LEAK

Larnaca authorities will go ahead and check the tanks of a petrol station neighbouring the area where a fuel leak was spotted last week, following an intervention by the House Environment Committee yesterday. The petrol station in question was the last remaining to be checked out of seven in the area, due to a legal dispute between its owner and oil company Lukoil. Committee Chairman Adamos Adamou said, "Even though all the area's petrol stations were checked and the investigation will be completed in the next few days, in one of the stations, it was not possible to do so due to this legal dispute". He added that the origin of the leak, which was spotted during works on Larnaca's sewerage system near the town centre ten days ago, had not yet been found, leading to reasonable suspicions that the spill has come from the station in question. "We have managed through today's meeting to secure authorisation by the company that is in dispute with the petrol station owner to allow Larnaca Municipality to check the tanks, to see if the leak has come from there," said Adamou.

<http://www.cyprus-mail.com/fuel-leak/last-remaining-petrol-station-will-be-checked-fuel-leak/20120908>

INDIA, KERALA, NETTOOR, SEPTEMBER 9 2012. TIPSY TANKER DRIVER CHARGED WITH MINOR OFFENCE AND LET OFF

In what is seen as a major lapse on the part of the police, a drunk driver of a bullet tanker carrying aviation turbine fuel (ATF) was let off after booking him for a petty offence. Instead of booking him for drunken driving, cops charged him for reckless driving, a relatively minor offence. This at a time when the oil companies are trying hard to adopt strict measures to ensure safety of tanker lorries. The cops also failed to inform the officials of BPCL Kochi Refinery from where the tanker lorry was filled with the fuel. The incident took place near Nettoor on the national highway at around 12.20am on Saturday. The place is barely 3km away from [Hotel Le Meridian](#), the venue of Emerging Kerala Summit. The prime minister is expected to arrive at the hotel on Wednesday. Though cops have been combing the city and its bordering areas in the wake of PM visit, it was



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locals who noticed driver smoking while driving. They immediately informed the police, who took the driver Gopakumar, a resident of Ayoor, into custody. It was found that the bullet tanker did not have the details of fuel on the tank. An official of the Panangad police station confirmed that the driver was booked for reckless driving. "We did a medical check up and found the driver drunk. But since he was not booked for drunken driving, we granted him bail from the station itself," the police official said. Officials of the BPCL Kochi Refinery said they are yet to hear about the incident from the police. "We came to know about the incident through television channels. But the police haven't informed us so far," a BPCL official said.

<http://timesofindia.indiatimes.com/city/kochi/Tipsy-tanker-driver-charged-with-minor-offence-and-let-off/articleshow/16317173.cms>

USA, UT, SALT LAKE CITY SEPTEMBER 9 2012. SAFETY RECORDS SHOW HUNDREDS OF VIOLATIONS AT UTAH REFINERIES >> OIL » ON AVERAGE, A SAFETY VIOLATION OCCURS EVERY 9 DAYS AT THE 5 FACILITIES BORDERING S.L., DAVIS COUNTIES.

tony semerad

 **Photo's [5]** [Photos](#)



HollyFrontier Refinery is continuing to sift through any residual fallout of a 212-gallon oil spray that impacted area businesses, homes and residents late last week. Mike Astin, environmental manager with the company, said an estimated 264 people have either directly contacted the refinery or been approached by cleanup crews to report problems or impacts. A fracture in a storage tank just east of the refinery sprayed oil about a mile to the southeast and 40 feet wide at 6:45 p.m. Aug. 29.

Scores of southern Davis County residents no doubt were surprised the morning of Sept. 1 to find splatters of thick, sticky oil on their homes, cars, lawns and gardens after a storage tank blew at a nearby refinery. Maybe they shouldn't have been. Records show that a leak, spill, fire, blast or air-pollution violation occurs, on average, every nine days at the five refineries bordering Salt Lake and Davis counties — though most of those incidents aren't so vast, visible or menacing.

The tank explosion, according to state records, was one of more than 150 environmental incidents at the Wood Cross refinery since mid-2003, when HollyFrontier took it over from Phillips 66. The plant accounted for nearly 40 percent of the 519 environmental incidents linked to the five Utah refineries since 2000. Reports to the state Department of Environmental Quality (DEQ) reveal refinery incidents vary widely in severity, ranging from hundreds of short-lived releases of unauthorized pollution from smokestacks to at least four other major explosions, including two in 2009 at the Silver Eagle refinery, which injured workers and damaged nearby homes. Based on DEQ records dating to 1990, by far the most frequent event involved equipment failures leading to sulfur-based compounds — usually toxic sulfur dioxide, stinky hydrogen sulfide or corrosive sulfuric acid — being released through refinery stacks or spilled onto the ground. In hundreds of cases during that 22-year period, records show, such releases stemmed from malfunctions in the plants' sulfur-recovery units or from power outages. Reports indicate fires broke out in at least 17 incidents between 1992 and 2009. And at least 89 refinery accidents since 2000 led to spills or leaks, according to DEQ records. Gasoline, diesel, refining sludge, jet fuel, wastewater and refining chemicals were the most common substances spilled, though refinery officials note that all but a few of the spills were contained within plant perimeters. Spill accidents often were attributed to faulty pipes or tanks or to mishaps during the transfer of volatile liquids from transport trucks. Taken together, the safety record is putting additional scrutiny on recent proposals from three of the refineries to expand or upgrade their operations in hopes of capturing a share of an oil boom under way in eastern Utah and meeting demand for refining a new distinctive crude oil known as black wax. "No time is a good time to have a safety incident like this at one of Utah's refineries," said Lee Peacock, president of the Utah Petroleum Association. "Holly is going to do everything in its power to make sure it doesn't happen again." Peacock and company officials insist they maintain robust risk-monitoring and accident-prevention programs, giving them strong and, in some cases, award-winning safety records in light of the heavy industrial nature of what they do. Yet accident records and other evidence underscore the risks inherent to urban centers located in proximity to these refineries, some of which began operating more than 100 years ago, well in advance of the residential presence that now surrounds their borders. "I just don't think that refineries and densely populated



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areas are compatible," said Linda Johnson, who monitors environmental issues for the Utah League of Women Voters. Brian Moench is an anesthesiologist and co-founder of Utah Physicians for a Healthy Environment, a group focused on potential health impacts of the refineries' air emissions and chemical stockpiles. Active at a series of public hearings on the proposed refinery expansions, the group is considering legal action to stop the projects. Of particular concern, Moench said, are reserves of hydrofluoric acid kept at three of the refineries. By the oil processors' own estimates, he notes, an explosive release of the inorganic acid could threaten hundreds of thousands of Wasatch Front residents. "I just don't see how it can be considered an acceptable risk to the community for them to continue to use it," Moench said. "It just seems to be a head-in-the-sand approach." DEQ has records on at least four other refinery explosions: at the Chevron facility in Salt Lake City in 1992; at Flying J in North Salt Lake, now run by Big West Oil, in 1994; and two blasts in 2009 at Silver Eagle in Woods Cross. In January 2009, a fuel tank at Silver Eagle blew up, sending four workers to the hospital with severe burns and forcing evacuation of nearby homes. Firefighters narrowly prevented the blaze from spreading to other fuel tanks nearby. The second explosion, in November, grew from a faulty hydrogen and diesel fuel line, shooting flames into the air and shock waves as far away as Farmington and Layton. Although nobody was injured, the blast damaged about a dozen homes severely and at least 300 residents filed claims against the company. One Woods Cross couple won a \$325,000 jury award for economic and emotional damages. Whatever its cause, the recent Holly tank eruption spewed oil as far as a mile, across portions of Woods Cross, Bountiful and West Bountiful. The refinery mounted a swift response, according to neighbors and state officials, and crews will be pressure-washing homes and repairing lawns for several weeks. The tank held a thick fuel oil otherwise solid at room temperature. The 1.2 million-gallon tank and others like it at the refinery are fitted with steam-heated coils to liquefy the contents by keeping them between 200 and 300 degrees, said Holly Environmental Manager Mike Astin. Officials are exploring the possibility that water seeped into the tank and vaporized, elevating the pressure inside and eventually bursting a seam around the roof while sending more than 8,000 gallons of oil skyward. The steam coils are one possible source of the water, Astin said, but it "could have come from a number of other sources." Holly and state regulators say it will take weeks to fully investigate the incident, the fourth that the refinery has reported this year. The previous three involved equipment failures in the venting of air-borne pollutants.

