



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 900 Newsy Stuff

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

**November 13 2012**



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**USA, KY, LOUISVILLE, OCTOBER 30 2012. TRAIN DERAILMENT: EVACUATION, ROAD CLOSURES EXPECTED TO LAST AT LEAST 24 HOURS**

**Watch the Video:**

- [Multiple Homes Evacuated, Shelter Set-Up Following Train Derailment](#)
- [Hazmat Team at Scene of Train Derailment Expected to Pull Out Within Four Hours](#)

**Photo's [22]** [Images: Hazmat Situation After Train Derails](#)



*Train derailment off Dixie Highway.*

**Update: 11:10 a.m.**

EMA/MetroSafe is now saying the evacuation and road closures will likely last 24 hours after the incident.

**Update: 10:55 a.m.**

The evacuations and road closures caused by a train derailment and chemical leak in southwestern Jefferson County will likely last for at least 14 hours. The train was carrying lots of different chemicals, but so far the only one that appears to be leaking is butadiene. Some residents living near Abbot Beach Road in Jefferson County and Katherine Station Road in Bullitt County have been evacuated, and there's a shelter-in-place warning for those within a two mile radius of the spill. MetroSafe spokeswoman Jody Duncan says the road closure and evacuation will continue at least 14 hours, because that's how long it will take to clean up the leak. But the area could be affected for longer.

**Update: 10:30 a.m.**

[Here are five things you should know about butadiene.](#)

**Update: 9:50 a.m.**

The shelter-in-place warning from the train derailment in southwestern Jefferson County has been expanded to 2 miles, EMA/MetroSafe said. No further evacuations have been ordered.

**Update: 9:30 a.m.**

The flammable chemical butadiene is leaking Monday morning after a train derailment in southwestern Jefferson County near Dixie Highway, said Jody Duncan, a spokeswoman for EMA/MetroSafe. The evacuation on Abbotts Beach Road is affecting about 20 homes, Duncan said. The shelter-in-place warning remains in effect for a mile-radius of the train derailment. No injuries

were reported in the derailment or aftermath, though a hunter was reportedly near the scene when the derailment happened, Duncan said. Bullitt County authorities have evacuated parts of Katherine Station Road, Duncan said. About 20 homes have been affected by the train derailment in southwestern Jefferson County, said Jody Duncan, spokeswoman for EMA/MetroSafe. Barge traffic was also halted after the train derailment, Duncan said. WFPL will bring you more as information becomes available.

**Earlier:**

The derailment of a train carrying chemicals on Dixie Highway near the Jefferson County line early Monday has caused authorities to evacuate homes on Abbott Beach Road, MetroSafe/EMA said. Bullitt County officials are also evacuating residents on Katherine Station Road. Nearby residents have been warned to shelter in place. A Level 3 HazMat incident--the highest possible designation--has been declared. MetroSafe spokeswoman Jody Duncan says crews are working to check for leaks to see if any chemicals were spilled. The train was carrying chemicals including:

hydrogen fluorides, hydrochloric acid, sodium hydroxide, butadiene, styrene monomer, methyl isobutyl ketone and calcium carbide. The derailment happened at about 6 a.m. and no injuries were immediately reported, MetroSafe/EMA said. Authorities are warning people within a mile radius of the derailment to stay indoors until further notice, and a civilian no-fly zone has been instituted for a five-mile radius from the accident. Johnson says she's not sure where the train was headed, but it was going south from Louisville. The train was operated by P&L Railroad.

<http://wfpl.org/post/train-derailment-evacuation-road-closures-expected-last-least-24-hours>



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### INDIA, MYSORE, OCTOBER 30 2012. SOUTH WESTERN RAILWAY BEGINS DRIVE TO CHECK TRANSPORT OF INFLAMMABLE GOODS

*kevin mendonsa,*

The Mysore division of South Western Railway has launched a drive against unauthorized carrying of dangerous goods such as kerosene oil and LPG cylinders. The division has detected 15 such cases and collected Rs 4,800 as fine in the past four months. [Anup Dayanand Sadhu](#), senior divisional commercial manager of SWR, said that some fire accidents in passenger trains have occurred in the recent past in different parts of Indian Railway, because of which precious lives have been lost, and many have suffered injuries. Accidents have occurred because of unauthorized carrying of highly inflammable items by the passengers. Carrying inflammable goods like kerosene oil, LPG cylinders and flammable items in passenger trains has been restricted under Section 67 of Railways Act (1989). Anyone found carrying such goods shall be prosecuted under Section 164 of the Act, which prescribes imprisonment up to three years and or with a fine of up to Rs 1,000. "In view to curb such illegal carrying of dangerous goods and to prevent possible fire accidents, the safety and security departments of Mysore division (SWR) has intensified checking of passengers' belongings in trains for dangerous goods," he said.

<http://timesofindia.indiatimes.com/city/mysore/South-Western-Railway-begins-drive-to-check-transport-of-inflammable-goods/articleshow/17013640.cms>

### JAPAN, TORII STATION, OCTOBER 30 2012. FUEL OPERATIONS AT ITS BEST IN PACOM



*Sgt. Natasha Lam, petroleum laboratory specialist, 505th Quartermaster Battalion, gives a fuel sampling kit to a master labor contractor before boarding the boat. The mission of the battalion is to receive, test, store and issue fuels that are essential to the pacific command.*

Imagine handling more than two million gallons of jet fuel for the Air Force, 100,000 gallons for the Marines and up to 600,000 gallons of diesel fuel for the Navy on Okinawa. It's a big order requiring a substantial commitment, performing a critical mission that remains the sole responsibility of the 505th Quartermaster Battalion. The unit's motto is "proud to pump." It speaks volumes to the unit's commitment serving as the Army's only active-duty petroleum pipeline operating unit. The 505th is responsible for handling strategic bulk fuels in support of the Department of Defense activities while maintaining the U.S.

Pacific Command's war reserve petroleum objectives. "If United States Army Pacific or United States Army Japan need to move things around it takes fuel and that's what we do, but we really provide fuel to all services throughout the pacific command," said Lt. Col. Kenneth M. Leeds, commander, 505th Quartermaster Battalion. The 505th operates and maintains a massive 100-mile steel under ground petroleum pipeline system on Okinawa. The goal for the battalion is to receive, test, store and issue fuels that are essential to everyday life for DoD entities regardless of service component. The unit is a direct fuel supplier whether it's aviation, diesel or automotive fuel. Staff Sgt. Jaime Poole, petroleum laboratory non-commissioned officer in charge, 505th Quartermaster, says the fuel originates from various locations throughout the Defense Logistic Agency's Energy Defense fuel points around the pacific. "DLA owns the fuel and we basically have the primary responsibility to ensure the fuel is safe for use, we take pride in what we do not only as a representative of the Army on the island but for the pacific and the Army as a whole," said Poole. It takes approximately 40 personnel to work the fuel mission when it arrives to Okinawa. In addition to divers and others who work on guiding the tankers into to the area and other support operations, the 505th focuses on ensuring the fuel's safety and quality. To accomplish this, the 505th relies on two petroleum operations sections, quality analysis and quality assurance, the moment fuel arrives on island. The quality analysis section pulls fuel samples from the tanker and takes it back to the lab to assess if the incoming fuel has water or other harmful particles. The quality assurance section then assists with the transfer of the fuel from the tanker and its transportation to the end user. Sgt. Jarrod Stegall, petroleum laboratory specialist, 505th Quartermaster, works in the quality analysis section and says his job is rewarding because he rarely got a chance to test fuel at his last duty station. He also added it takes everyone to ensure the mission is complete. "We rely heavily on others to get the job done, it's a team effort and that's what it's all about, we work as a team, to include DoD contractors and local nationals, and that's important," said Stegall. The unit receives about 90 missions annually which half are coordinated with the Japanese Ground Self Defense Force. The 505th is involved with every phase of the military's petroleum operations in the pacific with the exception of rail transportation services. Annually the unit receives



