



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 934 Newsy Stuff

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

February 27 2013



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USA, CO, GREELEY, FEBRUARY 16 2013. MAN SERIOUSLY HURT IN GREELEY EXPLOSION

 **Watch the Video [3]** [Man Seriously Hurt in Greeley Explosion](#)

 **Watch the Video** [Acetylene Tank in Trunk Fuels Explosion injuring Man & Rocking Neighborhood](#)

 **Watch the Video** [Man Seriously Wounded in Car Explosion](#)

 **Photo's [3]** [Man Seriously Wounded in Car Explosion](#)

 **Photo's [19]** [Man Seriously Hurt in Greeley Explosion](#)



A 37-year-old man was seriously injured Thursday night in an explosion that sent debris flying through a west Greeley neighborhood. Police say Adrian Vigil was staying with friends at a home on 46th Ave. near 5th St. At around 10:40 p.m. the victim went to get clothes and other personal belongings out of the trunk of a 1997 Ford Taurus when there was an explosion. Vigil was taken to Northern Colorado Medical Center and is in serious but stable condition. Fire investigators believe acetylene, chemical commonly used by welders, is what caused the explosion. A tank containing the chemical was in the trunk of Vigil's car. The victim works as a plumber. Police say he was injured by the pressure of the blast and has injuries to his face, arms and torso as well as a broken leg. The blast could be heard throughout the neighborhood and drew residents out of their homes. Flying debris broke the windows of some nearby homes and debris was scattered around the area. The victim is a Greeley resident but does not live in

the neighborhood. No one else was hurt.

<http://www.9news.com/news/article/317226/339/Man-seriously-hurt-in-Greeley-explosion>

GHANA, ACCRA, FEBRUARY 16 2013. EPA: DEMAND REMOVAL OF ALL ABANDONED UNDERGROUND FUEL TANKS IN GHANA

kofi thompson

Recently, when what was said to be a new oil discovery turned out to be leaked oil from an underground fuel tank in an abandoned petrol filling-station, not many cottoned on to the fact that an environmental disaster had struck people in the area surrounding that defunct petrol filling station – amidst the excitement the rumour generated across Ghana. The contamination of the water-table in a hamlet relying on a hand-dug well for its drinking-water supply, is most unfortunate. The story of the 'oil find' in the Nkwanta North hamlet of Jumbo in the Volta Region, which turned out to be leaking fuel from an underground tank in an abandoned petrol filling-station some distance away that had seeped into the underground water-table, illustrates perfectly the scale of a hardly-noticed problem confronting the Environmental Protection Agency (EPA) of Ghana. How many abandoned petrol filling-stations are there in the country that also have leaking underground fuel tanks, which are contaminating the underground water-table as we speak – and posing a long-term health risk to residents of the areas that surround where they are located, one wonders? The question is: are the public officials who issue environmental permits for the construction of petrol filling-stations around the country, properly resourced to enable them monitor those businesses on a regular basis, and ensure that in the long-term they do not negatively impact the communities in which they are located, health-wise? What lessons if any will Metropolitan, Municipal and District Assemblies (MMDA) in Ghana learn from the contamination of the water-table by a leaking fuel tank in an abandoned petrol filling-station not too far from the hamlet of Jumbo that suddenly became famous because it was erroneously believed that oil had been discovered there? Henceforth would it not be prudent to require new petrol filling-stations in Ghana to use double-hulled underground fuel tanks – so that leakages can be contained in a closed-loop designed fuel tank? Ditto replace existing single-hulled underground fuel tanks with double-hulled ones within a specified time-frame? It is totally unacceptable in this day and age that for-profit business entities can make vast profits from the communities they are a part of for years, and then suddenly up sticks when they are no longer commercially viable, and leave behind what are serious long-term health risks with such impunity. The time has come for the trade association to which downstream oil companies that sell fuel and other refined petroleum products belong, to come together and collaborate with the EPA to ensure that their members act in a more environmentally responsible fashion than is presently the case. To protect the underground water-table nationwide, the EPA must ensure that whenever petrol filling-stations are closed down in Ghana, those who own them are required by regulation to remove all underground fuel



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tanks. It is said that health is wealth. The Ghanaian nation-state ought to be able to protect the health of all its citizens nationwide – which objective ought to take priority over the interests of private commercial entities in such cases. Perhaps in view of the gravity of the long-term health risk they pose, it ought to be made a criminal offence to leave an underground fuel tank in situ, whenever a petrol filling-station is abandoned anywhere in Ghana.

<http://vibeghana.com/2013/02/15/epa-demand-removal-of-all-abandoned-underground-fuel-tanks-in-ghana/>

USA, WI, TOWN OF NEWARK, FEBRUARY 17 2013. NO SPILL WHEN TANKER TRUCK OVERTURNS

A truck driver was trapped in his cab and treated for injuries, but none of the liquid carbon dioxide he was hauling leaked when the truck overturned west of Beloit around 3:40 a.m. Friday. The semitrailer truck overturned on Highway 81 just east of Olson Road. The driver, Brian Lamont, 33, of Monroe, was trapped in the cab, and emergency workers spent about one hour and 15 minutes extracting him. Lamont was taken by ambulance to Mercy Hospital and Trauma Center in Janesville with serious but non-life threatening injuries, the Rock County Sheriff's Office reported. Highway 81 was closed about two hours while emergency crews worked on scene. Work continued to remove the truck after the highway opened. No citation was issued immediately, but an investigation continued.

<http://gazettextra.com/weblogs/latest-news/2013/feb/15/no-spill-when-tanker-truck-overtURNS/>

USA, N.Y. ACCORD, FEBRUARY 17 2013. FUEL TANKER OVERTURNS ON ROUTE 209 IN ACCORD

lissa harris

A fuel tanker crashed and overturned on Route 209 in Accord on Friday morning, closing the road in both directions during prime morning commuting hours. The accident occurred at 8:08am, according to the New York State Police, who responded to the scene. A small amount of fuel was leaked from the truck's own fuel tank during the accident, said a Troop F officer at the Kingston station, but the main fuel cargo did not leak. No one was injured in the accident, he said. The road was closed for about two hours, the officer said. An alert posted by the state Department of Transportation on [511-NY](#) after the accident: Region 8 HVTMC reports US Route 209 is closed in both directions (NB/SB) between Lucas Turnpike and Kyserike Road in the Town of Rochester, Ulster County for the recovery and clean-up of an overturned fuel tanker. The NYS Police report that only the fuel tank of truck is leaking diesel fuel. The tanker's cargo is secure at this time.