<http://www.sltrib.com/sltrib/news/54844934-78/refineries-refinery-utah-oil.html.csp>

USA, WI, OZAUKEE CO, SEPTEMBER 9 2012. FUEL OIL SPILLS IN THIENSVILLE; CLEANUP TAKES HOURS

A fuel oil spill Friday evening in Ozaukee County took several hours to clean up, according to a release from the Thiensville Fire Department. There were no injuries reported in the incident, which occurred in the 200 block of Park Crest Drive in the Village of Thiensville. Fire crews arrived to find fuel oil draining from a residential driveway and about 250 feet down the street. Work crews were attempting to drain fuel-oil tanks in the basement of a home when something caused fuel oil to leak, the release says. The Ozaukee County Hazardous Material Team was requested to assist, and crews were on the scene for several hours to clean up the spill. The Wisconsin Department of Natural Resources and the Thiensville Police Department are investigating the incident for possible enforcement action.

<http://www.jsonline.com/news/milwaukee/fuel-oil-spills-in-thiensville-cleanup-takes-hours-3o6pn3b-169031576.html>

ENGLAND, ESSEX, SEPTEMBER 12 2012. HAZARDOUS CHEMICAL LORRY DRIVER FINED IN POLICE OPERATION

A lorry driver who took only a three-hour rest break during an 18-hour journey around England has been fined during a road safety operation in Essex. The Turkish-registered vehicle had been driven from Dover to Manchester and to the Midlands to collect a hazardous load of chemicals but was stopped at Thurrock as it headed back to the Channel port for a return journey to Istanbul. The vehicle, which was carrying chemicals used in tyre production, was checked by officers from the Essex Police Commercial Vehicle Unit as part of a national Carriage of Dangerous Goods operation. Officers found that the driver had driven for a total of 18 hours and 20 minutes with the longest uninterrupted rest break being three hours. The driver admitted breaking strict European hours regulations and was fined £400. The safety operation was carried out at Thurrock on Thursday, 6 September and a total of 25 vehicles were intercepted by police vehicles and escorted to Moto Services where officers examined paperwork and loads. A Transit van that was found to be overloaded with bagged sand by 1.5 tons, and was also towing a loaded trailer, was subjected to a prohibition notice until the excess weight was offloaded and a qualified driver found to replace the Transit driver who was not licensed to tow a trailer. Fines totalling £460 were imposed. A number of other offences were detected and fines totalling £1,560 were collected.

<http://www.theenquirer.co.uk/read.aspx?id=8584>



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USA, PA, PITTSBURGH, SEPTEMBER 12 2012. EVENTS TO RECALL ARSENAL EXPLOSION

marylynne pitz

The 78 women and girls who suffered fiery deaths after a series of explosions at the Allegheny Arsenal on Sept. 17, 1862, were daughters and sweethearts, wives and mothers. Some were as young as 12. This weekend is your chance to serve on a jury that will examine what caused the deadliest civilian accident during the Civil War. From 1 to 3 p.m. Saturday at the Senator John Heinz History Center, forensic pathologist Cyril Wecht reviews the evidence with Jim Wudarczyk, author of "Pittsburgh's Forgotten Allegheny Arsenal," and Tom Powers, who writes the Lawrenceville Historical Society's newsletters. Other panelists include Andrew E. Masich, president and chief executive officer of the history center; Michael Kraus, curator of Allegheny Soldiers and Sailors Memorial; and Jimmie Carol Oxley, an explosives expert from the University of Rhode Island. The jury, which will be made up of history center visitors, will gather in the Thomas and Katherine Detre Library and Archives room on the building's sixth floor. Some believe the fatal spark was struck by an iron-banded wagon wheel or a horse's hoof when they came in contact with black powder strewn across a stone road. Others suspect the Confederate Army sabotaged the arsenal. Other theories are that careless handling of gunpowder or static electricity from the women's metal hoopskirts caused Pittsburgh's deadliest industrial accident. The cold case event is free with admission to the history center. On Sunday, the Lawrenceville Historical Society sponsors an afternoon of free events. At 11 a.m., local historians, musicians, performers and re-enactors will gather in Lawrenceville's Arsenal Park at 40th and Butler streets to recount the horrific events of that day and to honor the women who died while making ammunition for Union soldiers in the Civil War. From 11 a.m. to noon, Mr. Powers and Mr. Wudarczyk will outline theories about what caused the three explosions. The duo will unveil a three-dimensional animated illustration of how the arsenal looked in 1862 and show the sequence of explosions. Stone walls around the park, two powder magazines that are now restrooms and an officers' quarters are all that remain of the original arsenal buildings. From noon to 12:30 p.m., three students from the Civic Light Opera Academy of Musical Theater will portray the arsenal girls in a dramatic reading. Playing the roles of the young workers will be Chelsea Calfo, Victoria Huston and Johanna Loughran. Stephen Moles, a re-enactor from Penn Hills, will play the role of Alexander McBride, the superintendent who was blamed for the accident and lost his 14-year-old daughter, Kate, in the explosion. His wife, Lisa Moles, will serve as narrator. The dramatization concludes with the singing of "The Vacant Chair," a popular 19th-century tune, and "The Battle Hymn of the Republic." The script was written by Mary Frailey Calland, a Mt. Lebanon woman whose Civil War-era novel is set in Pittsburgh and titled "Consecrated Dust." The phrase appears on a cemetery memorial honoring the women. From 12:30 to 1 p.m., the Lawrenceville Historical Society will combine smokeless powder with traditional black powder to do a gunpowder demonstration. Re-enactors use traditional black powder to load their weapons. Throughout the afternoon, the Sons of Union Veterans will demonstrate their weapons. Between 1 and 4 p.m., Allegheny Cemetery will shuttle people from Arsenal Park to the Arsenal Memorial in the cemetery. Docent Martha Ressler leads the tour. From 1 to 2 p.m., The Pittsburgh Historical Music Society will perform under the direction of William Lockard. At 2 p.m., Mr. Powers and Mr. Wudarczyk will repeat their presentation. Mr. Powers, who runs Power Media and Design in Aspinwall, began publishing the Lawrenceville Historical Society's newsletter two years ago at the suggestion of Dan Simkins, the historical society's president. By researching the arsenal's history, Mr. Powers and his fellow historian, Mr. Wudarczyk, hope to revive interest in local history and focus attention on the need to improve Arsenal Park. Between 3 and 4 p.m., Company G of the 1st Pennsylvania Light Artillery will fire their cannon.

<http://www.post-gazette.com/stories/life/lifestyle/events-to-recall-arsenal-explosion-652935/>

USA, WI, SLINGER, SEPTEMBER 9 2012. BUILDING HAS CONTAINERS OF COPPER CYANIDE, NICKEL SULFATE, NITRIC ACID, SODIUM CYANIDE

don behm



An abandoned factory on Oak St. in Slinger is packed with chemicals. "When the building inspector came back to my office, he was visibly shaken ...," Village Administrator Maureen Murphy said.