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and distributes well over 56 million gallons of fuel. Earlier this year the unit showcased its ability to go beyond what's required of a Quartermaster unit by taking on an important mission that set the standard for the island. "In February we took charge and united the other services on island and signed a joint service agreement that spells out policy and procedures on how to react to a catastrophic fuel spill. Each service understood the need and agreed that a joint effort and response team was necessary and signed the Okinawa Joint Fuel Spill Response memorandum," said Leeds. The unit has a long-standing tradition of being the best at petroleum operations to include winning the 2010 Distinguished Unit of the Quartermaster Regiment Award and the 2004 Army Petroleum Institute Award for Excellence in fixed facility petro operations. The American Petroleum Institute is an internationally recognized trade organization for the petroleum industry. It sets standards and provides technical direction for all aspects of petroleum production, refining, measurement, and fuel handling on a worldwide basis. The 505th earned the award because of its top notch fuel handling operations. "If there isn't good quality fuel ships don't sail, planes don't fly and vehicles don't move. As soldiers we understand that and really love and understand what our job means to the Army on Okinawa, the pacific region and the Department of Army as well," said Poole.

<http://www.dvidshub.net/news/96882/fuel-operations-its-best-pacom#.UI8kCMVOQrU>

### USA, ILL, BARTLETT, OCTOBER 31 2012. HAZMAT SPILL SHUTS DOWN BARTLETT INDUSTRIAL PARK

*dave gathman*

Access to part of an industrial park in the southwest corner of Bartlett remained shut off Tuesday afternoon as technicians from several area fire departments worked to control a hazardous-materials spill. A Bartlett Fire Protection District spokesman said the spill, believed to be some kind of acid, occurred at about 11:50 a.m. in a factory at 1540 Hecht Drive. Hecht Drive is north of Stearns Road, west of Munger Road and south of West Bartlett Road. The threat of dangerous fumes caused firefighters to clear the area and bring in trained hazardous-materials teams with acid-proof suits from other fire departments to contain the danger. As of about 4 p.m., the spokesman said, firefighters were still on the scene, waiting for a private hazmat firm to take over the process of cleaning up the mess. The spokesman was unsure whether anyone had been injured. Further details were unavailable.

<http://couriernews.suntimes.com/news/16054238-418/hazmat-spill-in-bartlett.html>

### NEW ZEALAND, WELLINGTON, OCTOBER 30 2012. AUSTRALIAN DRILLING COMPANY FINED FOR PIKE RIVER SAFETY FAILINGS



VLI Drilling, a Sydney-based subsidiary of Valley Longwall International, admitted in July three health and safety failures over the November 2010 explosion that killed 29 men at the New Zealand underground coalmine. The company was fined \$46,800 on October 25 for all three charges, infuriating members of the victims' families, who remonstrated loudly in court. A maximum fine of \$250,000 was possible for each charge, brought under the Health and Safety in Employment Act. Representatives of the company had to be escorted out of the courtroom while family members were taken outside by security guards after the sentencing. Judge Jane Farish set the starting point for VLI Drilling's fine at \$90,000 but gave credit for pleading guilty, paying reparations to families and changing its work practices. The charges focused on the company's failure to take all practicable steps to protect the safety of its employees and

other workers at the mine because it did not ensure its drilling rig was safe to use. The court heard that as part of its contract, Pike River Coal was supposed to do safety checks on the drill rig but had failed to do so and VLI Drilling had failed to ensure those checks were done. Three of the dead men worked for VLI Drilling - driller Josh Ufer, 25, Ben Rockhouse, 21, who was the driller's offsider, and Joseph Dunbar, who turned 17 the day before the first explosion and was the youngest to die in the blast. The judge refused VLI Drilling's plea for a discharge without conviction, saying its culpability was moderate rather than low. It had claimed that would damage its international reputation and could have "significant fiscal ramifications", which was disproportionate to its offending, she said. She said it was not enough for VLI Drilling to have faith in Pike River Coal when it had no mechanisms to monitor that required checks were done. "VLI took very few steps to ensure there was a safe working environment." She stressed there was no causal link between the company's offending and the harm suffered by its employees as a result of the explosion. She accepted the company had not departed from industry standards in how it ran the



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rig but said it was a large international company that had no enforceability to ensure it met its fundamental requirement to protect the safety of employees. Since the explosion, it had introduced a pre-running check-list to ensure required monitoring of the drill rig was done before the machine could be operated. Judge Farish said today a formal proof hearing would be held next March into Pike River Coal's prosecution. Meanwhile, former Pike River Coal CEO Peter Whittall appeared in Greymouth District Court on October 24, where he entered a not guilty plea to 12 charges linked to failures of methane explosion management, strata management, ventilation management and mitigating the risk and impact of an explosion.

[http://www.hazardexonthenet.net/article/54033/Australian-drilling-company-fined-for-Pike-River-safety-failings.aspx?utm\\_campaign=NL121030&utm\\_source=emailCampaign&utm\\_medium=email#Oz+drilling+fine](http://www.hazardexonthenet.net/article/54033/Australian-drilling-company-fined-for-Pike-River-safety-failings.aspx?utm_campaign=NL121030&utm_source=emailCampaign&utm_medium=email#Oz+drilling+fine)

#### USA, TX, TEXAS CITY, OCTOBER 31 2012. STUBBORN FIRE AT BP'S TEXAS CITY REFINERY OUT

t.j. aulds

 **Watch the Video** [Fire at BP's Texas City refinery](#)



*A dark plume of smoke rises over BP's Texas City refinery during a fire that broke out about 1:30 p.m. Tuesday. Fire crews are at the scene.*

A fire at BP's Texas City refinery sent a large plume of black smoke over the industrial sector of the city. The fire broke out at about 1:30 p.m. and was out by 3:05 p.m., BP officials said. Texas City Homeland Security Coordinator Bruce Clawson said he is monitoring the situation. While he doesn't expect the event to have a significant impact on the city, the fire is proving stubborn for BP fire crews, he said. While the blackness of the smoke dissipated, a low hanging cloud of smoke covered much of the city. Clawson said a heavy "bottom" crude is burning. There are no reports of injuries. The refinery declared the incident a Level 2 emergency within the refinery. At 1:50 p.m., the city upped its alert level

to Level 2, which indicates the event is not having an immediate impact on the city but has the potential to, Clawson said. The city notified residents at 1:44 p.m. of the situation but did not issue a shelter in place order. By 1:45 p.m. most of the smoke from fire had dissipated. BP spokeswoman Ruth Rendon said the fire is at the Resid Hydratreating Unit (RHU) in the western section of the refinery. The fire broke out about 1:30 p.m. and all personnel on the unit have been accounted for, she said. Crews shut the unit down, but the rest of the refinery remained operational, BP spokesman Scott Dean said. BP fire crews battled the blaze. No calls for mutual aid were made, Rendon said. Non-essential contractors were cleared from the area. A line of vehicles waiting to deliver to areas within BP were held outside the refinery about six blocks away near 14th Street and 5th Avenue South. Contract workers mustered at points outside the refinery as well. While no shelter in place was ordered, the Texas City school district delayed the release of students who live in the areas closest to the city's industrial sector. That included students who live near Heights Elementary, Texas City High School, Levi Fry Intermediate and Blocker Middle School. The delayed release was only for students who ride the bus or walk home from school, the district reported.

