



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 883 Newsy Stuff

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

**September 29 2012**



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#### **NIGERIA, OGUN, OBAFEMI-OWODE, SEPTEMBER 12 2012. 1 KILLED, 3 OTHERS INJURED IN FUEL TANKER ACCIDENT ALONG LAGOS-IBADAN EXPRESSWAY**



Perhaps until the day a prominent government official is killed or a member of their family or loved one perishes on this road, government will not find a lasting solution to the almost daily occurrence of accidents on the Lagos-Ibadan expressway as well as other death traps that have since become our roads. According to Vanguard, One person has been killed while three critically injured in another road accident on Lagos-Ibadan expressway in Obafemi-Owode local government area of Ogun state. This incident occurred 48 hours after 12 passengers were burnt beyond recognition in a ghastly motor accident which occurred on Lagos- Benin expressway in Odogbolu local government area of Ogun state. According to Ogun State Sector Commander, Federal Road Safety Corps, Ayo Omiyale, the accident occurred at 10 am when two tankers conveying

petrol crashed . Vanguard gathered that one of the tankers with number SPACE11 ERI was reported to have lost control and fell at the bad portion on the expressway before the second tanker marked Lagos XK 385 FST crashed beside it.

<http://www.informationnigeria.org/2012/09/1-killed-3-others-injured-in-fuel-tanker-accident-along-lagos-ibadan-expressway.html>

#### **USA, AZ, PAYSON, SEPTEMBER 13 2012. SR87 NEAR PAYSON REOPENS AFTER TANKER TRUCK SPILL**

*phil benson & steve stout*

 **Watch the Video** [Semi-Truck Rolls, Spills Oil On SR-87 near Payson](#)

 **Photo's [12]** [SR87 Reopens after Oil Tanker Crash South of Payson](#)

 **Slideshow** [Tanker rolls over, oil spills](#)



Traffic is flowing in both directions of State Route 87 between Phoenix and Payson after crews cleaned up a liquid asphalt spill from a tanker truck crash Tuesday. The northbound lanes were the last to open. A stretch between the Saguaro Lake turnoff and the State Route 188 junction reopened about 3:15 a.m. Wednesday, according to Doug Nitzel of the Arizona Department of Transportation. The truck rolled at about 11:30 a.m. Tuesday at milepost 228, about 30 miles south of Payson, injuring the driver. The liquid asphalt spilled into the northbound, southbound lanes and the immediate area near the crash, said Arizona Department of Public Safety spokesman Officer Carrick Cook. DPS and ADOT hazmat crews worked on the cleanup, Cook said. Cook said officers

believe that speed was the primary cause for the crash. The driver was taken to Scottsdale Osborne Hospital and is expected to be OK. State Route 87 was closed in both directions for 12 miles between Sycamore Road and the State Route 188 junction (mileposts 223-235).

<http://www.kpho.com/story/19515457/sr87-near-payson-reopens-after-tanker-truck-spill>

#### **NETHERLANDS, VELSEN NOORD, SEPTEMBER 13 2012. 8 INJURED IN DUTCH POWER PLANT EXPLOSIONS**

*ivana sekularac & gilbert kreijger*

Eight people were injured, of which at least one seriously, in a number of explosions at a gas-fired Nuon power plant in the Netherlands, a security official said on Wednesday. "There was one larger explosion and a few smaller explosions. People were injured. There was a small fire at the installation but it has been extinguished," a spokeswoman for the Dutch security region Kennemerland said. A spokesman for Nuon, which is owned by Sweden's Vattenfall, said only one explosion happened around 0830 CET (0630 GMT) while employees were working on the plant's high voltage grid. Eight people were taken to hospital, of which four were kept there for further examination, the Nuon spokesman said. One person was seriously injured. At the complex, which houses two power plants, the explosion took place at the plant which was not operating, the Nuon spokesman said. This plant has a capacity of 460 megawatts. It was unclear whether the explosion at the plant in the town of



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Velsen Noord, 30 kms west of Amsterdam, had hit production. The second plant, which is still running, has a capacity of 360 megawatts.

<http://ca.reuters.com/article/topNews/idCABRE88B0BA20120912>

#### BULGARIA, KAZANLAK, SEPTEMBER 13 2012. 2nd BLAST REGISTERED AT BULGARIAN MILITARY PLANT



*A fire at the Arsenal Kazanlak military plant following Tuesday's explosion, as seen from the town of Kazanlak.*

A second explosion in two days has occurred in Arsenal Kazanlak, one of the largest military plants in Bulgaria. The blast was registered around 9 am EET on Wednesday. It took place at the plant's workshop No.140, the Bulgarian National Television reports. According to initial reports, there are no injuries or casualties. Police, firefighters and ambulances have been dispatched to the site of the accident. It is still unclear what caused the explosion. On Tuesday, another blast occurred at an Arsenal Kazanlak storage facility. It caused extensive material damages but did not hurt any people. Tuesday's explosion was caused by

spontaneous combustion of factory produce, according to the police. A mobile laboratory of Bulgaria's Civic Protection Service tested the air in the area of the military factory, finding no contamination.

[http://www.novinite.com/view\\_news.php?id=143148](http://www.novinite.com/view_news.php?id=143148)

#### USA, CA, RICHMOND, SEPTEMBER 12 2012. BOARD: CHEVRON FAILED TO CHECK BAD PIPE

 **Photo's [27]** [Chevron Refinery Fire](#)



*Don Holmstrom, Western regional office director of the Chemical Safety Board, addresses a Richmond City Council meeting.*

There is no evidence that Chevron conducted a crucial inspection last year of the segment of the pipe that later ruptured at its Richmond refinery, leading to a fire that destroyed part of the plant, federal investigators said Tuesday. Given the deteriorated condition of the pipe - which had retained only 20 percent of its original wall thickness - Chevron would have been obligated to replace it to comply with the company's own standards, said [Don Holmstrom](#), Western regional office director of the [Chemical Safety Board](#). Federal officials are focusing on the 52-inch-long segment of the line that failed Aug. 6 and have sent it to a private materials lab for testing. But they say

there is no indication that the 8-inch-diameter segment was inspected during a November 2011 maintenance shutdown of the Richmond refinery's No. 4 crude unit. That violated Chevron standards that all at-risk crude unit pipes be checked for corrosion or other damage during such shutdowns, the safety board officials said. A post-accident examination showed that the failed part of the line had suffered about 80 percent wall loss, and was down to 1/16 of an inch thick from its original 5/16 of an inch. Company standards call for replacing at-risk pipes with 50 percent wall loss. Chevron did inspect other pipe segments in the crude unit during the November inspection, and parts were close to the 50 percent wall-loss level that dictate replacement under Chevron's standards, Holmstrom said.

#### Chevron Changes its Mind

The company removed a corroded 12-inch pipe after the inspection, and originally intended also to replace the line that later failed, Chemical Safety Board officials said. Company officials changed their mind, however, and concluded the line had life remaining - a decision that federal investigators say is central to their probe. Chevron knew that straight runs of pipe without angles, such as the 8-inch line in Richmond, could be more susceptible to corrosion, and this effect had led to three previous fires at other Chevron refineries, the safety board said in a statement. "We have no evidence the section of pipe was ever inspected for thickness," Holmstrom said Tuesday night at the [Richmond City Council](#) meeting. [Nigel Hearne](#), Chevron's refinery manager, said the company is committed to learning from the fire. "Clearly we fell short of the high standard we set for ourselves," he said. Federal investigators also released a five-minute surveillance video taken of the refinery as a cloud of vapor leaking from the failing pipe grew bigger and ignited, enveloping the crude unit in flames and thick black smoke. About 20 workers who were near the pipe escaped with only seconds to spare. "This shows a rapidly growing vapor cloud," said



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Holmstrom. "This clearly was a lot of hydrocarbon vapor being released at this point, so much that you can't see the workers." The fire ignited more than two hours after Chevron employees detected a slow leak in the 8-inch line. The company cut refinery production slightly as it assessed the leak.