Dozens of drums and barrels containing thousands of pounds of hazardous and toxic chemicals are stacked inside an abandoned metal plating factory on Oak St. in the heart of the village - surrounded by homes and only a few blocks from three schools. Niphos Coatings Inc. abruptly closed a few years ago and the chemicals, as well as plating equipment, garbage and other debris, were left behind, officials



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said. Photos taken during a court-ordered building inspection in late August reveal blue- and black-colored drums and white barrels of chemicals throughout the building. Owner Thomas Harju of Slinger stopped paying property taxes for the business in 2007, county records show. He has not responded to repeated requests from Washington County and state emergency government officials for information on what hazards remain inside. Washington County Emergency Management Coordinator Rob Schmid worries a fire would release the toxic chemicals far and wide. Another concern is that vandals could enter the building, damage containers and spill the dangerous contents, Schmid said. Village Administrator Maureen Murphy said removing the chemicals and eliminating all threats of the chemicals being discharged to nearby neighborhoods and the environment is her priority. Wetlands west of the neighborhood drain to the Rubicon River. Murphy asked the state Department of Natural Resources and the U.S. Environmental Protection Agency to step in and clean up the mess after a village building inspector's search of the factory on Aug. 20. The inspection was done in an attempt to confirm the absence of chemicals inside, since Harju had told a village fire inspector in a casual conversation months earlier that he was removing the substances. What the inspectors found instead were rooms packed with hazardous substances. Labels on drums and barrels indicated a variety of chemicals. "When the building inspector came back to my office, he was visibly shaken and concerned by the condition of the property and the amount of chemicals in the property," Murphy said Friday. The estimated amounts: 750 pounds of copper cyanide, 27,589 pounds of nickel sulfate, 4,198 pounds of nitric acid and 3,500 pounds of sodium cyanide. A state emergency management official accompanying the building inspector was sickened by exposure to chemical vapors inside the building, was treated in a hospital and missed a few days work, according to emails provided to the Journal Sentinel. State emergency management compliance officer Susan Knudson subsequently notified the village building inspector that hydrochloric acid and other chemicals also are inside the abandoned factory. State and federal environmental regulators had taken no action as of Friday, not even placing warning tape around the structures.

Access for Tests, Cleanup

EPA officials in Chicago are attempting to coax the owner to voluntarily give them access to the site rather than going through the time-consuming process of asking a federal judge to approve a warrant. Slinger Police Chief Dean Schmidt said Friday that he met with Harju late Thursday and the property owner agreed to cooperate. Harju signed an access agreement with the EPA, Schmidt said. Federal regulators and contractors likely will get inside within the next two weeks to count and assess the condition of containers and begin testing contents, said Jaime Brown, an emergency response on-scene coordinator for the EPA's Superfund program in Chicago. Samples from containers will be tested to confirm hazardous contents, Brown said. After test results are available, the EPA could schedule the removal of the compounds by early October. If the owner is unable to pay costs of removing and disposing of the chemicals, the EPA would fund the cleanup, Brown said. The agency could attempt to recover costs at a later date, Brown said. Two of the chemicals inside the abandoned building - nitric acid and sodium cyanide - are considered extremely hazardous, according to Schmid, the county emergency management coordinator. Nitric acid can burn skin, and breathing its vapors can cause severe irritation of the lungs and result in coughing, choking or shortness of breath. Sodium cyanide is corrosive and contact can damage eyes and blister skin. This compound releases hydrogen cyanide gas that interferes with the body's ability to use oxygen. Exposure can damage lungs and cause choking, loss of consciousness and death. There are no warning signs or fences indicating the two-story wood frame building surrounded by homes contains toxic chemicals left behind when Nippos Coatings shut down. There are rows of rectangular windows similar in size to standard residential windows. Faded yellow paint is beginning to peel off narrow wood siding. Rain gutters are falling off two sides of the building visible from the street. Trees and shrubs have overgrown one entrance off a small parking lot. Nothing about the outside of the place suggests it used to be a factory or hints at the hazards inside.

<http://www.jsonline.com/news/ozwash/abandoned-factory-packed-with-toxic-chemicals-f66pb3b-169053796.html>

USA, CA, KERN CO, SEPTEMBER 12 2012. OLD UNDERGROUND FUEL TANK STOLEN IN LOST HILLS AREA >> THIEVES GET AWAY WITH 27-FOOT LONG TANK, DAMAGE TWO OTHERS

An old 27-foot long by 8-foot wide circular gas station in-ground fuel tank located in the area of Kecks Road and Highway 46 was stolen. The unknown suspects also damaged two old 20-foot by 15-foot water storage tanks located near this same area in an attempt to steal the tanks. The theft is under investigation by the Kern County Sheriff's Rural Crimes Investigations Unit. If you have any information, contact Detective Steve Battistoni @ (661) 392-4370 or e-mail Battistoni@kernsheriff.com. Refer to case #SR12-22231.

<http://www.taftmidwaydriller.com/article/20120910/NEWS/120919985>



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USA, KS, PARK CITY, SEPTEMBER 12 2012. WORKER INJURED IN SHOP EXPLOSION

kyle mccaskey



A man received burns to his face and nose, as well as inhalation injuries, after an explosion at Wichita Trailer, Inc., located in the 4900 block of N. Broadway. The worker was welding on a tanker trailer used to transport crude oil at the facility just before 3 p.m. Monday. "Preliminary reports say they were doing some welding on the truck, and they must have hit a pocket of gas that caused the explosion," said Eddie Fajardo, Sedgwick County Fire Department Division Chief. There were no flames when fire crews arrived on scene, but there was smoke coming from the top of a manhole on the tanker trailer. The explosion burned a hole into the roof of the facility. "Before they weld on a truck like that, they're supposed to clean the tank truck out," Fajardo said. "Right now we're trying to find out if they actually had cleaned the tank truck out. There shouldn't have been any vapors inside the truck." The fire department sprayed foam inside the tanker to suppress any remaining vapors. They also planned to undo another manhole cover to let it ventilate.

<http://www.kfdi.com/news/local/169215526.html>

USA, ILL, CHICAGO, SEPTEMBER 12 2012. COMMON TYPE OF RAIL CAR HAS DANGEROUS DESIGN FLAW

 Watch the Video

- [Common Ethanol Rail Tankers Have Design Flaw](#)
- [Freight train derailed, explodes in Ohio](#)
- [Train derailed near Baltimore, killing 2](#)



This June 20, 2009 photo provided by the National Transportation Safety Board shows the aftermath of a train derailment near Rockford, Ill. The most common cause of ethanol release in this accident was tank head failure on the tanker seen at right, known as a DOT-111, due to impacts received from couplers and draft sills of adjacent tank cars. For two decades, rail tankers designated as DOT-111, a workhorse of the American rail fleet, have been allowed to haul hazardous liquids from coast to coast even though transportation officials were aware of a dangerous design flaw that almost guarantees the car will tear open in an accident.