<http://galvestondailynews.com/story/358386>

#### USA, N.Y, NEW YORK, OCTOBER 31 2012. UPDATE OUTAGES, FLOODS HIT TWO N.J. REFINERIES; OTHERS RESTART

janet mcgurdy

- ✦ Phillips 66's 238,000-bpd plant has flooding, power out
- ✦ Philadelphia's 330,000-bpd refinery restarting
- ✦ Hess 70,000-bpd NJ refinery, Imperial plant suffer outages
- ✦ Key NY harbor hub at Linden, NJ, powerless
- ✦ Gasoline [futures](#) pare losses, turn higher on power glitches

Flooding at the second-largest refinery on the U.S. East Coast plus power glitches at two other plants and a key New Jersey terminal hub slowed the recovery in fuel supplies disrupted by Hurricane Sandy. While the region's biggest plant, in Philadelphia, and several others were ramping up operations after escaping damage, other facilities, pipelines and terminals were struggling to restore the flow of supplies that had slowed to a trickle. Several operators cited power outages around the Linden, New Jersey, hub near the key New York harbor trading area. Phillips 66 said there was "some flooding in low-lying



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areas" of its 238,000 barrel-per-day Bayway, New Jersey, plant, which was shut on Monday as a precaution. It did not say when the plant, which had lost external power, might restart. New Jersey utility PSE&G said late in the day that it had "re-energized" three of six flooded switchyards, including equipment that can deliver power to Linden. News of trouble at Bayway, nicknamed the "gasoline machine" for its key role in supplying motor fuel to the New York City area, turned the tide in gasoline futures which had fallen more than 2 percent as output recovered elsewhere and traders bet that fuel consumption would be hit. By late evening, prices had reversed course to rise more than 2 percent on the New York Mercantile Exchange (NYMEX), which was due to reopen its trading floor on Wednesday. A fire at a unit of BP's Texas City refinery aided gains too. Other power-related glitches also surfaced after the storm, which left more than 8 million customers without electricity, shut the region's seven major international airports and all but halted traffic on the nation's most heavily traveled roads. As the storm moved north, a power outage shut Imperial Oil's 121,000-bpd Sarnia, Ontario, refinery, but the company said it expected to restart units later in the day. Hess Corp's 70,000-bpd Port Reading, New Jersey, refinery, which had also shut ahead of Sandy, lost power and had no time frame for restarting. The northern Line 3 segment of the Colonial Pipeline, a conduit that supplies as much as 15 percent of the East Coast's 5.2 million bpd of gasoline, diesel and fuel demand, was still idle, but the company said it had not suffered any operational damage. Portable generators were being brought in to restore power to the Linden tank farm and resume shipments. The company asked customers to divert fuel shipments bound for the New Jersey area to southern markets. NuStar Energy said there had been significant water damage at its Linden terminal, while Buckeye Partners LP said many of its New York, New Jersey and Connecticut facilities were also without power.

### Factbox on Oil Operations:

The flooding at Bayway, which had been seen by experts as the refinery most vulnerable to Sandy's record 13-foot (4-meter) storm surge and subsequent power outages, is a potential second nightmare for Phillips 66, which had struggled to restore its Alliance, Louisiana, refinery after Hurricane Isaac in August. That storm pushed more than 2 feet of floodwater into the plant.

### Philly Plants Seen Ok

Operations in the Philadelphia area appeared set to resume quickly. Philadelphia Energy Solutions' 330,000-bpd refinery, the biggest in the region, escaped damage and was restoring operations at the Point Breeze half of the plant that was shut, the company said, confirming a Reuters report. Industry group Genscape said its infrared cameras detected the restart of key crude and vacuum distillation units. Delta Air Lines subsidiary Monroe Energy's 185,000-bpd Trainer, Pennsylvania, plant operated through the storm, and was expected to reach full rates next week after a maintenance overhaul, a source with knowledge of operations said. PBF Energy was ramping up its Delaware City refinery after minimal run-cuts, another such source said. A company spokesman confirmed reports that the plant had flared briefly, but said the incident had not affected operations. Delaware City and PBF's 180,000-bpd Paulsboro plant in southern New Jersey, which had throttled back to reduced rates ahead of Sandy, "ran well through the storm", spokesman Michael Karlovich said. He said personnel had completed a "thorough assessment" of the facilities, and that PBF would not provide further updates on logistics or operations. The precautionary refinery closures were more widespread than during Hurricane Irene in August 2011, when only the Bayway plant shut completely. John Auers, senior vice president and refining specialist at Turner, Mason & Co in Dallas, said East Coast plants, even those near the water, are better protected from potential flood damage than those that suffered weeks-long outages on the Gulf Coast following hurricanes Katrina and Rita seven years ago. Still, even minor flooding can be a concern and plants without sufficient on-site generators may have to wait for utilities to restore outside power. The largest risk may simply lie in restarting vast, intense equipment. "You're talking about heating up oil to fairly high temperatures, putting it through processing units at high pressure," Auers said. "Anytime you interrupt that steady-state there is always the potential for issues." While the biggest ports remained shut, stalling delivery of some 1 million bpd of imported fuel, the Port of Boston opened without restrictions and was expected to unload a gasoline cargo later on Tuesday, an official said.

<http://www.reuters.com/article/2012/10/31/storm-sandy-refining-idUSL3E8LU3LQ20121031>

### AUSTRALIA, NEW SOUTH WALES, SYDNEY, OCTOBER 31 2012. NEW WHS STRATEGY FOR THE NEXT DECADE

The new Australian Work Health and Safety Strategy 2012-2022 has been published by Safe Work Australia. The strategy provides a framework to drive improvements in work health and safety and is aimed at governments, work health and safety regulators, industry, unions and other organisations that influence work health and safety in workplaces across Australia. The strategy promotes a vision of healthy, safe and productive working lives and sets four outcomes to be achieved by 2022:



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- reduced incidence of work-related death, injury and illness
- reduced exposure to hazards and risks
- improved hazard controls
- improved work health and safety infrastructure
- The strategy also includes national targets to reduce by at least:
- 20% the number of worker fatalities due to injury
- 30% the incidence rate of claims resulting in one or more weeks off work
- 30% the incidence rate of claims for musculoskeletal disorders resulting in one or more weeks off work

<http://www.safeworkaustralia.gov.au/sites/swa/aboutsafeworkaustralia/whatwedo/nationalohsstrategy/pages/nationalohsstrategyp.aspx>

#### **MALAYSIA, SABAH, KOTA KINABALU, OCTOBER 31 2012. FUEL TANKER DRIVER'S NEGLIGENCE TRIAL FIXED**

The Magistrate Court here yesterday set December 6<sup>th</sup> this year for the trial of a fuel tanker driver who was charged with two counts of negligence. When the case came up for mention yesterday, magistrate Cindy Mc Juce Balitus fixed the trial date for Pauleh Dansun, 41, who was involved in a collision with a train at Jalan Kepayan on October 31, last year. On the first count, he was alleged to have negligently caused hurt by an act which endangered the lives of the train passengers, namely Asneh Papang, Nurmaziyatun Nasihah Jasimin, Jamil Mustapa, Norfaisma Ismail, Norafidah Jalani, Joseph Kulip, Saran Latif, Mahsita Dillah, Lily Shafadawati Satpri and Faridoon Khan aged between 54 and 19, about 5.30pm on October 31, 2011 in front of a fuel station at Km 8, Jalan Kepayan. Pauleh who hails from Kampung Togung, Menggatal, was charged under Section 337 of the Penal Code which provides for a maximum six months' jail, or a fine, or both, upon conviction. He also faced a second charge of negligently causing grievous hurt by an act which endangered the lives of the train passengers, namely Rahmah Rahmat, 48, and Rauziah Ramli, 38, during the collision between the lorry and the train at the same time and place. The second charge against Dansun was framed under Section 338 of the Penal Code which carries a jail term of up to two years, or a fine, or both, upon conviction. The accused, who was defended by counsel Ram Singh, is currently released on a RM4,000 bail for the two charges with two local sureties, pending disposal of his case. Deputy public prosecutor Chow Siang Kong appeared for the prosecution.