#### Huge Vapour Cloud

A small flash fire erupted and was extinguished shortly before the pipe gave way, leading to a vapor cloud that rose more than 1,000 feet into the air. Chevron has said the cloud - visible from across the bay - was mostly steam caused by water being poured on the refinery pipes. A short time after that cloud appeared, the leak from the line worsened and the fire ignited, Chevron said. A smoke plume rose hundreds of feet in the air, and more than 15,000 residents sought treatment at local hospitals, complaining of respiratory problems and other ailments.

<http://www.sfgate.com/bayarea/article/Board-Chevron-failed-to-check-bad-pipe-3858143.php>

#### USA, ALA, BIRMINGHAM, SEPTEMBER 13 2012. IN UNLIKELY TURN, CONSERVATIONISTS LOBBY TO SAVE GULF OIL RIGS

In an ironic twist, scientists, fishermen and conservationists are urging that hundreds of dormant oil rigs be left standing in the Gulf of Mexico, arguing that a federal plan to remove them will endanger coral reefs and fish. While environmentalists might more typically be expected to oppose artificial intrusions in the marine habitat, those seeking a halt to the removal want time to study the impact of rig destruction on the Gulf Coast's economy and to catalog the species, some rare and endangered, that are clinging to the sunken metal. "I am not supporting oil rigs. I am supporting fish habitat that just happens to on petroleum platforms," said Bob Shipp, chairman of the Department of Marine Sciences at the University of South Alabama. U.S. Department of Interior officials say the federal "idle iron" policy, updated in 2010, makes good sense after storms during the 2005 hurricane season toppled 150 defunct oil rigs, causing considerable damage. If defunct rigs are toppled by storms, they can break loose and hit other rigs - potentially causing an oil spill - be swept to land and destroy a dock or a bridge, knock into and damage natural reefs and cause problems with ship navigation. "Cleaning up afterwards is a lot more expensive and inefficient," said David Smith, spokesman for the department's Bureau of Safety and Environmental Enforcement. Federal law has long required the removal of drilling infrastructure no longer in use, but a 2010 agency notice asked operators to detail plans for 650 dormant oil and gas production platforms in the Gulf of Mexico and 3,500 inactive wells. Companies have to demonstrate the infrastructure will be put to use eventually or offer a plan to move ahead with decommissioning, the agency said. The structures have attracted as many as 3 acres of coral habitat per rig, and some 30,000 fish live off of each reef, according to Shipp. "They developed into an oasis for reef fishes," said Shipp, a member of the Gulf of Mexico Fishery Management Council.

#### Faster Removal?

Shipp said the updated "idle iron" policy is driving the destruction of old rigs at the rate of three per week, prompting new concerns about the fate of the wildlife and the thousands of jobs that depend on the reef fish. Diving, sports fishing, restaurants, charter boats and hotels all thrive on the Gulf of Mexico's \$1 billion fishing industry, according to U.S. Representative Steven Palazzo of Mississippi. If the rig dismantling continues, Shipp fears as much as a 50 percent decline in fishery production, which he worries would further devastate an area still recovering from the BP oil spill in 2010. "I have never seen rigs come down this fast in 30 years of study," he said. The Interior Department disputed claims that there has been a rapid rise in rig removals since 2010, though the department could not provide historical data. As of late August, some 227 platforms were scheduled to be taken down in the Gulf of Mexico through the end of 2013, with 116 slated for disposal, 35 for reef conversion and 76 still awaiting decommissioning plans, the department said. About 3,000 platforms were in the Gulf as of July. Still, members of the Coastal Conservation Association have described sailing out to favorite fishing holes only to find dead zones after rig removal, according to Ted Venker, the group's conservation director. Trade groups representing oil rig operators have not taken an active stance on the issue. The Independent Petroleum Association of America said it understands environmental concerns but the potential liabilities posed by idle rigs must also be considered. Republican congressman Palazzo has sponsored a "Rigs to Reefs" bill in the House of Representatives that calls for a moratorium on rig destruction until studies can show the impact on fishing and the economy. Under the legislation, 50 percent of the removal cost would be put back into maintenance of the structures, such as keeping foghorns and night lights working. "People come from all over the world to fish our waters, and they spend a lot of money while they are here," Palazzo said. "We want to protect the oil industry, the ecosystem and our way of life."

<http://www.reuters.com/article/2012/09/11/us-holdusa-gulf-reef-idUSBRE88A1EY20120911>



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#### NEW ZEALAND, SHANNON, SEPTEMBER 13 2012. CLOSE ENCOUNTER WITH A PETROL TANKER

emma horsley

 **Photo's [7]** [Close Encounter With a Petrol Tanker](#)



A Shannon coffee cart owner who narrowly missed being hit by an out-of-control fuel tanker has described the crash scene as being like "something out of a movie". Dave Howorth, owner of the Streetwise coffee cart on State Highway 57 in Shannon, found himself in the firing line. The tanker was sliding on its side toward him as he stood frozen to the spot inside his small black cart. "I heard a bang and in one split second my vision was filled up with a big green truck, it was all very slow motion." Just before 4pm on Monday, the tanker - said to be swerving to avoid a car - toppled over and slid across the highway, shunting a parked car containing two women, and coming to rest about two metres from a shocked Mr Howorth. "It got a bit close. I thought I was a drive-through service there for a while." Mr Howorth and other business owners went to the aid of the women trapped in the car, while the truck driver climbed out of his cab unaided. "After the initial shock I

could hear the women crying in the car and we were all just trying to get them out," Mr Howorth said. Legacy Antiques shop owner Jenny Dick said the truck almost hit the side of the building and it was possibly only a drain that slowed it down. "I heard an enormous bang, then all I saw was the truck appearing in the shop window. "There was a river of fuel running across the road, it was a huge amount and everyone was worried it could all go up in flames." Mrs Dick said business owners in the vicinity were told to evacuate their premises. They were not allowed back into their buildings until yesterday morning after each site had been checked and cleared of petrol fumes. Mrs Dick said she had time only to lock the shop and, for safety reasons, was not allowed to move her car. Horowhenua District and Horizons Regional Council workers were back on the scene yesterday assessing damage and removing contaminated soil. Inspector Dave White, from the Central District police headquarters in Palmerston North, said the cause of the crash had not yet been identified. Mr Howorth, who with his wife Gina has operated the takeaway coffee business for four years, said it was a miracle no-one was hurt.