For two decades, one of the most commonly used type of rail tanker has been allowed to haul hazardous liquids from coast to coast even though transportation officials were aware of a dangerous design flaw that almost guarantees the car will tear open in an accident, potentially spilling cargo that could catch fire, explode or

contaminate the environment. The rail and chemical industries have committed to a safer design for new tankers but are pressing regulators not to require modifications to tens of thousands of existing cars, despite a spike in the number of accidents as more tankers are put into service to accommodate soaring demand for ethanol, the highly flammable corn-based fuel usually transported by rail. Derailments have triggered chemical spills and massive blasts like one in July in Columbus, Ohio, that blew up with such intensity that one witness said it "looked like the sun exploded." Some communities with busy railways are beginning to regard the tankers as a serious threat to public safety. "There's a law of averages that gives me great concern," said Jim Arie, fire chief in Barrington, a wealthy Chicago suburb where ethanol tankers snake through a bustling downtown. "Sometimes I don't sleep well at night." He's not the only one. The town's mayor is trying to build a national coalition to push for safety reforms. The tanker, known as the DOT-111, is a workhorse of the American rail fleet, with a soda-can shape that makes it one of the most easily recognizable cars on freight routes. The tanker itself is not suspected of causing derailments, but its steel shell is too thin to resist puncture in accidents. The ends are especially vulnerable to tears from couplers that can rip off between cars. Unloading valves and other exposed fittings on the tops of tankers can also break during rollovers. The flaws were noted as far back as a 1991 safety study. An Associated Press analysis of 20 years' worth of federal rail accident data found that ethanol tankers have been breached in at least 40 serious accidents since 2000. In the



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previous decade, there were just two breaches. The number of severe crashes is small considering the total mileage covered by the many tankers in service. But the accident reports show at least two people have been killed by balls of flame, with dozens more hurt. And the risk of greater losses looms large. The rail and chemical industries and tanker manufacturers have acknowledged the design flaws and voluntarily committed to safety changes for cars built after October 2011 to transport ethanol and crude oil. The improvements include thicker tank shells and shields on the ends of tanks to prevent punctures. But under their proposal to regulators, the 30,000 to 45,000 existing ethanol tankers would remain unchanged, including many cars that have only recently begun their decades-long service lives. The National Transportation Safety Board asked in March for the higher standards to be applied to all tankers, meaning existing cars would have to be retrofitted or phased out. The industry's proposal "ignores the safety risks posed by the current fleet," the NTSB said, adding that those cars "can almost always be expected to breach in derailments that involve pileups or multiple car-to-car impacts." The federal Pipeline and Hazardous Materials Safety Administration, part of the U.S. Department of Transportation, is considering both arguments, but the regulatory process is slow and could take several years, experts said. Industry representatives say a retrofit isn't feasible because of engineering challenges and costs. They insist the threat of serious accidents is overstated. "How many millions of miles have the 111 cars run without problems?" said Lawrence Bierlein, an attorney for the Association of Hazmat Shippers Inc. "It's more likely you're going to be hit by lightning." But worries about the tankers' weaknesses persist, especially since the volume of dangerous cargo on American rails is only expected to grow. Ethanol production has soared from 900 million gallons in 1990 to nearly 14 billion gallons last year. Seeking to lessen America's dependence on foreign oil, federal mandates will quadruple the amount of ethanol and other renewable fuel that's blended into the nation's gasoline and diesel by 2022. Nearly all of it moves by rail. In 2010, that meant 325,000 carloads of ethanol, according to the Association of American Railroads. Ethanol is now the highest-volume hazardous material shipped by rail. In 2000, it wasn't even in the top 10. "That may account for the increasing frequency of accidents involving the DOT-111s and the current attention that's being drawn to them," said Paul Stancil, a senior hazardous materials accident investigator with the NTSB. Since 2005, ethanol has increasingly been shipped in higher densities using "virtual pipelines" — trains in which every car carries the same product. The NTSB says that practice increases the potential severity of accidents like one in 2009 in the northern Illinois city of Rockford. On the way home from her nursing job, Chris Carter stopped at a rail crossing near Rockford as a Canadian National freight train barreled past carrying more than 2 million gallons of ethanol to Chicago. Unknown to the train's two crew members and the small number of waiting motorists, a section of track had washed out in a rainstorm earlier that evening. "I notice to my right side there's sparks like fireworks, like a sparkler," Carter said. "So that catches my eye. In my head I'm going, 'Oh my God, this is going to derail.' I could feel it, I could tell." The train began to come apart, its cars bouncing and colliding like toys thrown by a child. One exploded as it tumbled through the air. "I stood there just frozen, watching these unbelievable explosions," Carter recalled. "The concussion from the energy just blew your hair back." More than 20 miles away, Carter's husband and son saw the fire from their farmhouse. It looked to them like a sunrise. As Carter and the others ran, an older woman who injured her knee couldn't move. She cast a tiny silhouette against an enormous wall of flame. A man ran back and rescued her. On the other side of the tracks, one of the explosions washed over the van of Jose Tellez and his family. His wife, Zoila, was killed. Witness Matthew Koch told a local newspaper he saw Zoila Tellez run from the vehicle in flames and fall to her knees with her arms outstretched as if she were reaching out for help. Jose Tellez suffered burns, and his adult daughter, Addriana, who was five months' pregnant, lost her baby. In addition to the fatality, 11 people were injured, making it the nation's single worst ethanol tanker accident. Nineteen of the 114 cars derailed. Thirteen released ethanol and caught fire. In its final report in February, the NTSB cited the "inadequate design" of the tanker cars as a factor contributing to the severity of the accident. The other accident in which a release of ethanol claimed a life was a 1996 derailment at Cajon Junction in southern California. The train's brakeman, who was thrown or jumped from the locomotive, burned to death after apparently trying to crawl to safety in a creek bed. The Ohio derailment forced a mile-wide evacuation just north of downtown Columbus. Three tankers, each carrying 30,000 gallons of ethanol, caught fire and filled the night sky with flames. "The heat was so excruciating that I had to ball up and cover my body," said Nicholas Goodrich, a grocery store employee who happened to be nearby and ran to the scene. The cost of retrofitting existing tankers is estimated conservatively at \$1 billion and would be shouldered mostly by the ethanol-makers who own and lease the cars. The rail industry points to its improving safety record, but that's little comfort to communities like Barrington, said Village President Karen Darch. "There's a risk every day of affecting lots of people in one incident," Darch said, "lots of property, but obviously most importantly, lots of people's lives."

<http://abcnews.go.com/US/wireStory/common-type-rail-car-dangerous-design-flaw-17215427#.UFBqwY0gfjl>



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REPUBLIC OF THE MARSHALL ISLANDS, ENEWETAK ATOLL, SEPTEMBER 12 2012. WATCH WHAT HAPPENS WHEN A NUCLEAR BOMB EXPLODES UNDERWATER

jesus diaz

 **Watch the Video** [Watch What Happens When a Nuclear Bomb Explodes Underwater](#)



According to Pat Bradley, one of the cameramen who documented US atomic tests during the 1950s, the Wahoo and Umbrella underwater explosions were more amazing than an atmospheric nuclear explosion. Bradley talks about his experience of living through these explosions in this stunning video. Even though Bradley 4km away from the underwater explosions, the resulting waves engulfed an entire cargo ship and hit the island he was filming from with his colleagues. The third wave, the tallest of them all, covered the entire island. They saved themselves by quickly climbing up some palm trees with their heavy film camera equipment. The Wahoo underwater nuclear test took place on May 16, 1958. Umbrella exploded on June 8, 1958. According to Atom Central, this sequence is

part of a new HD version of Atomic Filmmakers – Hollywood's Top Secret Film Studio

 **Related Links** [Enewetak Atoll](#)

<http://www.gizmodo.com.au/2012/09/watch-what-happens-when-a-nuclear-bomb-explodes-underwater/>