<http://www.theborneopost.com/2012/10/31/fuel-tanker-drivers-negligence-trial-fixed/>

#### **USA, N.Y, GARDEN CITY PARK, OCTOBER 31 2012. NY FIREWORKS ACCIDENT BLAMED ON POWER OUTAGE**

Police say a man accidentally blew off his hand when he lighted fireworks during a power outage, thinking it was a candle. Nassau County police say the accident occurred Monday evening in Garden City Park, Long Island.

<http://online.wsj.com/article/APda3f2b89a4d644518e2472b877e74cc2.html>

#### **INDIA, UTTAR PRADESH, FIROZABAD, OCTOBER 31 2012. CRACKER FACTORY BLAST KILLS THREE OF FAMILY IN FIROZABAD**

Three members of a family died on the spot while two others suffered severe injuries in a blast that took place at an illegal firecracker manufacturing unit in Firozabad. The deceased include the owner of the unit, his wife and daughter. According to reports, the incident took place around 11.30 pm on Monday in Ganganagar locality under Rasoolpur police station of the city. Police said Devi Singh (45) - a resident of Ghazipur locality owned a plot in Ganganagar, and was into manufacturing of firecrackers for the past several years and operated from a room that he had built on his vacant plot. Late on Monday night, the residents of the area woke up to deafening sound of an explosion only to realise that the blast had taken place at the firecracker manufacturing unit. All three persons present inside the room were found dead with multiple fracture and burn injuries. The deceased were later identified as Devi Singh (45), his wife Guddi Devi (43) and daughter Rekha (17). Two persons, residing in houses adjacent to the unit and later identified as Anju and Pappu also suffered injuries. They were the first ones to reach the scene of the incident only to be hit by stray firecrackers that were shooting in every direction. The impact of the explosion was so strong that the entire unit was reduced to a heap of debris, pieces of which were thrown off as far as 50 metres from the scene of the blast. The blast triggered a major fire, which added to the destruction at the site of the mishap. Initial investigations revealed that Devi Singh used to procure a temporary licence for manufacturing fire crackers before Diwali and during the marriage season. But this time, he was yet to avail one. Some locals claimed that he had applied



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

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for the licence, but had not got it so far. Police said investigations were under way to decipher the quantity of explosive that was available at the unit when the blast took place. Bodies of the deceased have been sent for post-mortem examination.

<http://timesofindia.indiatimes.com/city/lucknow/Cracker-factory-blast-kills-three-of-family-in-Firozabad/articleshow/17028461.cms>

### CANADA, B.C, VANCOUVER, OCTOBER 31 2012. DIESEL SPILL FORCES WEST VAN ROAD CLOSURE

brent richter



*A worker surveys the scene of an overturned diesel tanker on Westhill Drive. Police have the road closed until the spill is cleaned up.*

A tanker truck carrying diesel fuel overturned on Westhill Drive in West Vancouver Monday afternoon, forcing authorities to close the road between Chippendale Road and Cambridge Road. Police are asking residents avoid the area while crews clean up the spilt fuel and investigators deal with accident scene. Members of West Vancouver Fire and Rescue and District of West Vancouver staff are also on site.

<http://www.nsnews.com/Diesel+spill+forces+West+road+closure/7466317/story.html>

### NEW ZEALAND, TAURANGA, OCTOBER 31 2012. RENA COULD SPILL MORE, LOCALS TOLD

jamie morton

[Watch the Video](#) [Rena Open Days Begin](#)

[Photo's \[9\]](#) [New Photos of Rena: 9 February 2012](#)



*The container ship Rena sits in two pieces on Astrolabe Reef off the coast of Tauranga. Clean-up options for wreck put before residents as salvage costs hit \$235m. More oil, chemicals and debris are likely to escape from the ship, a meeting has been warned.*

The Rena has more mess in store for the Bay of Plenty, with locals being warned the wrecked container ship could release more oil, hazardous chemicals and container debris. Residents were yesterday given an overview of the possible risks surrounding each of the three options being investigated to deal with the vessel, lying in two mangled chunks on the Astrolabe Reef off the Tauranga

coast. A preliminary assessment found the "baseline" option - removing the entire wreck - would inflict more damage on the reef and its marine habitat than anchoring systems needed to keep large barge-mounted cranes in position. It would also mean the mass release of any remaining contaminants and debris, along with 10 to 20 tonnes of oil still on board, a "high risk" of invasive species carried over from foreign vessels, disruption to the migration of dolphins and whales, a "moderate" potential for the death or injury of salvors and the exclusion zone surrounding the ship staying in place for five years. The two other options are leaving the wreck largely as it is, considered highly unlikely, or removing or containing the Rena's cargo and making the site safe for a potential dive site. This option was expected to have a lesser effect on the reef and environment, but could lead to small amounts of debris and oil being released over a longer period of time. The report also highlighted the dangers of some remaining cargo, including cryolite and disinfectant that could cause "localised contamination", and plastic beads that could be ingested by wildlife. It comes as court documents released last week stated harmful substances or contaminants had escaped into the ocean every day since the grounding. Of the 32 containers that were on board and known to be carrying dangerous goods, 10 had been recovered, seven had been lost at sea and 25 remained around the reef. A dive



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survey now under way aimed to identify the contents of the containers - a job that wouldn't be easy, said Captain John Owen, senior claims manager for insurers The Swedish Club. "It's like a box of kids' Lego down there at the moment," he said. "We are trying to find what's there, how much is left and what hazards it might present, in terms of future works, or what it means for the longer-term environmental impact." While there were no fixed timeframes around the options, Mr Owen said the "extreme case" would be a five-year removal job, compared with a swifter operation to tidy up the wreck. "I would like to see, given the progress we've made in the last year, that we could be in a position within 12 months of being comfortable that the wreck is safe, environmentally acceptable, and that the cultural, social and economic issues had been dealt with." The cost of the salvage - currently the world's second most expensive - had now reached \$235 million, with the most challenging and expensive parts still to come. Mr Owen would not speculate on what the final bill might be, but said there was no mandate to keep costs below a certain level. "We will fulfil obligations according to New Zealand law ... and that's why we want to have this engagement project. There is no edict above me that it's got to cost 'x' and not a penny more." All assessments are due for completion by the end of the year, followed by a second round of consultation.

#### Three Options

- **Remove the Entire Wreck**  
Would be technically challenging, cause further damage to Astrolabe Reef and may prove too dangerous and impracticable. Could take up to five years and even then it would not be possible to remove all debris from the seabed.
- **Leave the Wreck As-Is**  
This would be done after salvors finish whittling the bow to 1m below the low-tide mark early next year. Unlikely as would not deal with dangerous cargo on the wreck, which could become a health and safety hazard to wreck divers.
- **Remove or Contain Cargo, Make Site Safe**  
After bow is reduced, any cargo with potential adverse effects would be removed or secured. Once the wreck is made safe for recreational diving, the stern section would also be left in place.

#### Related Links

- [Public meeting on Rena environmental monitoring](#)
- [More heavy oil removed from Rena](#)
- [Rena scrap recycled](#)
- [Rena salvors work on](#)
- [Insurer will consult with public about Rena's future](#)

The Daina Shipping Company was said to be responsible and remorseful after its employees grounded the Rena on the Astrolabe Reef. The Tauranga community have been invited to share their concerns about the future of Rena with a public consultation meeting tonight.