<http://www.stuff.co.nz/manawatu-standard/news/7659858/Close-encounter-with-a-petrol-tanker>

#### USA, AZ, STONEMAN LAKE, SEPTEMBER 12 2012. A TRICKY PLACE TO WRECK A FUEL TRUCK



A blowout reportedly forced a fuel tanker truck off the Interstate pavement into the median. In this case, early Thursday morning, Sept. 6, the median opened into the overpass of the Stoneman Lake interchange. The big truck dropped off the interstate median onto the two lane local road and was stuck between the two directions of Interstate traffic. The driver was transported for minor injuries, but it took crews seven hours to clear the accident. The fuel truck was mostly empty but still had residual diesel fuel, so the incident became a hazardous incident. Hazmat crews from Camp Verde and the DPS unit from Pinewood assisted. It took two heavy tow trucks to remove the big rig from where it was stuck

<http://www.cvbugle.com/main.asp?SectionID=1&SubSectionID=1&ArticleID=35900>

#### USA, UT, SALT LAKE CITY, SEPTEMBER 13 2012. REPORT FOLLOWING RED BUTTE OIL SPILLS PROVIDES SUGGESTIONS FOR THE NEXT STEPS IN PIPELINE SAFETY

##### Summary

Two separate oil spills have left residents near Red Butte Creek worried for the future, but their outlook is better now that the city has a game plan. Two separate oil spills have left residents near Red Butte Creek worried for the future, but their outlook is better now that the city has a game plan. "The reality is that there are pipelines of one type or another in every area of the



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Salt Lake Valley," said Carl Weimer, executive director of national nonprofit Pipeline Safety Trust. Weimer authored a 29-page [report](#) that was released Wednesday, detailing recommendations for the city's various agencies, residents and industry stakeholders to help reduce any risk of future problems. While it doesn't focus specifically on the Red Butte Creek spills of 2010, Weimer said implementing some of the recommendations contained in the report would "give everyone involved a voice" and could improve the safety of the community. He estimates there are 347 miles of natural gas and hazardous liquid transmission lines underground in the 500-square-mile valley — far too many for federal regulators and the industry to keep an eye on at all times. Recommendations in the report include clearer standards for leak detection and damage reports on the federal, state and local levels, more transparency and creation of a citizen pipeline safety advisory board that would work with industry officials to review the pipelines on a regular basis. Weimer also encouraged local governments to require the use of Blue Stakes' One Call system whenever permits are granted for any excavation projects, as well as better planning near pipelines. Salt Lake City Mayor [Ralph Becker](#) said that while he isn't inclined to impose additional regulations and requirements, the city can be more proactive about keeping track of where people are digging and if damages occur. "We, as a community, need to take the lead on protecting our community," Becker said, adding that residents can't rely on the industry, which has its own specific interests in the pipelines that are all too often out of sight, out of mind. More than 54,000 gallons of crude oil leaked from a 10-inch pipeline operated by Chevron above Red Butte Garden on two separate occasions in 2010. The leak compromised not only the riparian corridor it flowed into but also the health and safety of residents along the creek. Suzanne Cunningham, who lives downstream from the leak site, said she and her family were displaced for more than two months following the June 11, 2010, spill. They also still suffer from the effects of not being told to evacuate until five days after the spill occurred. "Sometimes we don't learn from something until it happens," Cunningham said Wednesday. Her grown children won't play in the creek bed behind their home because of an overwhelming odor of petroleum that still lingers in the area, but Cunningham says she's confident the city is taking the right steps to preclude it all from happening again. And knowing where pipelines are in her neighborhood has encouraged Cunningham to be more cautious. But Utah remains one of only five states that lack clear standards for hazardous pipelines carrying crude oil. "There are gaps in what the federal government can do," Becker said. "The report gives us a clear direction of what we can do to protect our residents." Weimer said Utah does a good job of making information about pipelines available, but enforcement of pipeline regulations and requirements lies with the state Attorney General's Office, which "has more on its plate than monitoring pipeline hits." "The technology is getting better, but it isn't quite there yet to catch every small leak," he said. While tragic accidents involving leaking and ruptured pipelines happen all over the country, Weimer said, "Salt Lake really recognized they wanted to learn a lesson and make pipelines here a lot safer." The report is available, along with other information regarding residual cleanup of Red Butte Creek, at [www.slcgov.com/oilspill](http://www.slcgov.com/oilspill).

### Related Links

- [State report: Red Butte Creek is now safe two years after oil spill](#)
- [Feds reject 'Million' pipeline again](#)
- [Murdock Canal pipeline finished just in time for irrigation season](#)

<http://www.deseretnews.com/article/865562282/Report-following-Red-Butte-oil-spills-provides-suggestions-for-the-next-steps-in-pipeline-safety.html>

### USA, TX, HOUSTON, SEPTEMBER 13 2012. EXXON REFINERY IN BAYTOWN RELEASES MASSIVE AMOUNT OF CHEMICALS

Early yesterday morning, something went wrong at the ExxonMobil refinery in Baytown, east of Houston. In an [emissions event report](#) to the [Texas Commission on Environmental Quality](#) (TCEQ), ExxonMobil reports that there was shutdown of a unit at the refinery after a heat exchanger tube leaked, and the event is still ongoing. Judging by the report, it could go on for several more days. The amount of chemicals estimated to be released during the event are startling, and could exceed the permitted emissions for the facility:

- 61,958 pounds of [Carbon Monoxide](#)
- 51,437 pounds of [Sulfur Dioxide](#)
- 1,057 pounds of Hydrogen Sulfide

So what's the danger of being exposed to these chemicals? There are plenty. The [Environmental Protection Agency](#) (EPA) says that [just five minutes of exposure](#) can lead to "adverse respiratory effects," especially for asthmatics. "Studies also show



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a connection between short-term exposure and increased visits to emergency departments and hospital admissions for respiratory illnesses, particularly in at-risk populations including children, the elderly, and asthmatics," the agency says. The ExxonMobil refinery is already the subject of a [lawsuit](#) by [Environment Texas](#) and the [Sierra Club](#). The suit claims the facility has violated the Clean Air Act "on more than 1,000 separate occasions during the past five years — compounding Texas' pollution problems and endangering the health of nearby residents." The environmental groups have had success in the past with similar lawsuits [against a Shell Oil refinery](#) and [Chevron Phillips chemical plant](#) in Texas, both of which settled out of court for millions of dollars and agreements to reduce pollution and enhance air monitoring. ExxonMobil tried to have the suit dismissed, but it was [upheld by a federal judge last summer](#) and is proceeding. In the meantime, the company has announced plans to [build a massive expansion](#) of the plant that will cost billions of dollars. Baytown is home to several refineries, ExxonMobil's is one of its largest. Oil and gas — an abundance of it lately, thanks to a shale drilling boom, has made [Baytown a hub](#) for petrochemical refining. In an [earlier story](#) on Baytown for StateImpact Texas, Dave Fehling laid out some of the environmental concerns of the sudden growth. As more refineries are built, there will be more industry and jobs. But there will also be more pollution, and the area is already designated as being in "[Nonattainment](#)" by the EPA for its poor air quality.

<http://stateimpact.npr.org/texas/2012/09/12/exxon-refinery-in-baytown-releases-massive-amount-of-chemicals/>

### SOUTH AFRICA, CAPE TOWN, SEPTEMBER 13 2012. MYSTERY SLICK OILS MORE PENGUINS



*Volunteers at SANCOB cleaning penguins that were caught in the oil slick that leaked from the Seli 1 after heavy storms over the weekend.*

Oiled penguins are rolling in — but the surveillance aircraft cannot pinpoint any oil slick. It is thought the oil must be coming from the wreck of the Seli 1, but in small amounts not visible from the aircraft. As the number of oiled birds continues to rise, experts believe many more birds have died at sea. At least two heavily oiled penguins have been found dead on Robben Island. Of the 219 oiled birds found since the beginning of the month, 218 are endangered African penguins. Southern African Foundation for the Conservation of Coastal Birds (Sanccob) head Venessa Strauss said on Tuesday: "They're still catching them on Robben Island, freshly oiled. There is no indication of where the oil is coming from. I can't say for certain the Seli 1 is still leaking, but I can say there is still oil in the ocean. I think it probably is from the Seli, but in small amounts so you can't see it from