USA, TX, CORPUS CHRISTI, SEPTEMBER 12 2012. AS CLEAN AIR ACT SENTENCING NEARS, JUSTICE CITES VIOLATIONS AT TEXAS CITGO REFINERY

jim morris

 **Watch the Video** [Citgo Sentencing Underway 5 Years After Guilty Verdict](#)



Days before Citgo Petroleum Corp. faces its long-awaited sentencing for criminal Clean Air Act violations at its refinery in Corpus Christi, Texas, a Justice Department court filing alleges that a "wide range" of environmental and worker safety violations continue to plague the plant. Citgo was convicted in June 2007 of two criminal counts stemming from 10 years of toxic emissions from two massive, uncovered storage tanks. Such convictions are rare: The Center for Public Integrity reported last year that Clean Air Act cases have been prosecuted at a far lower rate than Clean Water Act or solid waste cases. In its filing this week, the Justice Department asks a federal judge to fine Citgo \$2,090,000, the maximum allowed under the statute, and put the company on five years' probation — also the maximum — for illegal emissions of benzene and other hazardous chemicals from the tanks between 1994 and 2004. The department says the refinery made almost

\$1.16 billion in profits during that period. Citgo's sentencing hearing is scheduled to begin Monday in U.S. District Court in Corpus Christi and could last several days. In an e-mailed statement Friday morning, the company said it "embraces a culture of safety that is reflected in everything we and our employees do. We are proud of our record and of the important role our refineries play in providing good jobs and much needed tax revenue for the communities they serve, including Corpus Christi." The Justice Department document alleges that Citgo "has violated a wide range of environmental and worker safety regulations" — as recently as this year in some cases. An inspector with the U.S. Environmental Protection Agency, for example, found that the refinery had five releases of hydro-fluoric acid (HF), a potentially lethal gas, between Feb. 11 and March 20, 2012. As reported last year by the Center and ABC News, the refinery had a major HF release in July 2009 that severely injured a worker and put the nearby Hill-crest neighborhood at risk. Citgo told state regulators that only 30 pounds of the acid escaped plant boundaries. The U.S. Chemical Safety Board later estimated, however, that at least 4,000 pounds left the refinery and concluded that failures in a Citgo water system meant to contain HF had nearly led to a bigger release. The 2012 HF releases occurred "because equipment deficiencies are not repaired in a safe and timely manner" and are evidence of "systemic failure," the Justice Department document says. The document also cites incidents such as the "preventable" release of more than 142,000 pounds of pollutants into the atmosphere on Dec. 25 and 30, 2009. On Thursday, the U.S. Occupational Safety and Health Administration proposed fines totaling \$66,500 against Citgo for five alleged violations



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related to an HF leak. "The employer did not have proper safe-guards in place to protect employees from the release of toxic chemicals," Michael Rivera, OSHA's area director in Corpus Christi, said in a written statement. Suzie Canales, executive director of Citizens for Environmental Justice in Corpus Christi, said she is disappointed that Citgo faces, at most, a fine of slightly more than \$2 million for the 2007 Clean Air Act conviction. "It's pocket change to them," she said. She also doesn't understand why it's taken more than five years for the company to be sentenced. "When you go that long, it sends a message to Citgo and others that it doesn't matter if you violated the Clean Air Act — you're going to get away with it," Canales said. In a related development Thursday, the U.S. Court of Appeals for the Fifth Circuit in New Orleans granted a petition seeking crime-victim status for 14 people who live near the refinery. The trial judge in the Citgo case, John D. Rainey, ruled last year that the residents didn't qualify as victims under the Crime Victim's Rights Act and therefore couldn't testify at the company's sentencing hearing because they hadn't proven that emissions from the Citgo tanks were the "specific cause" of their alleged health problems, including shortness of breath, vomiting and dizziness. The Fifth Circuit instructed Rainey to consider new arguments raised by the petition. "The judge needs to hear from these people to determine an appropriate sentence in the case," said law professor Paul Cassell, who is representing the residents pro bono through the Appellate Clinic at the University of Utah's S.J. Quinney College of Law. It's not yet clear, however, whether the residents will speak at next week's hearing.

<http://galesburgplanet.com/posts/18067>

AUSTRALIA, A.C.T, KALEEN, SEPTEMBER 12 2012. MAN BURNT AT CALTEX SERVICE STATION



A worker has been seriously burnt while working on a fuel tank in Canberra's north earlier today. Both ambulance services and ACT Fire and Rescue responded to the call from the Caltex Service Station on Maribyrnong Avenue in Kaleen, with fire crews ensuring the safety of the site while paramedics treated a male patient in his 40s. The man had received serious burns to both arms and legs and may have also sustained airway burns. ACT Work Safety Commissioner Mark McCabe said the worker was actually inside the tank at the time of the incident. "It seems to be a contractor that's been working on a fuel tank," he said. "He's been down in the fuel tank. We believe he was doing some work relining." Mr McCabe said it's

believed that something ignited fumes in the tank, possibly part of the lining breaking away. "It's not 100 per cent certain," he said. "The worker was the only one in the tank, so it's hard for us to be definitive about what happened." Inspectors will investigate the cause of the accident, possible accountability, and have the power to shut down the site or sections of the site to collect evidence or should safety improvements need to be made. The man has been transported to The Canberra Hospital in a serious but stable condition.

Related Links

- [Man burned while working in fuel tank](#)

A worker was seriously burnt while working on a fuel tank in Canberra's north yesterday. Both ambulance and ACT Fire and Rescue responded to the call from the Caltex Service Station on Maribyrnong Avenue in Kaleen, with fire crews ensuring the safety of...

- [Worker burnt at Kaleen fuel station](#)

A man is in hospital with serious burns after a workplace accident at a fuel station in Canberra's north. The man, aged in his 40s, was carrying out contract work at the Caltex service station on Maribyrnong Avenue at Kaleen. He was carrying out repair work...

<http://www.canberratimes.com.au/act-news/man-burnt-at-kaleen-service-station-20120911-25pr7.html>

INDIA, KERALA, SEPTEMBER 12 2012. ARCHAIC TANKER REGULATIONS DRAW FLAK

toby antony

The regulations of the Motor Vehicle Department, forbidding the movement of tankers carrying petroleum products during the day time, seems to drawing flak after the tragic gas tanker blast in Kannur. Though other states have restricted the movement of tankers at night, the motor vehicle rules in the state permit the vehicles to operate in just the contrary way. The officials of the Motor Vehicle Department said that, the majority of the tanker lorries carrying petroleum products from Kerala move to



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Karnataka and Tamil Nadu. "Under the Motor Vehicle Act formulated in 1989, the tankers carrying petroleum products are permitted to ply from 8 pm to 8am in the state. In Karnataka and Tamil Nadu, the Act permits the tankers to operate during the day, between 7 am to 7 pm. If a major accident is to occur at night, the rescue operations will be tough and the casualty will be high, similar to the explosion in Kannur. The time slot has been chosen considering the traffic during the day. Nothing has been gained from this rule, apart from an increase in accidents," said an official of the Motor Vehicle Department. More than 300 tanker lorries carrying petroleum as well as explosives to Karnataka and Tamil Nadu ply on the highways each day. Sixty per cent of the vehicle are from here. With a shortage of trained drivers, the oil companies and the contractors of the tanker services flout the safety rules. G Ananthakrishnan, Motor Vehicle Inspector, said that with the lorry drivers engaged for more than 24 hours on a stretch, they are prone to fatigue and stress, posing a risk to the lives of others. "The drivers carrying petroleum products often have busy schedule and drive for more than 24 hours on a single stretch. There are rules specifying that vehicles carrying explosive products should have two well-trained drivers. But the rules are not followed by the oil companies and the contractors, who eye the monetary benefits alone. A consignment sent from here at night reaches Bangalore in the morning and the tanker returns the same day, only to find the next load ready for delivery. The drivers hardly find time to rest and this makes them prone to accidents," Ananthakrishnan said. K Sundaresan, Deputy Chief Controller of Explosives, Petroleum and Explosives Safety Organisation (PESO), said that there are prescribed safety norms for transporting inflammable goods. "In Kerala, the major trouble is that the roads are narrow and are in pathetic condition. With the government and Motor Vehicle Department inactive, transporting inflammable products by road has become dangerous," Sundaresan said.