[http://www.nzherald.co.nz/nz/news/article.cfm?c\\_id=1&objectid=10844009](http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10844009)

#### USA, KY, LOUISVILLE, OCTOBER 31 2012. ENTIRE CAR OF BUTADIENE DRAINED IN DERAILMENT, THOUSANDS OF GALLONS SPILLED

*erica Peterson & joseph lord*

Crews are still working to mitigate the damage from thousands of gallons of a flammable chemical that spilled early Monday after a [train derailment in southwestern Jefferson County](#). The accident released an entire car of butadiene, a flammable chemical that can cause eye, throat and lung irritation. The butadiene was being transported as a liquid, but once the car ruptured and the chemical came into contact with the air, most of it became a gas. Department of Environmental Protection On-Scene Coordinator Keith Sims says most of the gas dispersed quickly in a rural area. DEP Commissioner Bruce Scott says air monitoring downwind of the release at various intervals hasn't detected any butadiene so far. But some of the chemical may have spilled in liquid form. Sims says the spill is contained to the site of the derailment, but it may be necessary to excavate soil to remediate the area. A car carrying styrene monomer also ruptured in the train derailment, which happened near Dixie Highway and Katherine Station Road. But the styrene monomer did not leak, and crews were able to remove 12,000 gallons of the chemical. Meanwhile, the Federal Railroad Administration investigators were in Louisville on Tuesday trying to determine how the derailment happened, agency spokesman Mike England said. The FRA will issue a report on the accident, he said. On average, those reports take six months to complete -- but it could be much sooner or much later. Tom



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Garrett, president of the Paducah-based P&L Railway, said preliminary investigation results have eliminated a human cause of the derailment -- leaving equipment or rail malfunctions as possible causes. P&L has a goal of Friday to finish the clean-up, but the length of time will depend on how many of the cars involved in the wreckage must be "off-loaded," Garrett said. Also, about 400 feet of the track must be replaced, Garrett said. The derailed train consisted of six engines and 57 cars -- 48 of which were loaded, Garrett said. The train carried an engineer and a conductor, neither of whom were injured. The train was heading from Paducah to P&L's Louisville yard, Garrett said. P&L Railway inspected the section of track where the crash happened as recently as Saturday and found no problems, Garrett said.

#### Five [5] Things to Know about Butadiene

erica peterson

A [train derailed in southwestern Jefferson County](#) this morning, and emergency personnel have reported that the chemical butadiene is leaking from a railcar. People living near Abbotts Beach Road in Jefferson County and Katherine Station Road in Bullitt County have been evacuated, and there's a shelter-in-place with a two-mile radius from the spill. Here are some things to know about the chemical that's leaking.

- It's pronounced "BUTTE-a-die-eeen"
- It's a colorless gas that smells slightly like gasoline.
- Butadiene is highly flammable. When it comes into contact with air, it can form violently explosive peroxides, which can be exploded by mild heat or shock.
- Here's what the [Occupational Safety and Health Administration](#) has to say about it: "Butadiene may cause irritation to the eyes, throat, nose, and lungs. Frostbite may also occur with skin exposure. Acute high exposures may cause damage to the central nervous system or cause symptoms such as distorted blurred vision, vertigo, general tiredness, decreased blood pressure, headache, nausea, decreased pulse rate, and fainting. Chronic effects caused by exposure to 1,3-butadiene are controversial. Several human epidemiological studies have shown an increase in cardiovascular diseases and cancer. However, due to the small numbers of cancers and confounding factors such as smoking, and simultaneous exposure to benzene and styrene, a true causal relationship cannot be established."
- Butadiene is used in the manufacturing of rubber. It was used in large quantities in Louisville's Rubbertown until voluntary emission reductions and the city's [Strategic Toxic Air Reduction](#) program cut the emissions drastically.

<http://wfpl.org/post/entire-car-butadiene-drained-derailment-thousands-gallons-spilled>

#### ENGLAND, WEST YORKSHIRE, BRADFORD, OCTOBER 31 2012. COUNCIL FACING £250,000 DIESEL LEAK BILL

jo winrow



*The Shearbridge Road depot where the leak occurred.*

Bradford Council is facing potential legal action after a diesel spillage from a ruptured underground tank at its Shearbridge Road depot left the surrounding land and a nearby watercourse polluted. The cost of the clean-up operation and securing other similar diesel tanks has also left the authority with a bill totalling almost £250,000. Details of the incident, which occurred in April, have been released by the Council as it needs to dip into its reserves to pay the bill for the emergency work. The Environment Agency was notified of the underground spill, which saw a total of 5,500 litres seeping into the ground and the beck, contaminating both. Following advice from the agency, boreholes were drilled to assess the likelihood of the fuel spreading and causing contamination. Work has since been ongoing to clear up the diesel using the boreholes and specialist equipment. Preventative action was also needed which saw all three tanks at the depot re-lined to prevent further failures. These are now guaranteed for more than five years. As a result of the spill the Council's strategic director for environment and sport, Ian Bairstow, attended an interview under caution with the Environment Agency in July. And due to the pollution caused the Council is under investigation by the agency and could still face legal action. The Environment Agency told the Telegraph & Argus that it had been working with the Council to rectify the problem, while investigating the incident itself. A spokesman said: "It is thought that 5,500 litres of diesel was spilled from the underground storage tank, with much of this going into the ground at the site. "Some diesel did go into Westbrook Beck but it is believed that the spill had a minimal



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impact on the watercourse. Bradford Council responded quickly to the incident, employing a contractor to limit the dispersion in the beck using booms. A mobile plant is in place to remove the diesel from the groundwater. "The diesel is being removed via 12 remediation wells, using vacuum equipment. The quality of the groundwater is being tested via ten pre-existing boreholes. The vacuuming, and the monitoring of the water quality of the beck, will continue until the diesel has been cleared." Mr Bairstow said: "As soon as the fuel spillage was discovered, Bradford Council staff acted urgently to deal with the effect of the incident and to keep pollution risks to a minimum. "As the matter is still under investigation, we cannot comment further about the fuel spillage at Shearbridge depot."

[http://www.thetelegraphandargus.co.uk/news/10016110.Council\\_facing\\_250\\_000\\_diesel\\_leak\\_bill/](http://www.thetelegraphandargus.co.uk/news/10016110.Council_facing_250_000_diesel_leak_bill/)

### USA, N.Y, BATAVIA, OCTOBER 31 2012. FUEL STORAGE TANKS BEING REMOVED, BUT NO LEAKAGE INTO THE TONAWANDA SUSPECTED

howard owens



Yesterday work crews started removing the fuel pumps and fuel tanks from the Wilson Farms location at 355 W. Main St., Batavia. While people have told us the tanks needed to be removed because they were leaking fuel into the Tonawanda Creek, information obtained from the DEC indicates that's just not the case. While there is some localized soil contamination, which the DEC is supervising for remedial clean up, the leak is contained to the property. The property owner is listed as Sugar Creek Stores. Both Wilson Farms and Sugar Creek were sold to 7-Eleven early last year. Earlier this year, 7-Eleven announced it was [selling two Wilson Farms stores in Batavia](#). Industry reports at the time indicated 7-Eleven was not interested in locations that sell gas, but 7-Eleven recently rebranded the former Wilson Farms location in Oakfield. While a source tells us the property owner plans to discontinue gas sales at the West Main Street location in the city, we've not yet been able to confirm that with a company representative. The property is .35 acres and stretches from the shared property line with Settler's west toward Lambert's Design Jewelers, with a length of green space in between the buildings. Fuel tank removal is expected to take another week or two. UPDATE: A spokeswoman for 7-Eleven said the property is on the company's "divestiture list." It will be sold.