the air. The penguins are having a tough time." The Environment Department's surveillance aircraft K9 flew over the sea every day last week and did not report any oil slicks. Strauss said the oiled penguins that were coming in were between 10 percent and 40 percent covered in oil. "We haven't seen any birds 100 percent oiled except those two dead birds. I think this shows that the ones that are completely covered don't make it back to land. They die at sea." This indicated that the real number of birds affected by the oil slick was probably far higher. The wrecked Seli 1 caused an extensive oil slick in Table Bay when remnants of fuel from its submerged tanks leaked out in a storm on September 1, polluting the Table Bay coastline up to Dolphin Beach. Table Bay is one of the main feeding grounds for seabirds from Robben Island and the West Coast National Park. Nola Parsons, the foundation's vet, led a team of volunteers and researchers on Robben Island over the weekend to search for oiled birds and identify chicks that had been abandoned because their parents were oiled. Oiled birds lose their natural waterproofing, so don't go to sea and eventually starve. "Checking birds in the colony is time-consuming and takes many people to check every bush and burrow. We are a little bruised and battered with some sore bodies, but happy that we were able to help the dedicated researchers that have been doing this all week," Parsons said. In 2010 the International Union for the Conservation of Nature's Red Data list classified the African penguin as endangered because populations were rapidly declining. Just seven islands support 80 percent of the global population. The union attributes the penguins' decline to food shortages, both because of use of large amounts of fish caught commercially and the eastward shift of their main food sources of anchovy and sardines. It described penguin deaths from oil spills as a serious threat, adding that there had been "a dramatic increase in the number of oiled birds since 1990".

[Related Links](#) [Rescue effort continues for oiled penguins](#)

<http://www.iol.co.za/scitech/science/environment/mystery-slick-oils-more-penguins-1.1381584#.UFHaUI0gfjl>



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### CANADA, B.C, RICHMOND, SEPTEMBER 13 2012. CAMPERIZED VAN FIRE CLOSES SUPER SAVE GAS

*martin van den hemel*



*This camper van was destroyed by a fire Wednesday afternoon at Super Save Gas, at No. 5 Road and Westminster Highway.*

A camperized van was destroyed by fire late Wednesday afternoon at the Super Save Gas, 6600 No. 5 Rd. The fire forced the closure of Westminster Highway to eastbound traffic, creating commuter chaos at the height of the rush hour, as Richmond Fire-Rescue dealt with the blaze. There was no visible damage to the gas station, but the van's windows were blown out, and firefighters were flooding the older American-made van with water. No word yet as to the cause of the fire. According to a tweet from CBC News (@cbcnewsbc): "Witnesses report fireballs."

<http://www.richmondreview.com/news/169554986.html>

### USA, AKA, HOONAH, SEPTEMBER 13 2012. GAS SPILL FROM FUEL BARGE LEAVES SHEEN NEAR HOONAH



A gasoline spill from a fuel barge being transported near the Southeast Alaska community of Hoonah has caused a sheen in the water, according to the Alaska Department of Environmental Conservation. DEC spokesman Ty Keltner said the crew of a tug transporting the Kirby Offshore Marine barge Leo noticed the sheen Wednesday. They traced it to a 2-inch fracture between the bulkhead of a raised cargo tank and the barge deck. It's not known how much gasoline spilled. The affected tank contained more than 340,000 gallons. Keltner says a temporary seal was put on the fracture and a small quantity of fuel still leaking is being contained on the barge deck. The spokesman says Kirby is developing a plan to transfer fuel from the affected tank to another tank on the barge. Keltner says while a rainbow sheen has been reported at nearby Port Frederick, there have been no reports of impacts to wildlife or the shoreline.

<http://www.adn.com/2012/09/12/2622351/gas-spill-from-fuel-barge-leaves.html>

### NEW ZEALAND, MANAWATU, SEPTEMBER 13 2012. PENGUIN BUBBLE BATH ON SHOW

*talia shadwell*

[Watch the Video Penguin Bubble Bath on Show](#)



A trio of bewildered penguins have been whisked from Napier to Palmerston North for a very public bubble bath. The three little blue penguins were the only known casualties of last Friday's diesel spill in Napier Harbour. A moored fishing boat partly sank on Friday evening, spilling about 1500 litres of its fuel tank's diesel into the sea. Hawke's Bay wildlife rescuers picked up six penguins, of which three were determined to be in need of urgent attention as they were coated in a toxic diesel slick. The birds were dispatched to Massey University's Palmerston North-based national Oiled Wildlife Response team for a scrubbing, to the delight of their young audience yesterday. Massey wildlife technician Pauline Conayne had spent the past two school terms educating Tiritea School pupils about the Wildlife Centre's animal patients. She and national wildlife response team co-ordinator Helen

McConnell, who both spent time in Tauranga helping the animal casualties of the Rena oil spill at Astrolabe Reef, showed the kids the penguin-scrubbing process. The audience were not allowed to touch lest the oils on their own hands compromised the birds' delicate feathers. Tiritea year five pupil Jacob Farrelly, 9, said the children had spent two terms learning about how to clean oiled animals, but this was the first time they had seen it in action. "We got turkey feathers that we put in golden syrup



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and Vegemite and we used [special detergent] Dawn to wash it out. "It took quite a long time just to clean the feathers." It took almost half an hour per bird to clean off the diesel that would poison their skin and strip their feathers of their waterproof qualities if it wasn't swiftly removed, Ms McConnell said. The children were entranced as each well-tempered bird squirmed through the bubble bath, fought a little less against a dousing of warm water and eventually conceded defeat as its turn came for a feather-drying session under a giant blowdrying apparatus. Jacob said the penguins weren't as happy about their rescue as he and his classmates had expected. "We imagined they would be all calm and that, but we now know that they really, really hate it." Last year the school raised \$1000 towards the care of the wildlife centre's patients, an amount the children hoped to match this year.

<http://www.stuff.co.nz/manawatu-standard/news/7668834/Penguin-bubble-bath-on-show>

### AUSTRALIA, QUEENSLAND, BRISBANE, SEPTEMBER 14 2012. DRIVER SERIOUSLY HURT AFTER TRUCK-TRAIN CRASH

*marissa calligeros*

*Thanks to Matt Daniels of EMP Pty Ltd, Dandenong, Melbourne for the "Heads-Up"*

 **Watch the Video:**

[Train crash a 'wedged up bottle neck' - A witness describes how a train "shunted the truck into the south bound train" at Banyo on Brisbane's north side, severely injuring the truck driver and creating a "complex maze" for emergency crews.](#)

 **Photo's [11] Driver Seriously Hurt after Truck-Train Crash**



*The scene of a collision between a semi-trailer and two trains at a level crossing at Banyo, in Brisbane's north.*

Northbound train commuters have been warned of lengthy delays this afternoon, as trains will not be running between Northgate and Shorncliffe stations due to this morning's level crossing crash. A semi-trailer carrying a 38 tonne transformer was hit by a northbound train after it became stuck on the tracks at the level crossing at St Vincents Road in Banyo about 6.35am. Translink has warned commuters of up to hour-long delays during this afternoon's peak hour, as a result of the track closure. Commuters have been advised to seek [alternative transport](#). Potential bus services include routes 306 (from Brisbane City to Nudgee Beach), 310 (from Brisbane City to Brighton), 315 (from Brisbane City to Scarborough), 325 (from Chermiside to Sandgate), 335 (from Brisbane City to Sandgate), and Toombul