<http://www.watershedpost.com/2013/fuel-tanker-overtURNS-route-209-accord>

USA, CA, SAN FRANCISCO, FEBRUARY 17 2013. EPA REACHES \$1.6 MILLION SETTLEMENT AT OPERATING INDUSTRIES SUPERFUND SITE >> LATEST SETTLEMENT PART OF TOTAL \$600 MILLION IN CASH AND CLEANUP WORK

The U.S. Environmental Protection Agency has reached a \$1.62 million settlement with 47 parties for contamination at the Operating Industries, Inc. (OII) Superfund Site in Monterey Park, Calif. Each of these parties was responsible for sending a relatively small volume, between 4,200 and 110,000 gallons, of liquid hazardous waste to the OII landfill during decades of operation. This is the last settlement EPA expects to sign for the OII site, paving the way for the community to restore this site to productive use. Over the last 25 years, EPA has secured \$600 million worth of cash and commitments for cleanup work from the parties responsible for contamination at the site. Environmental problems included toxic gas emissions, contaminated surface water runoff, and pollution of the local groundwater. "With this final settlement for the OII landfill, we've reached a key milestone," said Jared Blumenfeld, EPA's Regional Administrator for the Pacific Southwest. "Now we are working with the responsible parties to ensure that a portion of the site can be developed for the benefit of the local economy." OII is a 190-acre site divided into two parcels by the Pomona Freeway, the 45-acre North Parcel and the 145-acre South Parcel. Most of the OII's landfill activities took place on the South Parcel. Most of the North Parcel is currently being remediated in preparation for potential redevelopment. EPA finalized the cleanup plan in 1996 which selected a comprehensive site-wide remedy. The final plan prevents migration of liquids and gases beyond the landfill perimeter. In addition, a landfill cap and cover has been installed that prevents rainwater from seeping into the landfill and gas from leaking out. These measures will prevent exposure to contaminated groundwater and ensure that contamination levels meet federal cleanup standards. EPA has entered into a total of nine consent decrees and eight smaller "de minimis" settlements with more than 1,150 responsible parties. EPA will receive \$812,000 from the settlement announced today as reimbursement for federal response costs related to the site. The remaining funds will be used by the potentially responsible parties to fund cleanup work at the site. The settlement was published in the Federal Register on January 28, 2013, opening a 30-day public comment period. The OII Site operated as a



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landfill from 1948 to 1984. EPA identified the Oil Site as an environmental problem in the early 1980s and placed it on the National Priorities List in 1986. Over the course of its operation, the landfill accepted industrial solid, liquid and hazardous wastes, as well as municipal solid waste. The landfill has received more than 300 million gallons of manifested waste from approximately 4,000 entities. For more information, please visit: <http://www.epa.gov/superfund/accomp/success/oil.htm> Link to Federal Register notice:

<https://www.federalregister.gov/articles/2013/01/28/2013-01593/operating-industries-inc-superfund-site-monterey-park-ca-notice-of-proposed-cercla-administrative-de>

INDIA, ALANG, FEBRUARY 17 2013. BOOMING SCRAP BUSINESS: SHIP-BREAKING LESSONS FROM THE EXXON VALDEZ

isabell hülsen, wieland wagner & bernhard zand

 **Photo's [14]** [The Ship-Breakers of South Asia](#)



The infamous oil tanker Exxon Valdez is almost completely gone, most of it having already been recycled in India's voracious steel mills. But its dismantling on a beach in India has once again highlighted the dangers, both environmental and physical, associated with the booming ship-breaking industry.

The skeletal remains of the former Exxon Valdez lie on the beach of the Indian coastal city of Alang. Only a few meters of the black-and-red steel wall are left, and the bow is already gone. Like ants devouring a dead

animal, shipyard workers use blowtorches to cut apart the 34,000-ton steel giant. In about two more weeks, there will be nothing left of the former oil tanker, which in 1989 was responsible for the largest oil spill ever in the United States, leaking more than 41 million liters (10.8 million gallons) of crude oil into Alaska's Prince William Sound. After the accident, the Exxon Valdez was converted into an ore carrier, and it was most recently renamed the Oriental N. Priya Blue, an Indian scrapping and salvage company, bought the freighter last spring for \$16 million (€11.9 million), solely for the purpose of scrapping it. On Aug. 2, the ship was grounded at high tide on the beach at Alang. There, at the world's largest graveyard for ships, more than 300 workers are being paid a few rupees a day to dismantle the vessel. There was a great outcry when it was revealed that Alang was to be the notorious ship's final resting place. Although it does not contain more toxic materials than other ships, environmentalists took advantage of the former tanker's prominence to file a lawsuit at India's Supreme Court to block its import. It was unsuccessful. But the trial brought to light, once again, the catastrophic conditions at many low-wage shipyards in South Asia, where old ships are being scrapped and gutted. In October, six workers died in a fire in Alang as they were dismantling the oil tanker Union Brave on the beach. One of the workers had struck a pipe that still contained oil with his blowtorch. In Pakistan, more than 20 shipyard workers died and more than 150 were injured in 2011. And in Alang alone, 173 workers have died in more than 170 shipyards since 2001, killed by falling steel parts or burned to death in explosions. Workers are sometimes barefoot as they climb over the ships, and toxic waste is often incinerated on the beach.

Ship Dumping in South Asia

Business is booming for the "iron eaters," as the scrappers are called, and not just in India. The ongoing global shipping crisis has forced fleet owners to downsize as older ships become unprofitable. A record number of more than 1,000 ships were scrapped worldwide in 2012. India accounted for the largest number, 527, followed by Bangladesh, Pakistan and China. The expensive steel giants are sometimes taken out of circulation after only 15 years. European ship owners also prefer to dump their defunct ships in South Asia, where there are few environmental and occupational safety regulations, but where steel is all the more valuable. The scrapping companies pay about \$400 per ton for ships. The high-quality steel used to make the vessels is in great demand as a resource. Recycling ships currently satisfies 9 percent of India's demand for steel. The 6-kilometer road to the world's largest ship graveyard is like a giant bazaar. Pots, beds, TV sets -- everything that crews of the scrapped ships once used on board -- are stacked up. The items that can't be sold, including old batteries and half-empty cans of paint, are simply burned. The air is filled with acrid smoke, made even worse by fumes from the trucks that thunder past, loaded with steel sections from the disassembled ships. A sign at the end of the road indicates that visitors have arrived at the



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"Alang Sosiya Ship Recycling Yard." For journalists, the trip ends at a police checkpoint. Since the press began reporting on pollution and slave-like working conditions in the 1990s, the state government of Gujarat has tried to suppress negative news stories. After the recent accident on the Union Brave, squad cars began patrolling in the adjacent cotton fields to prevent bystanders from climbing the high wall that seals off the beach. Given the shipyard's seclusion, a meeting with Chetan Patel must take place elsewhere, in a nearby hotel. Patel runs Shree Ram, one of the largest scrapping operations at the site. He is among the bosses who have become rich and are now trying to change Alang's grungy image, in part by pushing for better working conditions.

'Some Sort of Certificate'

Asbestos is properly handled in his company, says Patel. Machine oil is drained into special tanks and radioactive material, such as that found in smoke detectors, is safely disposed of. Verifying his claims is impossible. Japanese investors recently proposed that fixed docks be built in Alang, says Patel, so as to put an end to the controversial disassembly on the beach. Existing regulations, however, preclude such a move. Leases from the government on the beach parcels used by Patel and his neighbors only run for six months before they must be renewed. "Under such circumstances, what businessman would be willing to invest in new facilities?" Patel asks. His shipyard has a "green pass," which confirms compliance with ISO environmental standards. Other businesses in Alang are also switching to more environmentally friendly methods says Patel, adding that there is a growing awareness of the need to do so. Nevertheless, there is still no valid international standard specifically for the scrapping industry. "Among all the recyclers in Alang, probably one in two can present some sort of certificate," says Gerd Leopold. From his office in Winsen an der Luhe, near Hamburg, Leopold buys freighters and tankers for the Indian ship recycler and dealer Priya Blue. He also handled the purchase of the former Exxon Valdez. Priya Blue is one of the "leading green recyclers" in Alang, says Leopold. But for ship owners who are seriously interested in environmental protection and safety, he adds, documents are not enough to silence their conscience. Instead, they either visit the shipyards in person or hire experts to do so. One of them is environmental engineer Henning Gramann. He tests ships for pollutants on behalf of ship owners and shipyards. Scandinavian owners, in particular, are increasingly willing to pay for clean disposal, he says, but this doesn't apply to the bulk of the industry. "Many ship owners have financial problems, so that voluntary environmental protection isn't exactly at the top of their list," Gramann says.