<http://ibnlive.in.com/news/archaic-tanker-regulations-draw-flak/290145-60-116.html>

USA, ILL, PALOS PARK, SEPTEMBER 12 2012. 31K GALLONS OF JET FUEL LEAKED FROM PIPELINE, OFFICIALS ESTIMATE >> PALOS PARK COMMISSIONERS COMMENDED THE RESPONSE TO THE AUG. 27 LEAK.

nick swedberg

Photo's [6] 31k Gallons of Jet Fuel Leaks



It took less than a minute to stop the flow of kerosene jet fuel through a buried pipeline [in Palos Park after a leak was detected in the early morning of Aug. 27](#). Even with the quick cut off, an estimated 750 barrels or more than 31,000 gallons of kerosene jet fuel drained out from [the underground Badger Pipe Line System into the surrounding soil](#), with as much as 500 gallons reaching the nearby waterway. This information was presented by representatives of the companies that own and operate the pipeline to [Palos Park officials](#) Monday night. Village commissioners praised the joint effort of the West Shore Pipe Line Company working with federal, state and local governmental officials to [reopen a section of Cal Sag Road \(Route 83\) closed for five days last month](#) and the company's continuing work to remove the saturated soil. Crews have worked 24 hours a day for the last two weeks testing, digging and removing the kerosene saturated soil.

Palos Park has hired an outside consultant to review testing data provided by West Shore. Commissioners said they understand that the company has its own priorities when it comes to the cleanup and that they want to ensure the village residents interests are also protected. Darryl Reed, building & public property commissioner, offered the idea of the company going "above and beyond" the minimum standards set by state and federal environmental protection agencies in the wake of the leak. "What we're asking for over here is maybe something above those minimum standards," Reed said. The company would have the chance to exceed the standards set for the frequency testing of air quality and nearby wells "for the comfort of the residents." Testing showed fumes haven't reached toxic levels surrounding the leak site, said Patrick Hodgins of Texas-based Buckeye Partners, which operates the line for West Shore. Local residents who spoke raised concerns about the environmental and health impacts of the kerosene. Christine Hynes, a Palos Park resident who lives close to the site of the leak, said that just last week she was able to smell an odor of fuel stronger than even what she smelled the first day. She said she wanted to see frequent testing of nearby wells and the air quality. The investigation into what caused the "release" is ongoing, company officials said. The cleanup is expected to take weeks to complete. Crews are testing soil for traces of the fuel and are continuing to remove any contaminated dirt until testing results come back negative. A representative of the US



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Environmental Protection Agency has been on site since the beginning and will remain until the remediation is complete. The site will then go into a monitoring phase to check for the possible spread of contaminants, during which a representative of the Illinois Environmental Protection Agency will take over. The US Coast Guard reopened the Cal Sag Channel about a day after the leak. A "hard boom" was used to hold back the spread of fuel on the surface of the water, officials said. An initial estimate put the number of barrels officials thought had leaked at 1,000, officials said. That number dropped to 400-500 barrels before it was revised up. The exact number won't be known until the line is running again. Fuel spread north from Cal Sag Road and away from residential areas and underground wells used for irrigation, officials said. A nearby ditch and culvert fed some of the fuel into the waterway. "I think the Village of Palos Park and its residents got quite lucky," said Village Manager Richard Boehm. The ditch contained water from recent rains, which "carried the fuel spill away from residents. It didn't allow it to soak in or transfer to the south side of Route 83." As contaminated soil is removed, new dirt is brought in as back fill. Kerosene soaked soil is being hauled to a landfill. "We going to make it right," Hodgins said. West Shore Pipe Line has established a claims center hotline for anyone who believes they have been affected by the spill. Individuals can contact the claims center between 7 a.m. and 7 p.m. CT using the hotline at 866-837-5016. West Shore Pipe Line Company has launched a public website with information about the Palos Park, IL release, the company's ongoing remediation efforts and important contact information: www.badgerpipelineresponse.com

<http://palos.patch.com/articles/gallons-of-jet-fuel-leaked-palos-park>

USA, PA, PATTERSON TWP, SEPTEMBER 12 2012. MOBILE HOME PARK EVACUATED AFTER TANKER CRASH

 [Watch the Video Tanker Crash](#)



Emergency workers start to recover a tanker truck from alongside Route 51 in Patterson Township after the truck crashed through a guide rail Monday morning. The driver was taken to a hospital after the crash, and officials have evacuated nearby Mansell's Mobile Home Park because of a fuel spill from the truck.

A mobile home park was evacuated Monday afternoon after a tanker truck carrying propane crashed through a guard rail and into a creek alongside Route 51 in Patterson Township, officials said. The truck careened off the highway shortly before noon Monday, landing in a creek alongside the road. The driver of the truck, who was not identified, was taken to a local hospital for treatment of unspecified injuries. A short time later, officials evacuated residents of Mansell's Mobile Home Park because fuel from the truck was leaking into the creek.

http://www.timesonline.com/news/police_fire_courts/mobile-home-park-evacuated-after-tanker-crash/article_8ca5ba9e-fb72-11e1-88f2-0019bb30f31a.html

INDIA, MUMBAI, SEPTEMBER 12 2012. FIRE ON HAZARDOUS CARGO SHIP CONTAINED



The MV Amsterdam Bridge was carrying hazardous cargo when fire broke out on Sunday 9 September 12.

After a six hour battle, the fire on the 54,405 tonne MV Amsterdam Bridge which was carrying hazardous cargo has been contained although not extinguished, and the risk of an environmental disaster is diminishing. No people were hurt and the crew were rescued soon after the fire broke out at around 5pm on Sunday afternoon near Mumbai, India, but coast guard officials have confirmed that 24 containers out of the 112 on board the vessel contain 45 tonnes of dangerous cargo, Indian news agency NDTV reported. The cause of the blaze is not yet known but it seems the fire started somewhere near the engine room, although spread to amidships by mid-evening. So far, no oil spill has been witnessed though the ship's fuel tanks contain some 2,600 tonnes of heavy fuel oil. Two coast guard ships, Samudra Prahari and Subhadra Kumari Chouhan went into



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action immediately but needed extra help to contain the fire so the ICGS Sankalp and ICGS Sangram were called to assist along with another emergency towing vehicle. The vessel, which is owned by Japan-based K-Line was en route to Colombo port in Sri Lanka from Jawaharlal Nehru Port, near Mumbai, in India.

<http://www.motorship.com/news101/fire-on-hazardous-cargo-ship-contained>

USA, IN, FISHERS, SEPTEMBER 12 2012. CREWS WORKING FISHERS GASOLINE SPILL

bill mccleery

Cumberland Road reopened between 116th and 106th streets in Fishers about 10:45 a.m. following a gasoline spill this morning at a BP station at that location. A neighboring medical building also had been evacuated earlier, said Ron Lipps, spokesman for the Fishers Fire Department. Access to a shopping center off 116th Street was also closed for a period of time, Lipps said, but he added that gasoline on the surface "has been dealt with." Officials' most recent concern, he said, was that as much as 50 gallons of gasoline may have gone into a storm drain. Crews were able to contain it before it entered any waterways, however, and also clear the drain lines of gas vapor.

http://www.indystar.com/article/20120910/LOCAL0102/120910016/Crews-working-Fishers-gasoline-spill?nclick_check=1

SINGAPORE, SEPTEMBER 12 2012. SINGAPORE SPILL: NO FURTHER SPILLAGE OF BUNKER



Some 60 metric tonnes of bunker was spilled from the DL Salvia, pictured.