services 300, 301, 321 and 322. Meanwhile, eastbound traffic on St Vincents Road is being diverted onto Royal Parade and westbound traffic is being diverted via Tufnell Road. The truck driver, who became pinned between his trailer and a fence when the train hit, underwent emergency surgery for pelvic and leg injuries at the Royal Brisbane and Women's Hospital this morning. He was in a stable condition by 4pm, a hospital spokeswoman confirmed. Police said the truck driver was frantically trying to jack up his semi-trailer when the northbound train, travelling from Brisbane to Shorncliffe, came bearing down on him. A station guard was at the platform and tried to radio through a warning to the main control centre, Queensland Rail chief customer officer Martin Ryan revealed earlier today. "We are still investigating all the processes that have occurred this morning and once we get all that data confirmed we will be able to release that," he said. Mr Ryan believed the train driver saw the truck across the tracks as he rounded a bend towards Banyo station. "The [train] driver has applied his emergency breaks, but unfortunately has hit the low-loader, causing significant damage to the train, the track and also the truck," he said. The screech of emergency breaks and a blast of the train's horn alerted the truck driver, but it was a too late. Unable to stop in time the train slammed into the semi-trailer, shunting it against another southbound train already stopped at Banyo station, where about 30 commuters were waiting. Under the force of the collision the chains holding the transformer onto the trailer snapped and were later found hanging from a nearby tree. The cabin became wedged against the station platform, smashing through a concrete pathway as it hit. Part of the trailer became wedged between the two trains, while its cargo remained on the opposite tracks on the other side of the train. "We understand that the trailer was stopped and the driver and another person ... were out of the vehicle," police Inspector Mark Laing told reporters at the scene. "The preliminary inquiries would suggest the boom gates have actually come down on top of his truck. "So there's certainly no suggestion at this point in time that he was trying to run around boom gates. "I've been briefed that he was attempting to do what he could do to move the truck." Paramedics



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assessed another 15 patients on scene, 14 of whom were on the train at the time of the incident and the train driver. No-one assessed on scene was reported to be injured, according to the Department of Community Safety. Mr Ryan said the crash was "devastating for all Queensland Rail drivers, particularly the gentleman that was at the controls". "He will have this image implanted in his head for many years. This is an unfortunate incident," he said. "We implore motorists and pedestrians to please behave at level crossings; obey the law; do not push through gates; do not rush the boom gates; just drive at the speeds that are signed and also obey the road signals." Mr Ryan said it was not clear whether the truck was authorised to use the level crossing. "Investigations are continuing at the moment. Queensland Police are looking at the whole of the incident, including the use of the road, also the train actions and the actions of all of the people involved," Mr Ryan said. The wreckage was not expected to be completely cleared until late this evening as extra precautions needed to be taken removing the transformer, which was understood to be filled with 5000 litres of oil, police said. An Energex spokesman confirmed the privately-owned transformer was on its way to Energex's Banyo workshop for repairs. Energex dispatched crews and heavy lifting equipment to help clear the tracks, but the spokesman said oil needed to be drained from the transformer before it could be removed. Passengers and nearby residents described the scene earlier today. Chris Hambling, 30, was a passenger in the front carriage of southbound train, which was stopped at the station. He spotted a man moving across the tracks and heard him shouting, before screeching and scrapping sounds of "metal on metal". "It was over particularly quickly," he said. "It was all fairly calm on our train. A few people shouted 'oh my God'." Local residents, including 54-year-old David Makeham, were woken by a loud screech and crunch this morning. Mr Makeham was startled and yelled "holy hell, what's happened", describing the sound as "really bad". "It was a funny noise," he said. "There was screeching and a loud crunch. It was something, you don't really know what it is. It disturbs you." Local business owner Harry Gerolemou, 76, said he had been warning that this type of crash could happen for years. "It's a dangerous intersection. I see people ignoring the flashing lights and boom gates at least 50 to 60 times a day," he said. "I knew something like this was going to happen." Earlier today, the state government said it would not commit funding to safety improvements at the Banyo level crossing until an investigation by the Rail Safety Regulator was completed. Transport Minister Scott Emerson said if the investigation found something needed to be done immediately, "we'll look at it". "It's important for us to give the Rail Safety Regulator and the Queensland Police Service the chance to do a proper investigation, but if they come forward and say something has to be done in the short term, I'm going to be very keen to hear what they have to say," he said. Brisbane City Council and the LNP state Government have agreed since April to jointly fund upgrades of two different rail crossings north of Brisbane. These are the rail crossings at Telegraph Road, Bracken Ridge and Robinson Road, Geebung. The council for several years, while Campbell Newman was lord mayor, opened the door to fixing the rail crossing by offering to pay 50 per cent of the work, which was more than the council would normally provide. But at the time, the previous Labor state government said it could not find any funding for the work until 2020. In Tuesday's state budget, now-premier Mr Newman allocated \$124 million to begin work on the Telegraph Road and Robinson Road crossings. In the first six months of this year there were 213 incidents, including near-misses, reported at level crossings across Queensland. In June, the Newman government launched a level crossing safety campaign titled "Crosses" and at the same time promised to provide \$1 million for a successful tender to trial rail safety technology.

<http://www.brisbanetimes.com.au/queensland/driver-seriously-hurt-after-trucktrain-crash-20120914-25vrvw.html>

#### INDIA, LUCKNOW, MOHANLALGANJ, SEPTEMBER 14 2012. EXPLOSION IN FIRECRACKER UNIT KILLS 2, INJURES 4

A massive explosion caused by a spark that flew on material for fire-cracker manufacture resulted in death of two women and injuries to four others in Mohanlalganj police station area on Wednesday morning. The women were identified as [Saira Bano](#), wife of Chand Babu alias Tiger and Shabana, wife of his brother Naan. According to reports, Chand Babu lives in a joint family with his brothers Naan, Jameel Ahmed and Shamsul Haque in their house at Kankaha locality in Mohanlalganj. The fire cracker manufacture licence is in Jameel's name. In violation of rules, all explosives and fire cracker material were kept in the house. On Wednesday, at around 4am, Saira woke up and went into the kitchen. A spark flew and hit the sack containing explosive material, but Saira did not notice. The explosive material caught fire resulting in a powerful explosion and turned the house into rubble leaving Saira and Shabana dead and four others seriously injured. Saira succumbed to her injuries immediately, while Shabana died as she was being taken to the hospital. Those who received injuries were identified as Shabana's husband Naan, their son Bheem and daughter Noor Basi and one other. According to eye witnesses, such was the impact of the explosion that Naan, who was sleeping on the terrace along with his family members, were almost flown to a distance. Police sources also said that Jameel had the licence, but keeping explosive materials in the house was illegal. Police



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added that Jameel should have ideally been manufacturing fire crackers outside the village area. Head constable Sanjay Pandey from Kankaha outpost lodged an FIR against Jameel booking him for negligence in a case under the Explosive Materials Act.

<http://timesofindia.indiatimes.com/city/lucknow/Explosion-in-firecracker-unit-kills-2/articleshow/16376624.cms>

#### RUSSIA, SEPTEMBER 14 2012. RUSSIAN TANKER DRIVER TAKES CORNER MUCH TOO QUICKLY [VIDEO]

 [Watch the Video Russian Tanker Driver Takes Corner Much Too Quickly](#)

When driving a tanker, which is not empty (carrying about 18 tons of fuel), you need to be very aware of the laws of physics, otherwise you may end up on your side, spilling petrol all over the road. This Russian driver overcooks a corner, entering it much too quickly and from the wrong lane. Since liquid slushes around, it is never a good idea to attempt any spirited cornering when carrying large amounts of liquid around (same goes for fire trucks). In this case, only some fuel was spilled, but such incidents can end much worse, with fire being one of the main concerns, as well as driver injuries - the driver from this particular video suffered only minor injuries, but was generally OK. Another important fact is to never be on the outside of one of these top-heavy vehicles, when they are going around corners, because you and your car will never stand a chance against dozens of tons of steel and petrol.