<http://thebatavian.com/howard-owens/fuel-storage-tanks-being-removed-no-leakage-tonawanda-suspected/34615>

### USA, N.C, MORGONTON, RUTHERFORD COLLEGE, NOVEMBER 1 2012. STRONG WINDS CAUSE FIRE AT LOCAL SERVICE STATION

reynolds hutchins



According the Burke County Fire Marshal's Office, strong winds caused gas vapors to come into contact with a wood stove at a service station in Rutherford College Tuesday morning, sparking a flash fire and causing considerable damage to the structure and vehicles within.

Rutherford College service station Tuesday morning after strong winds caused gas vapors to come into contact with a nearby wood stove. According to officials at Lovelady Fire and Rescue, Hamby Service Center at the intersection of Rutherford College Road and U.S. 70 reported the fire at approximately 10:17 Tuesday morning. The structure, as well as three vehicles inside, sustained moderate to heavy smoke damage as a result, Lovelady Fire Chief Winfield Abee said Tuesday. Firemen with Lovelady, Valdese Fire and Icard Township Fire and Rescue responded to the scene. The fire was contained by 10:39 a.m. and no injuries were reported, according to Burke County Fire Marshal Mike

Long. Long, who oversaw an investigation directly after the incident, reported that the flames were the result of a flash fire caused by heavy winds and gas vapors inside the service station. "Right now," Long said Tuesday afternoon, "we are looking at an accidental fire cause. They were actually removing a gas tank from a vehicle and some of the gas had spilt out from the tank. A gust of wind came in and blew the gas vapors toward a wood stove, and we had a flash fire." Other weather-related



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incidents were reported throughout the county Tuesday. Officials at the National Weather Service out of Greenville/Spartanburg, S.C. reported Monday that winds in the area could reach anywhere from 25 to 35 mph, with gusts as high as 50 mph. According to Lisa Propst, Burke County Emergency Services' communication manager, two trees reportedly fell across Burke County roadways late Monday night and Tuesday morning. "11:16 this morning there was a tree across the roadway at the intersection of Baker Street and Summers Road and another tree down with power lines on East Burke Boulevard," Propst said Tuesday afternoon. The N.C. Department of Transportation removed both trees. Despite down lines, officials with the City of Morganton reported Tuesday that there had been no outages reported within city limits. "We haven't had any outages related to the storm, so far," Joshua Harris with the City of Morganton said Tuesday afternoon. Harris added that fallen limbs would be removed by city employees as soon as possible in order to prevent power outages. He was unsure what effects the weather would have later in the evening as temperatures dropped and the possibility of precipitation increased. Up and down the East Coast, millions of others weren't so lucky as from Maine to the Carolinas people awoke Tuesday without electricity, and an eerily quiet New York City was all but closed off by car, train and air as superstorm Sandy steamed inland, still delivering punishing wind and rain. The U.S. death toll climbed to 39, many of the victims killed by falling trees. Wet snow and high winds spinning off the edge of superstorm Sandy spread blizzard conditions over parts of West Virginia and at the Great Smoky Mountains National Park on the border of Tennessee and North Carolina, park spokeswoman Dana Soehn reported 22 inches of snow at the highest elevations, with strong winds blowing drifts up to 4 feet deep. Roads were closed throughout the park and a handful of hikers coming off sections of the Appalachian Trail on Tuesday morning reporting tangles of fallen trees and waist-deep drifts. Along the North Carolina coast, the Category 1 hurricane brought light rain and winds Monday. Most counties reported no major damage or storm-related injuries, although some roads were flooded, including N.C. 12 — a major thoroughfare.

<http://www2.morganton.com/news/2012/oct/30/strong-winds-cause-fire-local-service-station-ar-2738884/>

### NEW ZEALAND, BAY OF PLENTY, NOVEMBER 1 2012. MAN INJURED AFTER CAR EXPLODES

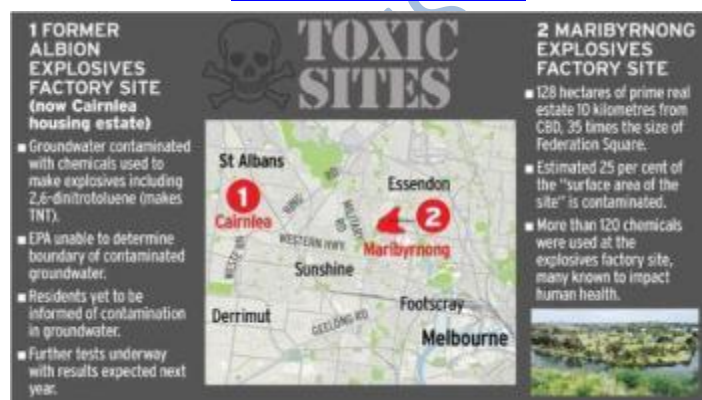
A Bay of Plenty man has suffered burns to his hands and face after his car exploded this morning. The 41-year-old, from Te Puke, was working on the fuel tank area of the car when there was a small explosion about 4.30am, Senior Sergeant Deidre Lack said. He was taken to Tauranga Hospital in critical condition with moderate burns. A Bay of Plenty District Health Board spokeswoman said the man has since been transported to Waikato Hospital.

<http://www.stuff.co.nz/national/7888562/Man-injured-after-car-explodes>

### AUSTRALIA, VICTORIA, MELBOURNE, NOVEMBER 1 2012. SUBURB CONTAMINATION FEAR >> TOXIC CHEMICALS RESIDING IN CAIRNLEA

jason dowlings

 [Watch the Video Suburb Contamination Fear](#)



Residents of Cairnlea in Melbourne's west may not realise that beneath the grassy knolls of their suburb lie toxic chemicals from a past explosive factory.

Explosives and chemicals have polluted groundwater in part of a Melbourne suburb, with the Environment Protection Authority unsure how far the contamination has spread and residents not told of it. The authority said it was unable to say whether the groundwater posed a health risk before new testing at the site was completed next year. The EPA has been strongly criticised in a series of letters from state Ombudsman George Brouwer for failures in monitoring the clean-up of the former Albion Explosives Factory site, which now forms the suburb of Cairnlea in Melbourne's west. The Ombudsman's investigation into the clean-up has raised serious questions about the performance of the EPA in monitoring how large contaminated sites are dealt with. His letters sent in 2011 to the EPA,



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obtained under a freedom-of-information request, catalogue system failures at the authority, including in relation to the security of samples from contaminated sites. "The chain of custody forms related to the validation samples collected were not complete," the Ombudsman found. He also said the EPA had been unable to provide documents showing where contaminated material had been "removed, transported and deposited appropriately". The Ombudsman was particularly critical of the fact the authority had engaged the same company that dealt with contamination at the site to later carry out tests there after a complaint was made about the quality of the clean-up. "In particular, I am concerned that the validation sampling was undertaken by Golder and Mr [name deleted] with very little oversight by the EPA despite the fact that both these contractors were involved in the remedial work complained about," Mr Brouwer said in a letter to the EPA. The Ombudsman also questioned why a report on the condition of a contaminated soil dump at the Cairnlea site was still not completed years after the "repository" had been completed. A new report detailing the extent of the groundwater pollution and the condition of the "repository" at Cairnlea will not be completed until next year. The authority would not say if there were water bores used in the area, and said residents would be notified about the water contamination when it became clear if the groundwater had been cleaned up as much as possible. Soil testing in other areas of the suburb did not return samples of concern. In a December 2011 letter to the Ombudsman, EPA chief executive John Merritt said while the extent of groundwater contamination at Cairnlea was not known, "monitoring of Kororoit Creek itself shows no measurable impact, that is, there has been no detection of explosives in it". The authority also told the Ombudsman it was trialling a new "risk-based" approach to monitoring of auditors and reviewing audit reports, with the criteria for review including "high level of community interest". The criticisms of the performance of the EPA come as the state government is planning a multibillion-dollar development at another former munitions factory site - the 128-hectare former defence complex in Maribyrnong. After almost a century of explosives production, about "25 per cent of the surface area of the site is contaminated" and groundwater is also contaminated. The clean-up of the Maribyrnong site - planned to accommodate 3000 homes - could take up to five years and cost up to \$20 million. A source familiar with the site described the Defence Department's clean-up time frame as "optimistic, ambitious and unrealistic". He said the most common and cost-effective clean-up method for large contaminated sites was to not remove the contaminated soil but instead "shandy" the soil to reduce contamination levels. He said contaminated soil was also sometimes pushed to one location on the site, "capped and called a park". It is not just Defence sites where the EPA will be monitoring the clean-up. The 16.5-hectare Amcor site in Alphington - also believed to be heavily contaminated - will close by the end of the year with plans to sell it for development. One developer is believed to have proposed covering the site in cement to deal with the contamination issue.