From the High Seas to the Scrapyard

The established scrapping practice has been illegal on paper for a long time. Because asbestos, PCBs, residual oil and heavy metals can almost always be found on board, the Basel Convention treats ships like toxic waste: Exports to countries that are not members of the Organization for Economic Cooperation and Development (OECD) are banned. Ship owners who want to send their ships to a country like India to be dismantled would have to obtain the permission of authorities and ensure that all toxic materials had been removed. But, says Gramann, "this isn't even possible, because a ship can't move without fuel and lubricants." But in practice, the Basel Convention is useless because it is unenforceable. When the decision to scrap a ship is made at sea, beyond national territorial waters, the Basel Convention has no jurisdiction -- meaning that most ships begin the journey to their final resting place from the middle of the ocean. The Hong Kong Convention was intended to remedy the problem. It permits the export of ships for recycling, but only if certain requirements are met: Each ship must have a list of hazardous substances on board and each shipyard must prepare a recycling plan to prevent the decommissioned ships from being indiscriminately ripped apart. The Hong Kong Convention was adopted in 2009 -- but no country has ratified it to date. For this reason, in March 2012 the European Commission proposed its own, more stringent regulations to force ship owners and shipyards to take responsibility. Under these rules, ships sailing under European flags can only be disposed of in shipyards that have made it onto an EU "green list." The scrapping yards would have to provide evidence of the presence of wharfs or docks, as well as hazardous waste disposal facilities. Compliance monitoring would not be left up to local authorities, but instead would be handled by international inspectors working for the EU. The ship owners' lobby is protesting the proposed European regulations, which have also triggered resentment in countries where scrapping businesses are located, especially China. The country sees itself as a pioneer of "green" recycling. China hopes that once the Hong Kong Convention comes into effect, it will have a head start over low-cost competition.

Fighting for Every Ship

The Chinese, already the world's largest shipbuilders, are now vigorously establishing scrapping operations. But one-sided EU requirements "I will not accept, our country will not accept," says Xie Dehua, president of the Chinese scrapping association. After all, he notes, Europe wants to get rid of its scrap. That, though, is only part of the truth. China's scrappers need the out-of-commission ships badly. They have invested a lot of money in new facilities and, now that the price of steel in the country is



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falling, they have to fight for every ship. Yang Guiwang is head of the Tianjin-Tianma shipyard. The state-owned business recently moved to the shore of the Yellow Sea, where there is more space and there are longer piers and bigger cranes. Within three months, an industrial wasteland had been converted into a finished shipyard. Four rusting ocean giants are now docked at the pier. One of them, the Direktor, built in Germany in 1982, has been largely gutted. A floating plastic ring encircles the hull to prevent oil leakage. The sorted remains of the refrigerated cargo ship are laid out on six concrete rectangles the size of soccer fields: pieces of steel, engine parts and scrap metal. The workers wear helmets. When toxic materials or asbestos are disposed of, says Yang, the workers put on protective suits and gas masks. But Yang has a problem: He can't compete with India and its lower wages. "A friend of mine is a Chinese ship owner," he says. "I spent weeks negotiating for one of his ships. In the end, I offered him \$352 per ton, but the Indians offered \$357. I lost out."

<http://www.spiegel.de/international/business/global-ship-breaking-business-booms-as-container-industry-suffers-a-883122.html>

AUSTRALIA, VICTORIA, LAVERTON, FEBRUARY 17 2013. FIREWORKS SEIZED IN PAKENHAM RAID

Arson and Explosives Squad detectives have seized illegal fireworks this morning after raiding a property in Pakenham as part of a joint operation with WorkSafe. Police executed a search warrant at the property just before 8am and allegedly located fireworks in a vehicle on the property. A 36-year-old Pakenham man is currently assisting police with their enquiries. He is expected to be charged on summons with possessing an explosive substance. The joint operation relates to the alleged on-selling of commercial grade fireworks to unlicensed people. WorkSafe's general manager of health and safety, Lisa Sturzenegger, said WorkSafe would continue to work with police to uncover and remove illegal fireworks from the community. "Only licenced pyrotechnicians are allowed to handle and set off fireworks in Victoria," Ms Sturzenegger said. "Victorians risk fines of up to \$10,000 if they are caught possessing or using fireworks. The fines are severe because the injuries they can cause are severe." Ms Sturzenegger said people should put the safety of their family, friends and neighbours ahead of any plan to buy illegal fireworks. Anyone who wishes to dispose of fireworks can contact WorkSafe on 1800 136 089 to arrange for their collection. Anyone who wishes to report the illegal sale of fireworks can phone Crime Stoppers on 1800 333 000

http://www.worksafenews.com.au/index.php?option=com_k2&view=item&id=308:fireworks-seized-in-pakenham-raid&Itemid=117

INDIA, JAMMU AND KASHMIR, BANDIPORA, FEBRUARY 17 2013. ARMY RESCUES OIL TANKER DRIVER



Army rescued an oil tanker driver after he met an accident in Chiva here on Saturday. According to an army statement, an oil tanker No JK02R 0685 was on its way to Srinagar from Bandipora today when it met an accident at Chiva in Bandipora District. The driver named Kuldeep Singh S/o Gurcharan Singh R/O Jammu was injured during the accident. Hearing about the accident the troops of 13RR (KUMAON) rushed to the site and assisted victim and provided own military recovery vehicle to extricate the accidental vehicle. The injured driver was immediately evacuated to Army medical Room for First Aid, read the army press statement. The driver expressed his gratitude to the Commanding Officer of 13RR (KUMAON) for their prompt action.

<http://www.risingkashmir.in/news/army-rescues-oil-tanker-driver-41824.aspx>

AUSTRALIA, VICTORIA, LAVERTON, FEBRUARY 17 2013. CHEMICAL CONTAINER EXPLODES AT MELBOURNE FACTORY

Map: [Laverton North 3026](#)

Eight people have been treated for exposure to chemicals and fumes after an explosion at a steel recycling factory in Melbourne's western suburbs. Firefighters were called to the factory in Maria Street in Laverton North yesterday after a container of organic peroxide exploded. The blast, which happened about 7.30pm (AEDT), blew a hole in the roof of the storage container. A large plume of chemicals drifted onto about eight workers at the plant. MFB Commander George Arnold said the victims appeared fine but were decontaminated and taken to hospital for observation. "We had five people who actually had the chemical come in contact with their person," he said. "We had a further three who had some respiratory complaints. "They were decontaminated on site and handed over to Ambulance Victoria." Mr Munro said about 40 officers fought the blaze in the container, and authorities were now investigating what caused the explosion. "Something's gone wrong



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with the refrigeration in the container or the product itself and the weather conditions that we're having at the moment probably aren't helping because the stuff is temperature-sensitive," he said. "It's not common but it is serious enough for these people that were involved."