<http://www.autoevolution.com/news/russian-tanker-driver-takes-corner-much-too-quckly-video-49435.html>

#### USA, LA, PLAQUEMINE, SEPTEMBER 14 2012. BIODIESEL MAKER ARRESTED FOR POLLUTION AGAIN

*michael oliver*

 [Watch the Video Biodiesel Maker Arrested for Pollution Again](#)

A man already on probation for dumping materials used in the production of biodiesel has been arrested again on the same charges. Tommy M. Francise, 56, was arrested Thursday after inspectors with DEQ say they found a large grease-contaminated area at Francise's Plaquemine home. In addition, they say he dumped grease and cooking oil into a canal behind his house. Plants in the contaminated areas were destroyed. Francise has been charged with illegal dumping of pollutants into state waterways and illegal disposal of solid waste. He pled guilty in March 2012 to dumping biodiesel byproducts at his home. The plea stems from an [April 2010 arrest](#) on the same charges. He was ordered to follow state environmental laws and regulations as a condition of his probation. If convicted of the latest charges, Francise faces three years in prison and a fine of up to \$50,000.

<http://www.wafb.com/story/19537877/biodiesel-maker-arrested-for-pollution-again>

#### CANADA, B.C, COLWOOD, SEPTEMBER 14 2012. FUEL-TRUCK CRASH ON MALAHAT NEAR GOLDSTREAM RISKED MANY LIVES, COURT TOLD

*louise dickson*

 [Watch the Video Man Awaits Sentence for Filling Goldstream with Gas](#)



The driver of the Columbia Fuels truck lost control and crashed the vehicle on the Malahat in April 2011. 42,000 litres of gasoline spilled into Goldstream River.

A Columbia Fuels driver whose truck crashed and spilled 43,000 litres of fuel into Goldstream River placed hundreds of people in jeopardy by driving while impaired and tired, prosecutor Steve Salmond told Western Communities provincial court Wednesday. Salmond made the remarks at the sentencing hearing for Nanaimo resident James Allan Smith, 35, who pleaded guilty in June to dangerous driving and violating the Fisheries Act. About 43,000 litres of gasoline and 700 litres of diesel spilled into the river after Smith's vehicle crashed into a rock wall near Goldstream Provincial Park in April 2011. The case is unusual because the Crown proceeded with both a criminal charge and an

environmental charge. "The Crown felt it could not ignore 40,000 litres of hydrocarbons going into a significant stream," said provincial environmental prosecutor John Blackman, who also made submissions at the sentencing hearing. On the dangerous-driving charge, Salmond and defence lawyer Dale Marshall asked Judge Sue Wishart to impose a three-month conditional sentence order followed by nine months of probation with conditions for Smith to deal with his alcohol problem.



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Salmond also wants a two-year driving prohibition, which Marshall opposed because the Superintendent of Motor Vehicles had already suspended Smith's licence for two years in May 2011. Blackman asked for a fine of \$5,000 to \$10,000 on the environmental charge. Marshall suggested it would be more appropriate to have Smith perform 200 hours of community work service in stream rehabilitation or fisheries habitat. "There's a wide range of options before the judge," Marshall said outside court. "Whether or not she imposes a fine versus community work service, we'll have to wait and see." Charges of impaired driving and two charges under the Environmental Management Act were stayed. Salmond read statements from witnesses who saw Smith driving the semi-truck pulling two full tankers down the Malahat before it crashed into a rock wall at about 6 p.m. on April 16, 2011. They described the vehicle weaving side to side, the trailer swinging and hitting the shoulder of the road, sending up huge clouds of dust. Smith's driving was erratic — sometimes slow, then speeding up in dangerous corners instead of slowing down. Jillian Elrington told police she came around the corner into Goldstream Park and saw a tractor trailer partially in her lane. "To my absolute astonishment, the truck front seemed to rear up at me, then it flipped over and slammed into the rock face," she said. "I was just flabbergasted. I started to slow down, then the front axles of the truck came directly at me." Officers found a sombre Smith out of his truck, leaning against a barrier. The officers noticed eight cans of beer in the truck. A blood sample taken three hours after the accident showed he had a blood alcohol level almost three times the legal limit. Marshall asked the court to consider Smith's early guilty plea. He said Smith had fallen into alcohol abuse at the age of 16 when his grandfather died. The cycle continued with the breakup of his marriage and his grandmother's death in 2009. "He failed to recognize it and get help until something serious happened," said Marshall. "He's suffered greatly from this ... He's grateful nobody was hurt and he recognizes how serious it could have been." No date has been set for the judge's decision.

<http://www.theprovince.com/news/Fuel+truck+crash+Malahat+near+Goldstream+risked+many+lives+court/7237977/story.html>

#### AUSTRALIA, VICTORIA, VIOLET TOWN, SEPTEMBER 14 2012. MAN DIES AS FUEL TANKER JACKKNIFES ON HUME FREEWAY NEAR VIOLET TOWN CAUSING HUGE FUEL SPILL AND ROAD CLOSURE

*Thanks to Matt Daniels of EMP Pty Ltd, Dandenong, Melbourne for the "Heads-Up"*

##### Watch the Video's

- [Man Dies as Fuel Tanker Jackknifes](#)
- [Fatal truck crash on the Hume](#)
- [Truck smash closes Hume](#)
- [One Dead as Fuel Spill Sparks Crash Fire Fears](#)

##### Photo's [7] [Scenes of a fatal crash just outside](#)

- Fatal truck crash on the Hume
- A petrol tanker carrying 40,000 litres of fuel has jackknifed and rolled near Violet Town, killing the driver and closing the Hume Freeway ...
- There a major diversion on part of the Hume Highway in northeast Victoria this morning after a fatal truck crash overnight



*The scene of a fatal crash just outside of Violet Town.*

Part of the Hume Freeway could remain closed until late tonight after a man was killed when his tanker carrying fuel jackknifed in northeastern Victoria causing a spate of crashes. The tanker, carrying 40,000 litres of fuel, was travelling north along the freeway about 11pm when it jackknifed and rolled 3km south of Violet Town, about 180km from Melbourne, killing the driver. Police have since closed a 70km stretch of freeway between Seymour and Violet Town in both directions after fuel was found leaking from the tanker on the road. Foam is being used to blanket the fuel which has leaked and is spilling into a nearby creek flowing

towards Violet Town, a CFA spokesperson said. After the tanker crashed, a woman then drove her car into the collision but managed to escape before a second tanker collided with the car and tanker. The driver of the car and second truck were not injured. North-bound traffic is being diverted along the Goulburn Valley Highway and south-bound traffic is being diverted through Violet Town. Nearby residents in Violet Town have been advised not to use ignition sources such as pilot lights and to close all exterior doors, windows and vents, and ensure that heating and cooling systems are turned off. The CFA has warned residents to remain vigilant as fuel may travel down water courses causing a strong smell.



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#### Related Links

- [One Dead as Fuel Spill Sparks Crash Fire Fears](#)
- [Vic Fuel Spill Poses Risk to Residents](#)
- [CFA: Violet Town Tanker Rollover](#)

<http://www.news.com.au/national/man-dies-as-fuel-tanker-jackknives-on-hume-highway-near-violet-town/story-fndo4cq1-1226473849130>

#### AUSTRALIA, NEW SOUTH WALES, SEPTEMBER 14 2012. MSAC INVITES YOU TO HAVE YOUR SAY ONLINE



The NSW Mine Safety Advisory Council has released its draft strategic actions for the next five years. The document, Actions for World-leading Health and Safety to 2017 outlines how, through the MSAC collaboration process, the industry will work during the coming years to achieve world-leading work health and safety. You can download a copy of the Actions to 2017 and make a submission through the Have Your Say [website](#). The comment period ends on 9 October 2012. MSAC would welcome your input. For further information about MSAC visit [www.nswminesafety.com.au](http://www.nswminesafety.com.au)

Visit the NSW Government [mine safety website](#) where you will find safety alerts and bulletins, upcoming events and a wide range of mine safety publications.