<http://www.theage.com.au/victoria/suburb-contamination-fear-20121031-28kfe.html>

### USA, ORE, PORTLAND, NOVEMBER 1 2012. JURY GETS THE KBR CASE AFTER LAWYERS MAKE THEIR FINAL ARGUMENTS

mike francis



*KBR Inc. The interior of one of the buildings at the Qarmat Ali water treatment plant, which sent treated water into the Iraqi oil fields to help pump the oil to the surface.*

Now, the case against [KBR Inc.](#) is up to the 12 Oregonians who've been sitting silently through all the testimony and arguments for the last 17 working days. Finally, the jurors may begin talking to one another about which side made a more persuasive case. More precisely, they will discuss whether the lawyers for the dozen Oregon National Guard soldiers and veterans have proven that KBR was negligent or committed fraud in its conduct at Iraq's [Qarmat Ali water treatment plant](#) in 2003. In his closing argument Wednesday, the soldiers' lawyer, [Mike Doyle](#), told the jury that the defense contractor had carried out "the big lie" in the way it handled the presence of sodium dichromate, which contains a known carcinogen, at the water treatment plant where the Oregon soldiers

provided security. Doyle said KBR knew of the presence of sodium dichromate at Qarmat Ali even before it arrived there in March 2003. And then, he said, it faced a choice. "You can fix it before you put a human being at the site," he said. "The other choice if you put people there and if you decide we're not going to fix it -- you have to start the big lie." He said KBR had told a series of half-truths to mislead the Army about sodium dichromate. The company was motivated, he said, to keep working in



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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 900 Newsy Stuff

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

**November 13 2012**



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order to win an award fee on top of its government contract to restore the flow of Iraqi oil. If Qarmat Ali was shut down for safety concerns, he said, that award would be threatened. In fact, the heavily damaged plant was shut down for safety concerns in fall 2003, after the Oregon soldiers last served there. After it was remediated and the equipment repaired, it finally started pumping water into the Iraqi oil fields the following April. For KBR, [Geoffrey Harrison](#) took issue with Doyle's story, which he said amounted to "accusation after vitriolic accusation, unsupported by the evidence, unsupported by the documents, unsupported by the testimony." For nearly 2-1/2 hours, he walked the jury through a series of documents and testimony that proved, he argued, that KBR communicated clearly with the Army Corps of Engineers throughout the time it worked at Qarmat Ali. The communications disprove Doyle's theory that the company was motivated to conceal problems at the site, he said. "If KBR really wanted to keep the site open," he said, "the party we would conceal from is the Army Corps of Engineers." And he emphasized again that the sodium dichromate at Qarmat Ali was there when the contractors arrived, because Iraq's Southern Oil Co. had used it for years to prevent corrosion in its water pipes. KBR did not use it, bring it to the site, buy it or order it, he told jurors. As the lawyers made their final arguments to the jury, the soldiers and their families filled the Portland courtroom of [U.S. Magistrate Judge Paul Papak](#). They sat quietly through all the assertions and rebuttals, breaking into snickers only once, when Harrison cited a KBR employee's deposition that spoke of contractors "living with" the soldiers who provided their security, having "barbecues and drinking beer" with them. The idea that contractors and soldiers would drink beer with KBR contractors is "just made up," Doyle said in his final rebuttal argument. Doyle urged the jury to send a strong message with a verdict against KBR. He suggested each soldier was entitled to \$1 million in noneconomic damages and that the group deserved to split a much larger sum of punitive damages, in the range of \$170 million. "This is not a means to an end," he said. "It's a way to end something."

#### Related Links

- [KBR Case Wednesday: Closing Arguments are Under Way](#)
- [Soldiers' Suit of Iraq War Contractor goes to Jury](#)
- [Continuing coverage of the suit against KBR brought by soldiers of the Oregon National Guard](#)

[http://blog.oregonlive.com/oregonatwar/2012/10/jury\\_gets\\_the\\_kbr\\_case\\_after\\_1.html](http://blog.oregonlive.com/oregonatwar/2012/10/jury_gets_the_kbr_case_after_1.html)

## USA, KY, LOUISVILLE, NOVEMBER 1 2012. FIRE ERUPTS AT KY CHEMICAL DERAILMENT SITE >> THREE WORKERS BADLY BURNED

bruce schreiner & dylan lovan

[Watch the Video Train Derailment Explosion Seriously Injures 3, Prompts Evacuation](#)

#### Keypoints:

- Using a blowtorch to separate the butadiene car from the wreckage when vapors were ignited.
- One tanker spilling thousands of gallons of the highly flammable butadiene.
- Two rail cars contain potentially deadly hydrogen fluoride
- Three of those injured have second- and third-degree burns over 90 percent of their bodies.
- Two other workers were also hurt but refused to be taken to local hospitals.
- Air space above the site has been closed to airplanes and traffic on the nearby Ohio River has been closed.
- All residents within a 5 mile radius to remain indoors as a precaution & asked to close doors, windows & to turn off heating and cooling systems and bring their pets inside.



*Flames can be seen from the air after an explosion from the train derailment.*

Flames from a derailed train car sent people rushing out of neighborhoods and an entire town near Louisville on Wednesday while firefighters tried to douse the chemical blaze that left three workers badly burned. Some people forced from their homes faced a long night on cots in shelters set up after the blaze — sparked by a cutting torch that ignited leaking vapors — broke out shortly after 1 p.m. EDT. Officials in West Point, a short distance from the fire, ordered its nearly 1,000 residents to get away from the flames and the potential health hazards posed by the burning chemicals. About two dozen people took shelter Wednesday night at a nearby elementary school. Resident Lisa Johnson was