<http://www.abc.net.au/news/2013-02-16/chemical-container-explodes-at-melbourne-factory/4522956?section=vic>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, FEBRUARY 17 2013. SYDNEY WATER CONTAMINATION SCANDAL >> WATER HAD A CHEMICAL OR PETROL TASTE

Sydney Water has denied covering up the cause of contaminated drinking water in Sydney's south, saying it has provided test results to the public. A health warning was issued to residents in parts of southern Sydney in December last year after reports the water had a chemical or petrol taste. Sydney Water says the contamination occurred when compounds from bitumen were let into a water pipe during routine maintenance. But the incident has sparked claims the contamination could be linked to Orica's former ChlorAlkali Plant at Botany, with suggestions Sydney Water may have covered up the incident and botched test results. Sydney Water denies those claims, saying there was never any threat to the public. 'There has been no cover up of any results,' Sydney Water said in a statement on Sunday. 'Apart from some compounds which created changes to taste and odour in the water, results show the water met the Australian Drinking Water Guidelines.' The company said the NSW Department of Health had been given samples and agreed there was no risk to residents. NSW Health said it was advised by Sydney Water that a water pipe had been returned to service after maintenance without being flushed. The government department 'considered that the most likely cause to be disturbance of the lining of the water main'. A sample of the water found chloroform and bromochloro methanes - which are not found in bitumen. But NSW Health says the presence of those compounds is 'not unexpected' because trace amounts are commonly found in drinking water supplies around the country. 'These compounds are examples of trihalomethanes that form when drinking water is disinfected with chlorine,' NSW Health Director of Environmental Health Dr Wayne Smith said in a statement. Despite the government labelling NSW Health the 'independent water regulator' the department did not carry out independent testing. 'NSW Health asked Sydney Water to undertake testing to confirm the nature and extent of the contamination,' Dr Smith said. The incident has prompted the NSW Greens to call for the creation of an independent body that would 'properly monitor pollution'. Greens MP and environment spokeswoman Cate Faehrmann said residents living around Orica's former ChlorAlkali Plant at Botany were 'scared out of their brains' about contamination. 'The community is not trusting companies like Orica and now companies like Sydney Water to undertake their activities safely,' she told reporters in Sydney. 'It's really important the community trust is restored.' The NSW opposition has joined the call for tougher action by the state government, demanding more transparency about the cause the pollution in this incident. 'Unfortunately there is a culture of cover-up by the bureaucrats at Sydney Water and the O'Farrell government must step in and order Sydney Water to detail what caused this incident,' NSW opposition spokesman for water Walter Secord told the Macquarie Network on Sunday. But NSW Premier Barry O'Farrell has rubbished opposition claims there may have been a cover-up. 'The opposition is talking through an orifice that I won't mention,' he told reporters in Sydney on Sunday. Mr O'Farrell said he would happily drink from taps in Sydney's south because the health department had ruled there was no evidence the incident was linked to the Orica plant.

<http://www.skynews.com.au/national/article.aspx?id=846544>

USA, N.C, CHARLOTTE, FEBRUARY 17 2013. TANK FARM FIRE POSSIBLY CAUSED BY LIGHTNING STRIKE

diana rugg

 **Watch the Video's**

- [Fire at Petroleum Tank Farm](#)
- [Tank Farm Fire Possibly Caused by Lightning Strike](#)

Fire investigators believe lightning may have sparked a fire that set an ethanol tank ablaze at the fuel tank farm near Paw Creek Saturday afternoon. Flames shot 20 to 30 feet in the air above the 40,000 gallon tank at Eco Energy Corp. as fire fighters arrived on scene just after 4:15 p.m. The explosion shook homes up to two miles away. Owen Flowe said it rattled his windows. "We were outside, and thought it was thunder from snow," said Flowe. "Then I saw the green municipal trucks going down the street and I said, 'Jesus, surely it's no airplane'." More than 70 fire-fighters got the flames under control in an hour and a half using water and foam. There were no injuries. Heavy snow falling in the area at the time did not hamper fire fighters' efforts, according to Charlotte Fire Dept.'s Capt. Mark Basnight. Basnight said crews train for emergencies like this one at the



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tank farm. Investigators are checking data from the National Weather Service to see if a lightning strike was the possible cause. Another possible cause is static discharge.

<http://www.wcnc.com/news/local/Fire--191549281.html>

BAHAMAS, FREEPORT, PINDERS POINT, FEBRUARY 18 2013. OIL SPILL REPORTED OFF GRAND BAHAMA



The public is advised that on Saturday, 16th February, 2013 at approximately 1:15 p.m., officials from BORCO reported that an oil spill had occurred in the vicinity of Pinder's Point, Grand Bahama. In response to the spill a team comprising officials from BORCO, the Port Department and the Department of Environmental Health Services immediately mobilized to commence clean-up operations and assess the extent of the oil spill. The clean-up operation is on-going with constant monitoring from BORCO and the National Oil Spill Advisory Committee. The oil slick has now diminished and is not visible. Officials from BORCO report that the pipeline, which is believed to be the source of the spill, contained oily residue as a result of the decommissioning of several pipelines. Bunker C Heavy Fuel Oil was originally pumped through the pipelines. BORCO reports that approximately three-weeks ago, the petroleum company commenced repairs at a section of the jetty and they closed down seven pipelines and blew-out the lines with water. BORCO further reports that the procedure removed about 95% of the oil from the lines, leaving some oily residue in the pipelines. This will be carefully monitored. Due to adverse weather conditions, the response team was unable to complete the assessment and clean-up operations; however, an emergency response team including divers is on stand-by to respond as soon as the

weather permits. Safety must be the focal point of all operations. A fly over is scheduled for 10:00 a.m. on Sunday 17 February, 2013 by members of the National Oil Spill Advisory Committee. It is anticipated that weather conditions will subside by Monday 16 February, 2013. The National Oil Spill Advisory Committee convened a meeting at approximately 4:00 p.m. today to review the situation and to ensure that mechanisms were in place to adequately respond to this latest incident. The Committee is on stand-by reviewing all actions taken in response to this incident. A full investigation has been launched by the Ministry of Transport and Aviation

http://www.bahamaislandsinfo.com/index.php?option=com_content&view=article&id=13924:oil-spill-reported-off-grand-bahama&catid=33:News%20&%20Info%20about%20Grand%20Bahama&Itemid=146

CHINA, HUNAN PROVINCE, LIUYANG, FEBRUARY 18 2013. FURY OVER ACCIDENTS AND AIR POLLUTION TAKE TOLL ON FIREWORKS INDUSTRY

yan shuang



Residents in Longnan, Jiangxi Province, light up firecrackers on February 11, the second day of Chinese New Year, to celebrate the holiday also known as Spring Festival.