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#### AFGHANISTAN, GHAZNI, SEPTEMBER 14 2012. AFGHAN BUS COLLIDES WITH OIL TANKER, 50 DEAD

*Thanks to Burhan Akhlaq in Pakistan for the information*



A passenger bus collided with a fuel tanker in Afghanistan on Friday, killing 50 people and injuring several others, with women and children among the victims, officials said. The incident happened in Ab Band district of Ghazni province, on the highway from Kabul to Kandahar, the capital of the south and Afghanistan's second largest city, on what is one of the most dangerous roads in the country. It was not immediately clear to whom the fuel tanker belonged. Ghazni is part of the main supply route for NATO goods coming into Afghanistan from the north and heading south. "At around 6:30 am (0200 GMT) a passenger bus collided with a fuel tanker in the Spin Band area of Ab Band," Mohammad Ali Ahmadi, the deputy governor of the province, told AFP. "As a result, the fuel tanker and the passenger

bus caught fire and 50 people were killed and six others were wounded in the collision. There are women and children among the victims," he said. Interior ministry spokesman Sediq Sediqqi also said that 50 people had died, with five others wounded. Baz Mohammad Himmat, the head of the main hospital in Ghazni city, said only that five wounded had been brought in after the accident, but had no information about the dead. Afghanistan's roads are perilous and many vehicles in the country are old, meaning that high casualty road traffic accidents are relatively common. There was no immediate suggestion that insurgents had been involved in Friday's accident, but Ghazni is a flashpoint for Taliban attacks, particularly on the highway. The Islamist militia is leading a 10-year insurgency against the US-backed government and 177,000 NATO combat troops who by the end of 2014 are due to withdraw and hand over security responsibility to Afghans.

#### Related Links

- [50 dead in Afghan bus-tanker collision](#)

A passenger bus has collided with a fuel tanker in Afghanistan, killing 50 people and injuring several others, with women and children among the victims. The incident happened in Ab Band district of Ghazni province on the highway from Kabul to Kandahar...

- [50 dead in Afghan bus accident](#)

A passenger bus collided with a fuel tanker in Afghanistan early on Friday, killing 50 people and injuring several others, with women and children among the victims, officials said. The incident happened in the Spin Band area of Ab Band district of Ghazni...



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- [Afghan Bus Crashes Into Fuel Tanker, Killing 50 Passengers](#)  
More than 50 Afghan civilians traveling in a bus were burnt to death today in eastern Ghazni province after their vehicle struck a fuel tanker. The public ...
- [Bus collision in Afghanistan 'kills 50' in Ghazni](#)  
At least 50 people have been killed and six injured after a bus collided with a fuel tanker in the eastern Afghan province of Ghazni, officials say. Both vehicles were engulfed in flames after the collision and reports say many victims were too badly burned to be ...

[http://www.channelnewsasia.com/stories/afp\\_asiapacific/view/1226000/1/.html](http://www.channelnewsasia.com/stories/afp_asiapacific/view/1226000/1/.html)

### USA, LA, NEW ORLEANS, SEPTEMBER 14 2012. STOLTHAVEN BRAITHWAITE TERMINAL MAY HAVE RELEASED MORE THAN 191,000 GALLONS OF TOXIC CHEMICALS DURING ISAAC

 [Watch the Video](#) [Stolthaven puts chemical tank cars back on tracks in Braithwaite](#)

[Photo's \[7\]](#) [Stolthaven rerails chemical tank cars in Braithwaite](#)

 [Photo Gallery \[5\]](#) [Stolthaven chemical admits to release during Hurricane Isaac](#)



Workers at the Stolthaven chemical holding and transfer facility in Plaquemines Parish Thursday September 13, 2012. The company admitted to releasing more chemicals during Hurricane Isaac than initially thought. A report by Stolthaven to the National Response Center admits to releasing over 191,000 gallons of benzene, styrene, toluene and other chemicals into flood waters that entered Braithwaite, according to the Louisiana Bucket Brigade.

More than 191,000 gallons of toxic chemicals may have been released from the Stolthaven New Orleans petroleum and chemical storage and transfer terminal in Braithwaite during [Hurricane Isaac](#), according to a company report filed Tuesday with the U.S. Coast Guard National Response Center. That's just one day after the Louisiana Department of Environmental Quality [assured the public](#) that

monitoring at the facility detected no offsite contamination. Today, a DEQ spokesman said Stolthaven's report "lists the worst-case scenario for potential releases which includes tank contents that could not be accurately measured." "The actual amount released, the type of chemical and if it was released (air, water, etc.) has yet to be determined for the materials in this NRC update," said DEQ spokesman Rodney Mallett. "This investigation is still ongoing by DEQ and numerous state, federal and local officials. "DEQ and others continue to monitor the air and have taken surface water samples and are reviewing plans to conduct soil samples," he said. "The current goal of all the responding parties is to clean up the facility and ensure public safety. Pre and post-storm reconciliation of the materials that were on site will better determine the actual amount released." A flyover of the area by a Times-Picayune photographer this morning showed a significant quantity of liquid material adjacent to one of the tanks, with nearby workers dressed in clothing designed to protect them from hazardous chemicals. "We know there were releases early in the event," Mallett said. "That's one of the reason for the extensive air monitoring which currently shows no off site impacts. The earlier releases are also one reason why we are in the process of beginning sediment sampling." The area around the terminal along Louisiana 39 in Plaquemines Parish remains blocked to residential traffic as a precautionary measure as workers move volatile chemical containers back into place. On Monday, DEQ emergency response manager Peter Ricca said any hazard remained on the facility's site. Company officials said then that the facility sustained severe flooding during Isaac, with parts of the plant under 7 feet of water. However, in the report, company officials said floodwaters were between 10 and 14 feet deep "which caused damages and leaks to some of the storage tanks." "The release occurred on 29Aug2012 with the discovery date of 11Sep2012," the form said. "The quantities for all of the materials involved are not expected to exceed the specified amount." Officials with the Louisiana Bucket Brigade said the report raises questions about DEQ's public reassurances. "As of a few days ago, DEQ was offering assurances of safety to people, and this form exposes how lackadaisical they are about protecting us, and they should be fired," said Anne Rolfes, the group's executive director. "They were saying publicly that it was safe and nothing was released into the greater community, but it was clear from just driving through the neighborhood that something was wrong. They need to be honest and not just give kneejerk reassurances." Rolfes said the report also shows that Stolthaven did not do enough to prepare for an expected flooding of its facility during the storm. "They'll say that Isaac was an act of God, but they're supposed to be prepared to withstand



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## Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 883 Newsy Stuff

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

September 29 2012



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floodwaters," she said. DEQ and Stolthaven officials did not respond Thursday afternoon for comments on the report. Stolthaven officials reported the release of nine toxic chemicals into floodwaters:

- **Diethylethanolamine** 177,568 gallons. The chemical is used as a corrosion inhibitor and in the manufacture of agrichemicals and pharmaceuticals. It can cause eye and skin burns and can be harmful or fatal if swallowed, and is harmful if inhaled or absorbed through the skin, according to a material safety data sheet.
- **Lubricating oil** 9,474 gallons.
- **Styrene monomer** 1,036 gallons. The chemical is a key ingredient in plastics manufacturing; an eye and skin irritant, hazardous if ingested, according to a material safety data sheet.
- **Toluene** 973.1 gallons; an industrial feedstock and solvent, it is an eye and skin irritant and hazardous when ingested.
- **Xylene** 973.1 gallons; a solvent and feedstock used in manufacturing other chemicals, harmful when inhaled or comes in contact with skin, and hazardous if ingested.
- **Ethylene glycol** 822 gallons; best known as an ingredient in antifreeze, hazardous when ingested and slightly hazardous in case of skin or eye contact.
- **Ethylbenzene** 291.8 gallons; used in the manufacture of styrene and other chemicals; hazardous to eyes, when ingested or inhaled.
- **Napthalene** 97.3 gallons; best known as the ingredient of mothballs, is very hazardous if ingested, an eye irritant and hazardous if inhaled.
- **Tetraethyl lead** 5.1 gallons; a banned gasoline additive in this country, harmful in contact with skin or eyes, can cause lung damage, and long-term exposure to lead can cause health problems in children.