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wrapped in a blanket outside the school, where she was taking drags from a cigarette. "I put the grandkids in the car, forget their jackets and my jacket," she said. "Hopefully we can go home soon. I need clothes, a coat, a shower." Police, firefighters and emergency workers went door to door to tell stunned residents to get out of town. Another West Point resident, Steven White, said he fed his dog and then hit the road. "I hope we're not here too long," he said. "This is tough." The town was part of an evacuation within a 1.2-mile radius of the fire. The order also affected nearly 140 residences in southwest Louisville. The blaze broke out while workers were using a cutting torch or welder to separate two of the cars that derailed Monday evening, said Lt. Col. Rick Harrison, assistant chief with the suburban Buechel Fire Department. "Sparks ignited the vapor from the chemical itself," Harrison said. Flames and thick, black smoke spewed out between two train cars while fire hoses shot almost 2,000 gallons of water a minute at the blaze. Officials cut off access to the derailment site and the nearby communities. The three workers suffered severe burns and were taken to University of Louisville hospital. Authorities had not released their names but said one was in very critical condition, another in critical condition and the third in serious condition. A previous briefing had the three in better condition. "The workers that are here are highly trained and this is one of those freak accidents that occurs unfortunately," Harrison said. The fire was contained to a tanker car that had contained flammable butadiene gas, officials said. They said they were letting residual amounts of the chemical burn out and the fire was contained inside the insulated tanker car. Butadiene is a colorless, flammable gas that smells mildly like gasoline, according to the National Institute for Occupational Safety and Health. It is shipped as a liquefied, compressed gas. It can cause irritation to the eyes, nose and throat and drowsiness and dizziness. Exposure also can damage the central nervous system and the reproductive system. Another big concern was that the burning rail car was only a few feet from other derailed tankers that had carried hydrogen fluoride, authorities said. Hydrogen fluoride is a colorless gas with a sharp, pungent, irritating odor, according to the U.S. Environmental Protection Agency. Inhalation can cause severe respiratory damage in humans. It is used in the glass etching, electronic and chemical industries. People living beyond the evacuation area but within five miles of the blaze were being told to stay indoors, close all windows and doors, bring pets inside and turn off their heating and air conditioning systems. Doug Hamilton, director of the Louisville Emergency Management Agency, said two other workers were injured but refused to be transported to the hospital. Hamilton said the workers were wearing respiratory gear when the fire erupted. They work for R. J. Corman, one of the contractors helping to clean up the derailment, according to The Courier-Journal (<http://cjkj.it/RsRar5>). Workers on Wednesday had been planning to move two rail cars containing the hydrogen fluoride that were part of a derailment Monday. Thirteen cars of a Paducah & Louisville Railway train carrying hazardous chemicals derailed Monday morning near Dixie Highway. Nine of the 13 derailed cars contained hazardous materials. A leak of a potentially explosive material was contained after the derailment, but crews have been working to put the railroad cars back on the track or remove them and the highway remained closed.

### Related Links

- [Workers Injured by Fire at Derailment Site](#)
- [Three Nashville Workers Injured at Chemical Train Derailment](#)
- [Two R.J. Corman Workers Injured after Fire Erupts at Train Derailment](#)
- [Derailment Fire Injures Workers, Forces Evacuation](#)

<http://abcnews.go.com/US/wireStory/fire-erupts-site-chemical-train-derailment-17610346#.UJHmecVOQrU>

### USA, N.J, SEWAREN, NOVEMBER 1 2012. FUEL SPILLS INTO WATERWAY BETWEEN NEW JERSEY AND STATEN ISLAND >> 300,000 GALLONS (115,000 LITERS) OF DIESEL FUEL HAD BEEN RELEASED.

dan burns, barbara goldberg & shruti chaturvedi

An unknown amount of fuel spilled from a northern New Jersey oil facility that had been closed due to Sandy, the storm that battered the U.S. Northeast, the site's operator said on Wednesday. Motiva, a joint venture of Shell Oil and Saudi Refining, said the spill occurred at its Sewaren, New Jersey, facility, along the Arthur Kill, the tidal waterway separating New Jersey from Staten Island, New York. "No injuries have occurred and there has been no further product released since the initial event. Previously deployed booms are continuing to skim released product in the Woodbridge creek adjacent to the site," the company said in a statement. NBC, citing the U.S. Coast Guard, said 300,000 gallons (115,000 liters) of diesel fuel had been released. The network said 200 people were working on the cleanup. A Coast Guard spokesman did not immediately return calls for comment. A message left with Shell was not immediately returned.

<http://news.yahoo.com/fuel-spills-waterway-between-jersey-staten-island-012913605--nba.html>



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#### USA, CT, MIDDLETOWN, NOVEMBER 1 2012. DEEP ON SCENE OF TRAIN DERAILMENT THAT SPILLED 2,000 GALLONS OF FUEL OIL

**Photo's [9] [Train Derailment Spills 2,000 Gallons of Fuel Oil](#)**



Police, firefighters and state DEEP crews are on the scene of a Providence & Worcester locomotive that went off the tracks near the Remington Rand facility Wednesday afternoon.

A 330,000-pound locomotive derailed Wednesday near the [Remington Rand](#) building in Middletown, spilling 2,000 gallons of diesel fuel. Middletown police and firefighters responded to the report of a train derailment in the city's North End just before 2 p.m. The train, labeled 3906 Providence & Worcester, jumped the tracks near Johnson Avenue and North Main Street, in front of the [city dump](#). A city excavator quickly moved in with sand to stem the flow of fuel as a Hazmat truck and state [Department of Energy and Environmental Protection](#) staff pitched in. "We diked each end of the tracks," said Fire Marshal Al Santostefano, because a waterway runs perpendicular to the rails. The DEEP director of communications Dennis Schain says personnel on scene are taking this spill seriously, as it is close to the [Coginchaug River](#). "We are emptying the fuel tank and addressing soil pollution and are responding as quickly as possible to get the remaining fuel out of the tank and to clean up contaminated soil." "A contractor is being brought in to do that and we'll make sure that every precaution is taken to try to prevent and minimize the amount of fuel that makes its way to the river," Schain said. "If they determine it's needed, they'll clean the culvert and put booms out on the river to capture any fuel that makes it into the river. It's a pretty comprehensive response to try to manage any impact." Crews from [Providence & Worcester](#) are expected to arrive soon to right the train. "They have the equipment for

it," Santostefano said. He spoke to the engineer of the locomotive before he left the scene, Santostefano said. "After 28 years," Santostefano said the engineer told him, he still gets frazzled when something like this happens. It's unclear what prompted the incident. Police said there were no injuries. Officials are on the scene investigating.

<http://durham.patch.com/articles/deep-on-scene-of-train-derailment-that-spilled-2000-gallons-of-fuel-oil#photo-11980195>

#### USA, CT, NORWALK, NOVEMBER 1 2012. OIL SLICK SPOTTED IN NORWALK HARBOR >> ISLAND BELLE BREAKS LOOSE, EXTENT OF DAMAGE TO PUBLIC DOCK UNKNOWN

robert koch



The Island Belle broke loose from its mooring at the Veteran's Memorial Park Visitor's Monday, an oil slick near the Maritime Aquarium at Norwalk does not appear to be related to the Island Belle which was jarred across Norwalk Harbor during the height of Hurricane Sandy, according to officials.

The Norwalk Fire Department dispatched its marine boat to the area of The Maritime Aquarium on Wednesday morning, after aquarium officials reported an oil slick on the harbor. "It's surface contamination. There's no point source identified. It does not appear that the Island Belle was not involved," said Fire Chief Denis McCarthy. "So much flooding brought petroleum products up and down the coastline." The Island Belle, a 600-foot Mississippi paddleboat, is tied to shoreline pillars on the west side of the Norwalk Harbor, south of The Maritime Aquarium. The vessel broke away from the Norwalk Visitors Docks on the east side of the harbor during Hurricane Sandy on Monday night. U.S. Environmental Protection Agency officials were seen near the riverboat Wednesday morning. McCarthy said the U.S. Environmental Protection

Agency responds to contamination reports along the harbor. In addition, the U.S. Coast Guard responds to such reports south of the Interstate 95 bridge. The state Department of Energy and Environmental Protection sends personnel to contamination reports north of the bridge, according to McCarthy.

[http://www.thehour.com/news/norwalk/oil-slick-spotted-in-norwalk-harbor/article\\_ebde0d64-8ab5-55d1-9020-0b9893771661.html](http://www.thehour.com/news/norwalk/oil-slick-spotted-in-norwalk-harbor/article_ebde0d64-8ab5-55d1-9020-0b9893771661.html)



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