He Jianwu, a fireworks manufacturer in Hunan Province, is alarmed by the fact that the public now considers fireworks to be a major contributor to China's hazardous air pollution as well as frequent accidents during festivals. Based in Liuyang, a city dubbed "the world's largest fireworks-manufacturing base," He owns the Dream Fireworks company, which makes some 7,500 tons of firecrackers and fireworks every year and sells 70 percent of them abroad. Recently he's been worried by the many protests against fireworks, and his company has received several requests for refunds and canceled two firework

shows planned for the New Year. Following a deadly firework explosion in Henan Province earlier this month, which killed 10 and injured 11 as a fireworks-laden truck exploded in Yichang on a smoggy morning, causing part of the expressway bridge to collapse, massive public debates broke out over whether it's time to ban fireworks. The smog that blanketed the middle and eastern parts of China in January led to grave health risks for residents, which some argued was exacerbated during Spring Festival by the fireworks. In addition, each year people are killed or injured when playing with fireworks, further fueling demands they be scrapped. "I wanted to expand further into the domestic market this year but recent online discussions and



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media reports have ruined my plan," he said. He's products are mostly sold in Shandong and Hunan, and his plans to gain market share in Zhejiang and Beijing now seem impossible, he said. The debates, which involve overwhelmingly aggressive criticism of fireworks, have led to a grim picture for He and other people in the industry, as fireworks sales dropped in many cities during the past Spring Festival. Some cities including Hebi in Henan Province also cancelled their New Year firework shows this year due to fears of deteriorating air quality. Compared with last year, there was a 45 percent reduction in fireworks sales in Beijing from February 9 to 14, the five most celebrated days and favorite period for fireworks, according to the capital's fireworks authorities. In cities such as Shenyang in Liaoning, Hangzhou in Zhejiang and Leshan in Sichuan, fireworks also became less popular and some dealers say it was their worst New Year's sales period ever. The capital also experienced fewer instances of fire alarms going off when compared to previous years, as well as fewer people injured by fireworks, according to health officials, but 169 people were still hospitalized.

Fiery Debate

"Some people just refuse to be convinced until they're faced with the grim reality. I'm all for a permanent ban on fireworks, at least in Beijing first, so that fewer people will get injured or exposed to unhealthy air," said Zhang Pengfei, a Beijing-based public interest lawyer. Zhang filed a court appeal against the Beijing work safety administration on January 31, asking the government to revoke the business permits issued to eight fireworks companies in Beijing. "My friends and I felt very uncomfortable because of the smog. Manufacturers and government supervising bodies are partly responsible," Zhang told the Global Times. Although the court turned down his appeal, Zhang said everybody is obliged to protect the environment and is entitled to file complaints. Guangzhou was the first Chinese city to issue a total ban on fireworks when the city government issued a regulation in 1992 that banned selling or using fireworks throughout the entire city. Amid an increasing number of fireworks-related accidents, Beijing followed by banning fireworks in 1993, and many other cities announced similar prohibition decrees. However, the bans were not well enforced. Some residents still hold on to the traditions of playing with fireworks at festivals, and crackdowns on illegal fireworks producers and sellers proved ineffective. In 2005, the Beijing government modified the regulations and began allowing fireworks within the Fifth Ring Road, albeit with certain restrictions in terms of issuing permits and ensuring product quality. Currently, policies on fireworks differ throughout China. For example, Shenzhen only allows grand fireworks shows or ceremonies that have governmental approval, while in Shijiazhuang and Tianjin, residents can play with fireworks at certain places and times of day during the Spring Festival holiday. After hours of fireworks on Chinese New Year's eve in 2012, the density of PM2.5 (airborne particles less than 2.5 micrometers in diameter) at 2 am increased sharply to 1,593 micrograms per cubic meter at one downtown monitoring station, 80 times the readings of the previous evening and 1.5 times higher than the year's most polluted day in Beijing. Environmental officials said fireworks affected the air quality to some extent, and media reports over the past few months have also showed hospitals receiving more patients than usual with respiratory ailments. "Playing with firecrackers on heavily polluted days could deliver a final blow to the capital's air quality," said Dong Liangjie, an environmental expert and former researcher at the University of Hawaii. But emissions from coal and gas burning, motor vehicle exhaust, industrial pollution, and fumes from cooking are the four major contributors of air pollution in big cities during festivals, he explained. Those involved in the firework industry are keen to point out that fireworks aren't necessarily the major factor at play. Zhang Zhijian, the editor-in-chief of the Liuyang Daily who was previously the official responsible for overseeing the Liuyang firework industry told the Global Times that the negative effect fireworks have on air quality is so trivial that it's negligible given the air's ability to purify itself. "The smoke from fireworks quickly clears away and doesn't have a long-term impact," said Zhang, adding that Liuyang is an area known for frequent use of firecrackers, and 99.7 of the time each year it has good air.

Industry Gets Burned

Some verified Sina Weibo users and news organizations started calling for a national ban on fireworks after the Yichang bridge collapse, and a Weibo poll showed that more than half Web users surveyed were in favor of the proposal. Zhang disagrees. "The negative aspects of fireworks are exaggerated in media reports, which is groundless and pure slander," he said. Advocates of a fireworks ban, however, also cite safety concerns. Each year, hospitals across China report incidents of accidents involving fireworks. He Jianwu, however, said accidents could be avoided if people bought products that met standards and ignited them within the suggested distances and locations. Accidents do occur in Liuyang, he said, but most of them are minor incidents that take place in fireworks companies because employees have not followed standard procedures. The State Administration of Work Safety released a notice Saturday emphasizing stricter management and control of the firework industry. The administration will enhance safety inspections, and practice tighter permit-issuing standards, while cutting down on the number of fireworks manufacturers, the notice said. China's fireworks industry is shrinking amid tighter



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restrictions, including in major manufacturing areas such as Hunan and Shaanxi, a Beijing News report said. For example, Liuyang will reduce the number of firework factories from the current 900 to 600 by the end of 2015. Shaanxi announced it would eliminate less productive factories, while Liaoning, Sichuan and Beijing also cleared out their manufacturing factories over the past decade. Zhang said the industry in Liuyang has been becoming more regulated in terms of fireworks' production, delivery, and the ignition process. In January, deputies to local two sessions in Beijing raised proposals for lawmakers to reactivate the fireworks ban which was aborted in 2003. But Gao Wei, a folklore expert and director of the Beijing Society of History and Geography told the Global Times it is better to leave it to the public to decide whether to restrict fireworks instead of waiting for a government regulation. Playing with fireworks is a Chinese tradition passed down from people's ancestors and it indicates a desire to prevent bad luck as well as deliver hopes for the New Year, Gao said, adding that it would be unreasonable to remove them from public life. Greener and safer fireworks or their alternatives, such as electronic fireworks that mimic the sound and visual of real fireworks, might be a better solution than requesting residents follow directions, Gao said. "I used to fill my drawer with different kinds of firecrackers when I was little and light them all during the New Year holiday," said He Yongzhen, a 37-year-old cellphone software programmer in Beijing, "but now there are fewer children favoring fireworks at festivals especially as various digital intelligent products become their newest toys." "New Year without the sight and sound of fireworks would not be like a real festival at all," said He Yongzhen, also a volunteer with the environmental organization Friends of Nature. He suggested softer measures be taken rather than depriving the public of their traditions.