### Related Links

- [Isaac's damage to Plaquemines Parish chemical storage facility has caused no offsite contamination, officials say](#)
- [Days after Isaac, homes near Stolthaven chemical plant in Braithwaite evacuated](#)

[http://www.nola.com/hurricane/index.ssf/2012/09/stolthaven\\_braithwaite\\_termina.html](http://www.nola.com/hurricane/index.ssf/2012/09/stolthaven_braithwaite_termina.html)

### AUSTRALIA, VICTORIA, MELBOURNE, SEPTEMBER 14 2012. PUBLIC COMMENT ON THE DRAFT DANGEROUS GOODS (STORAGE AND HANDLING) REGULATIONS

*Thanks to Matt Daniels of EMP Pty Ltd, Dandenong, Melbourne for the "Heads-Up"*

 **Document** [The draft regulations are available here.](#)

 **Document** [The Regulatory Impact Statement is available here.](#)



Dangerous goods can cause injury and death and can also seriously damage property and the environment. Please read the guide below to learn how to make your workplace safe. Victoria's Dangerous Goods (Storage and Handling) Interim Regulations 2011 are due to expire on 1st December 2012. WorkSafe has been undertaking a process to review and remake the regulations by this date. As part of the review process, proposed Dangerous Goods (Storage

and Handling) Regulations 2012 and a Regulatory Impact Statement (RIS) have been prepared in accordance with section 11 of the Subordinate Legislation Act 2012, and are now available for public review and comment. The main objective of the proposed regulations is to provide for the safe storage and handling of dangerous goods, including chemicals, petrol, LP gas and highly corrosive substances. These goods present significant risks to the community and the environment, and the proposed regulations will provide continuity in the safe storage and handling of these goods in Victoria. The RIS discusses possible alternatives to the proposed regulations and concludes that the proposed regulations are the best means of achieving the stated objectives. The RIS considers the costs and benefits of the proposed regulations and concludes that adoption of the proposed regulations will yield net benefits over the next 10 years. You are invited to comment on the RIS and the proposed regulations. Comments should be received no later than 5.00pm on Thursday 11 October 2012. Written submissions should be received no later than close of business on 11 October 2012, and addressed to:

Manager, Stakeholder Engagement and Communications, Legislation, Policy and Information Services Division, WorkSafe Victoria, 222 Exhibition St, Melbourne Vic 3000. Submissions by e-mail should be forwarded by the same date to the following address: [storageandhandling2012@worksafe.vic.gov.au](mailto:storageandhandling2012@worksafe.vic.gov.au)



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All submissions will be treated as public documents unless clearly identified as being confidential. Enquiries about the regulatory package should be directed to the WorkSafe Advisory Service tel. 1800 136 089 (toll free) or (03) 9641 1444.

<http://www.worksafe.vic.gov.au/safety-and-prevention/health-and-safety-topics/dangerous-goods>

### AUSTRALIA, VICTORIA, MELBOURNE, SEPTEMBER 14 2012. CARBON MONOXIDE: AN EASILY PREVENTABLE SILENT KILL

 **Document** [Carbon Monoxide Factsheet](#)

 **Document** [Beware Carbon Monoxide - Never Use Generators Indoors](#)



You can't see, smell or taste it, but it can kill you. Carbon monoxide (CO) is one of several silent and deadly toxic gases that threaten Australian workers. It may not be fatal in small amounts, but it is nearly impossible to perceive the levels of CO in the air until your body runs out of oxygen. Carbon monoxide poisoning is the focus of a recent WorkSafe Victoria campaign targeting domestic generator use. The safety agency issued a [statement](#) on 5 September, following the

state's second carbon monoxide-related death in the last month. It is not only a domestic problem; CO toxicity is also an issue for employees in manufacturing, automotive repair, and other industries requiring workers to spend time around vehicles, furnaces or CO-emitting machines in enclosed spaces. "If an appliance uses petrol or is attached to a portable gas bottle then the golden rule is that it should never be used indoors," according to WorkSafe Victoria's director of energy safety, Paul Fearon. "Petrol engines and outdoor gas appliances, such as barbecues and patio heaters, produce carbon monoxide. These are safe if they are used in the open air but can become lethal when used in enclosed spaces," he added. The answer to preventing dangerous levels of CO from accumulating is incredibly simple: proper ventilation. Many types of smaller combustion engines, gas-powered machines and large industrial plants emit significant amounts of carbon monoxide, but normally the gas diffuses into the air, minimising the health risk to the operator. In smaller spaces, the level of CO can increase so rapidly that it becomes life-threatening in a matter of minutes. The most alarming part is that workers in dangerous areas have no way of knowing the seriousness of the health risk they face unless they have an active CO detector with them. Minor exposure to CO causes blurred vision and poor concentration, [according to a Department of Sustainability, Environment, Water, Population and Communities fact sheet](#). Headaches and exhaustion are common symptoms of two to three hours of exposure to moderate CO levels of around 200 parts per million (ppm). A concentration of 400ppm is considered to be a "very high level" of CO causes more profound symptoms similar to those at lower levels. Concentrations of 1200ppm or more are immediately life-threatening. "The best way to prevent carbon monoxide related deaths and illness in the workplace is to not allow the use of petrol, diesel or LPG powered appliances in confined spaces and enclosed or poorly ventilated areas," WorkSafe general manager for health and safety operations Lisa Sturzenegger said in the agency's recent statement. "Workers need to be supervised and trained to use safe systems of work and they should be instructed on recognising the symptoms of carbon monoxide poisoning," she said.

[http://www.safetowork.com.au/news/carbon-monoxide-an-easily-preventable-silent-kille?utm\\_source=SilverpopMailing&utm\\_medium=email&utm\\_campaign=Safe%20To%20Work%20Newsletter%20-%20send%20-%203E%2014/09/2012%202:33:26%20PM&utm\\_content=](http://www.safetowork.com.au/news/carbon-monoxide-an-easily-preventable-silent-kille?utm_source=SilverpopMailing&utm_medium=email&utm_campaign=Safe%20To%20Work%20Newsletter%20-%20send%20-%203E%2014/09/2012%202:33:26%20PM&utm_content=)

### USA, OH, STOW, SEPTEMBER 14 2012. BEARD SINGED IN MOTORCYCLE FIRE AT GAS STATION



*The motorcycle was a total loss after catching fire Wednesday at the BP on State Routes 91 and 59.*

A 57-year-old man from Rootstown made a stop in Stow for gas and his motorcycle ended up catching fire. According to [police and fire reports](#), the man stopped at BP at 3349 Kent Rd. around 6 p.m. Sept. 12 to fill up his empty gas tank. "After one gallon of gas was poured into the tank, [the man] reported there was an 'explosion' and the vehicle was on fire," said Stow Police Lt. Anne Stirm. "The first officer on scene, Lt. Mike Titus, attempted to extinguish the fire with the fire extinguisher from his cruiser, but the attempt was unsuccessful." The motorcycle was a total loss, estimated around \$2,000. The motorcycle driver's beard hair was singed by the fire, but otherwise, uninjured.

<http://stow.patch.com/articles/beard-singed-in-motorcycle-fire-at-gas-station-photo>



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