Maritime and Port Authority of Singapore (MPA) said today there has been no further spillage of bunker fuel after a tanker and a Liquefied Petroleum Gas (LPG) carrier collided in Singapore waters on Sunday resulting in a spill of some 60 metric tonnes (mt) of fuel. MPA said that efforts to contain and clean up the oil spill continued today which included an oil boom being placed around the vessel as a precautionary measure. Bio-degradable oil dispersants were said to have been used yesterday and today to break up the oil slick in the waters, and in total 9 craft and more than 46 personnel have been deployed as part of the containment and

clean up efforts. Sightings of some patches of treated oil were reported today at the reclamation sites at the western part of Jurong Island and Tuas View Extension, and at a rock bund at Sultan Shoal. MPA said it is working with JTC Corporation and the National Environment Agency on the land-based clean up efforts. MPA said yesterday that at 2:00pm local time on Sunday afternoon it was notified of the collision between the 57,000 dwt Hong Kong-registered bulk carrier Sunny Horizon and the 4,998 dwt Korean-registered LPG carrier DL Salvia at the Temasek Fairway in the South West of the country, about 700 metres east of Sultan Shoal between Jurong Island and the Tuas View Extension area. The two vessels involved in the collision are currently anchored in the West Jurong anchorage. No injuries were reported as a result of the collision and port operations were said to continue to be unaffected.

<http://shipandbunker.com/news/apac/601336-singapore-spill-no-further-spillage-of-bunker>

USA, VA, LYNCHBURG, SEPTEMBER 12 2012. LYNCHBURG FIREFIGHTERS BATTLE SUV FIRE AT GAS STATION



Connie Jackson (center) looks into his charred Ford Explorer after it caught fire at the Miles Food Market in Lynchburg, Va., September 10, 2012.

Lynchburg fire and police officers battled a vehicle fire at a gas station Monday afternoon. Fire Capt. R. E. Coleman said Connie Jackson was pulling out of Miles Market on Rivermont Avenue around 4:20 p.m. after filling up when he noticed smoke coming from under the hood of his 1994 Ford Explorer. When he popped the hood, he saw flames in the engine compartment. Police officer J.L. Rook was driving down Rivermont on another call when he saw the sports utility vehicle. "I just thought, 'Well that's not good,'" he said. Rook said a big concern was containing the flames before the gas station caught fire as well. Using a portable extinguisher, Rook helped Jackson beat back the flames until the fire department

came, but the blaze spread to the SUV's passenger compartment. Firefighters extinguished the flames before the fire spread, but the Explorer was destroyed. Coleman said the fire likely was accidental, but they still are trying to determine how it began.

<http://www2.wsls.com/news/2012/sep/10/lynchburg-firefighters-battle-suv-fire-gas-station-ar-2194807/>



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INDIA, KERALA, UDAYAMPEROOR, SEPTEMBER 12 2012. 16 TONNES OF LPG LEAKS FROM TANKER >> ACCIDENT AT BOTTLING PLANT OF IOC AT UDAYAMPEROOR

A major disaster was averted in Kochi on Monday after 16 tonnes of cooking gas was accidentally released into the open at the Udayamperoor bottling plant of the Indian Oil Corporation (IOC). According to the police, the accident occurred around 4.30 p.m. when the driver of a bullet tanker moved the vehicle which was fixed to the plant for transfer of gas. The valve broke, leaving no scope for plugging the leak. The entire quantity of gas in the tanker was released, creating panic among the IOC officials and the local people. The driver of the tanker, Adhinamlahi, 34, of Thankapetty, Puthukottai, Tamil Nadu, was taken into custody after the Udayamperoor police registered a case against him for negligent handling of hazardous material. During preliminary investigation, it was learnt that the driver had connected the tanker to the plant himself. No authorised personnel from the IOC was present there, the police said. The driver had connected the tanker to one of the two non-commissioned bays for gas transfer. When told to move the vehicle to another bay, he did so, forgetting that the tanker was already hooked up to the bay. A senior Fire and Rescue Services Department official said that the situation could have turned serious as dozens of gas tankers had been parked on the premises of the bottling plant. The fire-fighting mechanism at the two non-commissioned bays were installed a couple of days ago and had not been properly tested, he said. However, quick reaction from those in the vicinity averted a major fire accident. Traffic was stopped on roads leading to and from Udayamperoor for nearly an hour and electricity supplies were cut. Residents in the vicinity of the bottling plant were alerted and some of them left their houses for safer places. No comment was available from IOC officials.

In 45 Minutes

Two fire tenders, one from Tripunithura and another from Gandhi Nagar, reached the spot. The department official said that the oil company workers were already pumping water into the areas where the gas had spread. A strong posse of policemen rushed to the site of the gas leak to take precautionary measures. Though the situation was brought under control in about 45 minutes to one hour, people in the immediate vicinity of the bottling plant were shaken for a while.

'No Smell'

Traffic on the roads leading to and from Udayamperoor was restored after the all-clear sign from fire and rescue services personnel and IOC officials. Jomy Sebastian, a resident near the plant said people had panicked for a while on hearing the news of the gas leak. There was no smell of gas though a large quantity had leaked. C.K. Mohammed Niaz, another resident, said timely actions such as stopping of traffic and cutting of electricity supply helped. He said people were alerted about the gas leak immediately.

<http://www.thehindu.com/news/cities/Kochi/article3884493.ece>

USA, CA, SACRAMENTO, SEPTEMBER 12 2012. SEDAN SMASHES INTO FUEL TANKER ON HIGHWAY 50

zohreen adamjee

Emergency crews rushed to Highway 50 in West Sacramento around 2 a.m. Tuesday after a Toyota clipped a fuel tanker. The accident crushed the front of the car, but the tanker didn't have any visible damage or spill any fuel on the road. The driver of the car was taken to a hospital for minor injuries and the ramp was closed for nearly an hour.

<http://www.fox40.com/news/headlines/ktxl-toyota-sedan-smashes-into-fuel-tanker-on-highway-50-in-west-sacramento-20120911.0.5960674.story>

NIGERIA, AHOADA EAST, OKOGBE, SEPTEMBER 12 2012. OKOGBE TANKER FIRE DISASTER: 'DON'T GO NEAR FUEL SPILL', SURVIVORS WARN RESIDENTS

ignatius chukwu

Nine victims of the infamous Okogbe tanker fire disaster in Ahoada East area of Rivers State have pulled through but with a harsh message to the people: Don't go near fuel spill! Almost 200 others died in the inferno. Their survival at the University of Port Harcourt Teaching Hospital (UPTH) has also restored some measure of confidence in the ability of Nigerian medical doctors to handle complicated situations. This comes at a time Nigerians seem angry over frivolous foreign medical trips by top government officials and members of their families. Tamunoiyoriari Parker, Rivers State Health commissioner, who received the two discharged patients, said the feat was worthy of mention in any medical journal to prove what Nigerian medical experts were capable of doing if well equipped and motivated. Parker said as a result of the robust collaboration between the federal and the state agencies "We have managed to save nine lives, and this is very remarkable." According to him, "These were patients we could have flown abroad to places like India, the UK or the United State of America, but we have



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saved them here." He attributed this to rapid response mechanism. Parker said because the state is in a region where petroleum products were readily available in all nooks and crannies, "we must educate ourselves about the dangers and live safely with these commodities." A professor and chief medical director of the UPTH, Aaron Ojule, who is chairman of the committee that supervised the emergency medical response of the disaster, said two of the victims were to be discharged while the remaining victims would continue to receive quality care, to be discharged as soon as possible. Chiwonka Agberegba and Menwe Osiyi who were both discharged, advised Rivers people to resist the temptation of scooping fuel or toying around with petroleum products to avoid meeting a similar fate. Ugochukwu Okpara Isreal one of the victims still receiving treatment in the hospital said he was a painter and a tiler before the incident. He thanked the Rivers State government and the staff of the hospital for the free treatment and good nursing care given to them. He appealed to the state government for financial assistance to enable them sustain themselves after being discharged.