<http://www.globaltimes.cn/content/761990.shtml>

USA, TX, SAN ANTONIO, FEBRUARY 21 2013. DRIVER KILLED WHEN TANKER TRUCK OVERTURNS, CAB BURSTS INTO FLAMES

 [Watch the Video Tanker Truck Overturns, Cab Bursts into Flames](#)

A driver was killed when a tanker truck overturned and the truck's cab burst into flames on Interstate 10 on the Far Northwest Side Tuesday morning. The accident happened around 2:00 a.m. in the westbound lanes of Interstate 10 near Ralph Fair Road. A San Antonio police officer reported hearing a loud boom and seeing flames and then called in the report to the Bexar County Sheriff's Office. Investigators say the driver of the tanker truck apparently lost control, and the truck hit a guardrail and then rolled over. The cab of the truck then burst into flames. The driver of the tanker truck was killed. According to a preliminary report, investigators believe the driver fell asleep at the wheel. Nothing was in the tanker, but fuel from the truck spilled onto the roadway.

<http://www.woai.com/news/local/story/Driver-killed-when-tanker-truck-overturns-cab/zicEeVswAUmDk5KFyhJ-2g.csp>

USA, MA, ESSEX CO, FEBRUARY 21 2013. GASOLINE-CONTAMINATED WATER ORIGINATED FROM FRAMINGHAM POLAND SPRINGS PLANT >>THE WATER CONTAMINATION MAY BE A RESULT OF HURRICANE SANDY'S IMPACT.

sean o'donnell



An Essex County child was hospitalized after drinking contaminated water that was bottled at a [Framingham Poland Springs plant](#). According to a release from the Massachusetts Department of Public Health, the water had been bottled in containers that were previously used to transport gasoline. "After Super Storm Sandy struck the eastern seaboard in October, some gasoline shortages were reported in New York, New Jersey and Connecticut, and some residents used empty containers such as large water bottles to transport gasoline," the release said. The contamination could impact three and five gallon containers of water that have been bottled since

Nov. 1, 2012. "In the past three months, bottled water companies have detected and blocked from reuse an increased number of returned water bottles found to contain gasoline residue or fumes. However, despite these detection efforts, as well as disinfection and sanitization protocols, a very small number of contaminated bottles are believed to have made it through the detection process and back into consumer use." According to the DPH, at low levels of exposure the compounds are usually excreted in urine, however swallowing the chemicals could irritate the mouth and digestive tract causing vomiting and diarrhea. Consumers are urged to check their large water containers for any odor before using the bottle. Clean water is odorless and should not have any chemical smell. If you are concerned about a bottle do not drink or use the water in it. Contact your water provider to make arrangements for a replacement.

<http://framingham.patch.com/articles/poland-springs-water-from-framingham-pant-contaminated-with-gasoline>



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USA, OK, FEBRUARY 21 2013. WORKER FOUND DEAD AT VALERO'S OKLAHOMA REFINERY

alison sider

A man working on a maintenance project at Valero Energy Corp.'s (VLO) Ardmore, Okla. refinery died after being found unconscious Monday night, a spokesman for Valero said. Valero spokesman Bill Day said the cause of death is unknown and is under investigation--there are no signs of any release, "no fire, no explosion, nothing like that," he said. "[The death] is not believed to have been caused by the refinery at this point," Mr. Day said. He said the refinery's emergency response team called an ambulance after the man was found unconscious, and the man was pronounced dead at the hospital. The worker was employed by Cat-Spec Ltd., a contractor that was in the refinery doing maintenance work on the 85,000 barrel-a-day refinery's hydrotreater. Cat-Spec's main office was closed Tuesday evening.

<http://www.foxbusiness.com/news/2013/02/19/worker-found-dead-at-valero-oklahoma-refinery/>

USA FLA, MIAMI, FEBRUARY 21 2013. MOM OF MIAMI MAN KILLED BY BEING SET ON FIRE SUES GAS COMPANY

hank tester & juan ortega



The mother of a Miami man who died from being set on fire by several attackers Christmas night is demanding accountability from the gas station where she says her son was attacked.

Wednesday, five days after Darrell Brackett died from his burn injuries, his mother Bridgett Brackett drew attention to a lawsuit filed against the gas station where she says her son was attacked. The mother of a Miami man who died from being set on fire by several attackers Christmas night is demanding accountability from the gas station where she says her son was attacked. Wednesday, five days after 44-year-old Darrell Brackett died from his burn injuries, his mother Bridgett Brackett and her Coral Gables lawyer held a press

conference to draw attention to their negligence lawsuit against Urbeita Oil Inc. and two other gas-related entities. The lawsuit, filed in Miami-Dade circuit court last month, alleges Darrell Brackett's death could have been prevented had U-Gas at 4700 NW 27th Ave. had proper security to ward off criminals, including by having a guard, sufficient lighting and an adequate number of surveillance cameras. "I wish no other family has to go through what I've gone through," Bridgett Brackett said, wiping her tears. "The gas company should be held accountable for what happened to my son." Ignacio M. Urbeita, general counsel for Urbeita Oil Inc., said allegations made by the law firm representing Brackett were untrue. "This morning, lawyers held a press conference in an apparent effort to sway public opinion outside of court," Urbeita said in a statement. "The Haggard Law Firm alleged unsubstantiated facts about the incident and made dishonest statements disparaging our personal ethics. We vehemently deny their version of events and will address their accusations at the appropriate time and place." Urbeita added: "Most importantly, we would like to emphasize that safety is and always has been our priority."

One Suspect in Burned Man Case has come forward: Miami-Dade Police

The night of the attack, Darrell Brackett had bought gas at U-Gas, when a group of men turned that fuel into a weapon against him and caused him to suffer burns across his body, his family said. Brackett, hospitalized since the attack, died Friday. Brackett's lawyer, Todd Michaels, alleged Wednesday that the gas station endangered customers by allowing drug dealers to often remain on the property. "The problem is that every good person who stopped at that gas station to get gas was put at risk, and that's exactly what happened to Darrell," Michaels alleged. Michaels argued the gas station failed to reasonably safeguard the property, even though it knew criminals were plaguing it. "Crime is a problem at this gas station," Michaels said. He said his law firm's investigators compiled crime figures at the station, showing that from 2009 to 2012, it had six robberies, 20 drug arrests and 57 assaults.

Pair Sought in Christmas Night Fire Attack: Police

Lawsuits such as the one filed in Brackett's death are brought under premises liability law and are common, according to Nova Southeastern University law professor Bob Jarvis. They range from minor slip-and-fall accidents at supermarkets or stores to severe cases in which people die, said Jarvis, who is not involved in Brackett's case. "The question always is what duty the landlord has to the patron," Jarvis said. "Did the landlord fail in that duty?" Generally in such cases, landlords or businesses contend their level of duty to the customer is low, arguing that they aren't responsible for what some other person does, whether it's a customer falling from not paying attention to where they're going or it's a criminal unforeseeably attacking a customer. Meanwhile, patrons argue the businesses' duty is high, saying businesses should safeguard their premises as



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reasonably as possible, Jarvis said. In addition to showing that the landlord knew a customer was at risk of harm, plaintiffs also must demonstrate "the landlord did nothing, and that if the landlord had done something, the injury would not have happened," Jarvis said. Most of the time, such lawsuits are settled before reaching trial, Jarvis said. In Brackett's case, Miami-Dade police say [three assailants were involved](#). Last month, police spoke to one suspect, Alex Cineas, 21, police said. Late Wednesday, Miami-Dade detectives visited the gas station and passed out fliers. They say that Willie Summersett, 30, of Miami, is a prime suspect in Brackett's killing. However, no arrests have been made, pending an ongoing investigation. It's not the first time that Michaels' law firm, the Haggard Law Firm, has pursued a lawsuit against the same company, the law firm said. The law firm previously sued and won a \$5.7 million verdict against the company in the 2009 slaying of Trinard Snell, which happened at a company gas station just north of where Brackett was burned, the firm said. That lawsuit similarly hinged on a negligent security, the law firm said. Michaels said the latest lawsuit was meant to send a message. "Throughout this lawsuit, we hope to send a message to Urbeita Oil and to other business owners that security has to be Priority No. 1, not an afterthought," Michaels said. Ignacio Urbieta, the oil company's lawyer, said that the company is a family business where safety always has been its priority. "We express our sincere condolences to the family and friends of Darrell Brackett, the victim of a heinous crime committed near a U-Gas station on 27th Avenue in Miami," Urbieta said. "We support police in their efforts to bring the perpetrators to justice."

<http://www.nbcmiami.com/news/local/Mom-of-Miami-Man-Killed-By-Being-Set-on-Fire-Sues-Gas-Company-192087431.html>

PHILIPPINES, PANGASINAN, BOLINAO, FEBRUARY 21 2013. OIL SPILL FROM MYANMAR SHIP PROBED

eva visperas



Local government officials in this town said they will take necessary steps to address whatever damage an oil spill might cause their fishing industry after a Myanmar ship sank 14 nautical miles from the coast here Sunday. Mayor Alfonso Celeste told The STAR yesterday that he had discussed the problem with an officer of a fishers' association in Bolinao, who told him that the oil spill is moving northward. He said he is also coordinating with other agencies. Celeste was informed that there was no immediate negative effect yet but he said they would continue to monitor and coordinate with the Philippine Coast Guard (PCG) and the Department of Environment and Natural Resources (DENR). He said there were hundreds of payaw, fish sanctuaries of bamboo poles that attract bigger fish, in the area where MV Arita Bauxite sank. A payaw, which costs about P70,000, is harvested after a month. Celeste said he is leaving it up to the

PCG to assess the damage.

<http://www.philstar.com/headlines/2013/02/20/910882/oil-spill-myanmar-ship-probed>

USA, KS, WICHITA, FEBRUARY 21 2013. CONSTRUCTION CREW UNEARTHS DECADES-OLD RAIL TANKER

 **Watch the Video** [Buried Rail Car Found at Downtown Wichita Construction Site](#)



There's not usually much to see at the corner of 1st & Waco in downtown Wichita. But drivers were stopping Tuesday just to catch a glimpse of recently uncovered history. "Never seen nothing like this before in my life," said Will Miller. "I think it's really neat," added Barbara Kinney, "I had to come and see it." Last Friday construction crews working on a new apartment project unearthed what is believed to be an old railroad fuel tanker. The site is part of what used to be Missouri Pacific train depot, from the early 1900s, until it was torn down in the mid-1960s. Based on the riveted design, experts at the Great Plains Transportation Museum say it's probably from the 1930s, or earlier. It was common back then to bury a single dome tank underground and use it to refuel

locomotives. Why it was never removed when the depot was destroyed is still a mystery. City environmental officials are aware of the find. It's unclear when or how the tanker will be removed. Calls to the City of Wichita and Builders Inc., co-owners of the property, were not immediately returned Tuesday.

http://www.kwch.com/news/kwch-bh-news-construction-crew-unearts-decadesold-rail-tanker-20130219_0,5479384.story



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INDIA, ANKLAV TALUKA, NADIAD, FEBRUARY 21 2013. TANKER OVERTURNS, CATCHES FIRE IN ANKLAV TALUKA

A tanker carrying a large consignment of inflammable chemical overturned and caught fire at Bhilwad village in Anklav taluka. The truck driver has suffered 95 per cent burns and is struggling for life. The incident also injured a motorbike rider, who was trying to overtake the truck. The incident happened at 9.30 am on Tuesday when a truck carrying inflammable liquid reached Bhilwad village near Sikotar mata temple. The truck was ferrying the consignment from Hazira to Mundra. It was here that the truck driver steered left to avoid a collision with an oncoming vehicle and in this process the truck overturned. As the truck skidded, it caught fire.

http://articles.timesofindia.indiatimes.com/2013-02-20/vadodara/37198973_1_truck-driver-tanker-anklav

USA, KS, KANSAS CITY, FEBRUARY 21 2013. OFFICIALS: CONTRACTOR FOR CABLE COMPANY HIT GAS LINE BEFORE EXPLOSION

 **Watch the Video** [Watch video of the explosion's aftermath](#)



An employee of a subcontractor laying fiber optic cable hit a 2-inch gas line with an underground boring machine about an hour before an explosion killed one person at a popular restaurant in Kansas City, Missouri. Fire Chief Paul Berardi told reporters the subcontractor, Heartland Midwest, called 911 at 4:55 p.m. CT to report the accident. Authorities do not know what caused the leaking gas to ignite, according to Rob Hack, chief operating officer of Missouri Gas Energy. "But all the damaged points to ignition inside the restaurant," he said. One body was pulled Wednesday from the debris at JJ's restaurant, a popular place near Country Club Plaza, a locale with upscale shops and restaurants. Officials said Wednesday afternoon they believed there were no more missing people or undiscovered bodies. "The people stage has basically concluded," Mayor Sly James told reporters. Authorities were moving into the investigation phase, he said. The explosion occurred just after 6 p.m. Tuesday. One female employee was reported missing after the blast, but Fire Chief Paul Berardi said it was too early to confirm the identity of the victim, whose body was found near the restaurant's bar area. At least 15 people were injured in the blast. Six people remained hospitalized Wednesday, three in critical condition, Berardi said. Berardi released a timeline of events that began with the subcontractor calling 911 shortly before 5 p.m. local time to report the accident. A Missouri Gas Energy employee showed up about 20 minutes later and, after some initial readings on gas-measuring devices, called for backup, Hack said. MGE employees on the scene went into businesses and asked people to leave because levels were above the state's threshold for gas concentrations in the air. The gas company also brought in excavating equipment to try to vent the pipe, but the explosion occurred before they could alleviate the problem. Three of the company's workers were hospitalized, Hack said.

'I Thought I Was Going To Die'

The odor of natural gas led to the early closure of JJ's restaurant, but hostess Deidre Estes and other employees weren't in a rush to leave, unaware of the danger they were in. Then, "Boom! And everything was black," [Estes told CNN affiliate KCTV](#). The blast ripped the roof off of the restaurant. "I thought I was going to die. Honestly, I thought I was trapped in there," Estes told KCTV. "I saw the flames, and I was scared I was going to burn up. And then with all my might, I got this strength and lifted the rubble off." A utility crew investigating the odor had suggested that the restaurant close, but gave no sense of urgency or the potential for an explosion. The mayor confirmed that the fire department responded to a call about the gas odor, about 50 minutes before the blast, but left the scene after being told by the utility company that everything was under control. "When these situations exist, the fire department defers to the expertise of any utility who is there," James said. Debris was stacked 3- to 4-feet high where the restaurant once stood. Among the rubble was the gas company's destroyed backhoe. Jennifer Carter, who was in the restaurant, told [CNN affiliate KSHB](#) that a man who had a hand-held device came in before the blast and told her and 10 others to leave. Employees had already turned off appliances after smelling gas, she said. Carter complied. She was just a few blocks away when she heard the explosion. The gas sent flames a few stories high into the night sky. More than 100 firefighters responded, Berardi said. Dr. Leonardo Lozada heard the explosion a block and a half away at St. Luke's Health Systems, where he is chief physician. "It was pretty loud. I just heard it; it wasn't that traumatic," he said. The restaurant's owner, James Frantze, was in Oklahoma at the time of the blast. A message on the restaurant's Facebook page made a simple request of patrons: "Please keep our friends and families in your hearts and prayers."