<http://www.businessdayonline.com/NG/index.php/city-file/city-file/44159-okogbe-tanker-fire-disaster-dont-go-near-fuel-spill-survivors-warn-residents>

USA, CA, AVOCADO HEIGHTS, SEPTEMBER 12 2012. GAS-TANK EXPLOSION LEADS TO FREEWAY CLOSURE, EVACUATION OF AVOCADO HEIGHTS NEIGHBORHOOD

j.d. velasco

 **Photo Gallery [9]** [Compressed Gas Tank Explosion Shakes North Whittier Neighborhood](#)



Los Angeles County Sheriff's Deputies, Los Angeles County Fire Department and Bomb Squad responded after a compressed gas tank that was loaded on a truck exploded in an unincorporated North Whittier residential neighborhood Monday.

An explosion that sent compressed gas cylinders raining onto a neighborhood Monday led to the evacuation of residents and the two-hour closure of the eastbound 60 Freeway. The explosion occurred about 11:30 a.m. on Cambray Drive, in a small neighborhood near the interchange of the 60 and 605 freeways. No one was injured. The explosion, which was caused by the failure of a 50-gallon compressed carbon dioxide tank, flattened the bed of the pickup truck

carrying it and flung 18 other cylinders into neighboring yards. The cylinders are commonly used to carbonate soda in restaurant soft-drink machines. "Those cylinders have been kicked around this neighborhood," said Los Angeles County Fire Inspector Tony Imbrenda. "The truck was pretty well demolished." One home suffered minor damage. "Apparently a cylinder bounced off one of the homes," Imbrenda said. Officials had not determined what caused the explosion by Monday afternoon, and inspectors with the Department of Industrial Relations, workplace safety agency, were investigating. Early reports indicated that one of the tanks landed on the 60 Freeway, leading to its closure. It was later determined that the tank on the freeway was unrelated to the incident, but the freeway remained closed for nearly two hours in case another explosion occurred. Residents of 20 homes were evacuated, and residents of another 10 households were ordered to remain indoors while a Los Angeles County Fire Department hazardous materials crew and the Los Angeles County Sheriff's Bomb Squad searched the neighborhood for other cylinders that could present a danger. While the search was under way, some of the evacuated residents watched and waited in the parking lot of a nearby warehouse. Juan Marin, 35, was among them. He lives just around the corner from where the explosion occurred. "All you hear is the boom. Seconds later you hear the shaking," Marin said. Thinking at first that a train had derailed, Marin went outside and saw a piece of a gas tank lying in the street. "You could still hear the hissing of the tanks," Marin said. Ron Calvaruzo, 40, said another piece of the tank landed in his yard. He said it thudded to the ground about 30 feet from another neighbor, who was outside at the time. "It would have killed him," Calvaruzo said. "I bet there's a dent in my yard." Neighbors said the truck carrying the tank belonged to a resident of the neighborhood. The man, who was wearing a shirt marked West Coast Carbonics, declined to comment. Officials with the Whittier company also declined to comment. The driver was not injured in the explosion, but was taken to a local hospital as a precaution, Imbrenda said. John Acosta, 49, lives in a home right next to where the truck was parked when the tank blew up. He said he was at work when he got a phone call telling him what had happened. Two tanks landed in his yard, and the tailgate of the exploded truck slid underneath his pickup truck. Acosta said he heard from other neighbors that the driver got out of his truck seconds before the explosion. "He's lucky he's alive," Acosta said. Some residents were allowed to return to



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their homes by 3:15 p.m., but some portions of the neighborhood remained closed later in the day because two tanks were still being drained of their gas.

http://www.sgvtribune.com/news/ci_21511427/gas-tank-explosion-leads-freeway-closure-evacuation-avocado

USA, MI, BATTLE CREEK, SEPTEMBER 13 2012. ENBRIDGE OIL SPILL STILL A CONCERN TO RESIDENTS

jennifer dowling

 **Watch the Video** [Enbridge Oil Spill Still a Concern to Residents](#)



Enbridge says it has paid the federal government's 3.7 million dollar fine in full for the 2010 spill that dumped nearly a million gallons of oil into Talmadge Creek and the Kalamazoo River in 2010. The fine was handed out by the Pipeline and Hazardous Materials Safety Administration, also known as PHMSA. However, one local family who owns commercial property along the river says while the government may be compensated, they feel left out. The Heppler family owns around 80 acres along the Kalamazoo River. They say about 1/2 mile of that is riverfront property and because of high water levels, at least 40% of it was covered in oil when the spill happened. "A ton of sheen, a ton of sheen," says Martin Heppler, a Battle Creek Family Business Owner. He says when he canoes the river along the property, he can still notice a lot of sheen in the water in some of the bends, curves and coves of the river. "You can still smell some of the oil

when you get right up close to it," Heppler said. The Heppler family says when you take a shovel or a rake in the river and run it through the muck on the bottom, you can still see sheen sometimes come to the top in some areas. Although Enbridge crews are continuing clean up efforts, they say they're still not fully satisfied with the amount of oil that remains. "Our biggest concern is that our land value has been impacted," says Jeff Heppler, the co-owner of Hit 'Em Here and Riverview Recreation Inc., a driving range with batting cages and miniature golf. The Heppler family owns around 80 acres along the river off Columbia Avenue in Battle Creek. They estimate that at least 40% was once covered with oil. "I'm glad they satisfied the federal governments needs and wants but there's still a lot of people they haven't addressed or taken care," says Judy Heppler, co-owner. Tom Heppler also used a tool in the river to demonstrate what remains in the water, by stirring up what he feels is sheen along a bend in the river. "I've noticed oil all over, especially on the south side of the river," says Tom. When they purchased the property 26-years-ago, the Hepplers hoped they could sell it and retire. Now they say the banks won't touch it. "Most of the banks won't loan against a property that was damaged by the oil," says Judy. Except for buying one riverside campground, the Hepplers say Enbridge has ignored businesses that were impacted by the spill. Enbridge released a statement confirming the buy-out program doesn't include commercial property and confirming the payment of the 3.7 million dollar fine. Jason Manshum: Enbridge Spokesperson:

"Enbridge representatives have worked with the Hepplers since the incident and have had multiple conversations with them. Enbridge's property purchase program eligibility does not include commercial property. In addition, the property purchase program was voluntarily implemented by Enbridge and therefore, the criteria was set by the company. However, as with other property owners along the affected portion of the river, Enbridge representatives have worked with the Hepplers related to any claims that they may have. We will not discuss individual claims."

In regards to Enbridge paying the full \$3.7 million fine Manshum says:

"Safety has always been core to our operations. Consistent with our values of Integrity, Safety and Respect, Enbridge has taken full responsibility for the accident since the beginning, pledging that we would address the impacts of the release on the natural environment and would address the financial and other needs of individuals and businesses in the community."

Enbridge has also told us in the past they are going to be committed to the river clean-up for the long haul. Manshum told us earlier in the summer, "Two years since the accident, cleanup is primarily complete here in the Kalamazoo river. That doesn't mean we're done." Manshum told us the company has spent at least 765 million dollars on cleanup efforts, not including fines and fees. The Hepplers say they have retained an attorney and are weighing their options. They say if they want to file a lawsuit against Enbridge, they'll have to do it before the deadline, which is the three year anniversary of the spill.

<http://www.fox17online.com/news/fox17-kalamazoo-river-enbridge-oil-spill-still-a-concern-to-residents-20120911,0,2076893.story>



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