<http://edition.cnn.com/2013/02/20/us/missouri-gas-explosion/index.html>



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USA, MI, HUDSONVILLE, FEBRUARY 22 2013. IS HOMEBREWING BIODIESEL ENVIRONMENTALLY SAFE?

 [Watch the Video Is Homebrewing Biodiesel Environmentally Safe](#)



For several years, diesel fuel has cost about 40 cents more per gallon than regular unleaded gasoline. When fuel prices first started spiking, a market for home brewed biodiesel emerged in 2007. It can be a lot cheaper, but there are competing views on its safety, and whether there are environmental consequences. Creating biodiesel is relatively simple. You can use vegetable oil, canola oil, or head to a restaurant and ask for leftover oils from the fryer. But after you make the fuel, there's leftover gunk. And what to do with it is where the debate lies. It starts in the fryer of Cliff Westendorp's kitchen at the Hudsonville Grille. No, not the making of an appetizer to fuel the body. "We're making three to five gallons of fryer oil per week," said Westendorp. After he mixes it with

diesel, this is fuel for his truck. "It basically cost me \$1 per gallon versus \$4 per gallon," he said. Westendorp doesn't just brew delicious entrees, he home brews biodiesel. "I filter the oil twice before it goes into the tank," he said. Biodiesel is a renewable fuel made from either new soybean or canola oil or waste restaurant oil. Westendorp puts his waste right back in the original five gallon jugs and hauls them to his auto shop. There sit two large tanks; he collects 35 gallons of waste oil in one tank. "I let it sit in here for a few days to settle," he said. Next, he mixes it with 20 gallons of diesel in the other tank. "Then I circulate it through two filters. That cleans it, then once it's mixed really I'll put it right in the truck." This is one method of home brewing which took off in Michigan in 2007, after the price of fuel rose dramatically. "If you can collect the oil, you can make the biodiesel for \$1.67 a gallon," said Dennis Pennington, a bioenergy educator at the Michigan State University Extension Office. That's the other type of home brewing Pennington is talking about. He makes biodiesel, and a lot of it for his program, which is located in a building a few miles off campus. They actually grow their own crop, and use an oil press. "We have to squeeze the oil out of the seed," he said. But Pennington can also whip up a batch of real home brew, and he measured everything out to show us how. It starts with the oil. If you use fryer oil, you need to first strain the particles out. "I drew one milliliter of the clean oil and put it into this beaker," he said. Then he mixes in an alcohol. "We would use methanol," he said. Next he adds a one percent mixture of sodium hydroxide and a color corrector. Once the oil is filtered, it ends up in some type of tank, depending on how much you want to make. That's where the brewing process can begin. It takes about 2.5 hours. The tank must have a funnel at the bottom so the byproduct can settle. The final result: Biodiesel on top, byproduct on the bottom. "It's caustic and dangerous and you have to know what to do with it," said John Miller. Miller is a chemist and fuel expert at Western Michigan University who loves talking biofuels. "It's one of the things that gets me up in the morning," he said. And he'll be honest. "I would recommend that they not home brew," he said. He was all for this method when the boom happened, but now he believes safety and environmental impacts of the byproduct are too great. "This red layer is the glycerin layer," he said, pointing to a jar in his lab. The non-biodiesel waste stream consists of glycerin, methanol and the base catalyst. Miller says it's basically drain cleaner, and says the methanol component is poisonous. "Our fear is that they're putting it down the drain, our fear is that they're land applying it. But we really honestly don't know," he said. Pennington says dumping it down the drain is of concern, but not land application. He says it can be applied to farmland as a fertilizer source. Some do keep the glycerin to make soap and cosmetics. "I don't have any concerns regarding home brewing in terms of environmental or safety concerns," Pennington said. Pennington says very small amounts of methanol and unspent catalyst are left in the byproduct. In commercial production, facilities are in place to remove those impurities and properly dispose of them. In small scale production, Pennington says it is not cost effective to do this. Whether or not you think it's environmentally wrong, it is legal. Now you can decide if this alternative fuel is worth the cost to save some serious cash. The National Biodiesel board told us they do not recommend dumping glycerin in the ground. The U.S. Environmental Protection Agency emailed a statement that says: "We do not have enough information on biodiesel byproducts to determine whether it may present environmental concerns that require it to be managed with restrictions. We believe that this product may have levels of alcohol (which is a flammable liquid) that would cause it to pose a hazard when managed improperly. That is to say that the product could ignite if managed improperly." A Kent County Regional Wastewater Treatment Facility spokesperson said they've never had anyone drop off the byproduct before, but said they would take it in a small quantity if someone did.

http://www.wzzm13.com/news/article/244247/14/Is-homebrewing-biodiesel-environmentally-safe-_odyssey=tab%7Ctopnews%7Cbc%7Clarge



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USA, ID, FRANKLIN CO, POCATELLO, FEBRUARY 21 2013. 77-YEAR-OLD WOMAN CRASHES SNOWMOBILE, CRUSHED BY FUEL TANK

Franklin County authorities say a 77-year-old woman has died from injuries sustained in a snowmobile accident. An accident report says Karla Cattani was operating a snowmobile near her home Sunday afternoon. The report says she collided with an overhead fuel tank, which fell on top of her. Sheriff Dave Fryar tells the Idaho State Journal an officer arrived at the scene of the crash in the Banida area north of Preston to find Cattani already in an ambulance headed for a hospital. The sheriff says a relative told the officer when he arrived at the hospital that Cattani had died from her injuries.

<http://www.krem.com/news/77-year-old-woman-dies-from-snowmobile-injuries-191849151.html>

USA, LA, BATON ROUGE, FEBRUARY 22 2013. EXXONMOBIL BATON ROUGE REFINERY DID NOT DISCLOSE ACCIDENT, INSPECT CORRODED PIPES: UNCENSORED EPA REPORT

lauren mcgaughy

 **Photo's [6]** [Exxonmobil Baton Rouge EPA Inspection](#)



"These pipes that service the refinery's hydrocracking unit, showed 'signs of significant corrosion and scaling,' according to EPA. Exxon Mobil Baton Rouge EPA Inspection.

ExxonMobil's [Baton Rouge](#) Refinery failed to inspect hundreds of corroded pipes and report several incidents in the last five years, according to an uncensored EPA inspection report recently obtained by a local environmental group. The July inspection was spurred by a [significant leak](#) of a highly carcinogenic chemical in June. The [Louisiana Bucket Brigade](#), a New Orleans-based environmental advocacy group, obtained the uncensored report in February from the Environmental Protection Agency, or EPA. The uncensored report, which can be [read here in its entirety](#), was then provided to [NOLA.com](#). The report detailed the findings of a July EPA inspection of the ExxonMobil Baton Rouge Refinery, which was spurred by a [June leak](#) of more than 31,000

pounds of the cancer-causing chemical benzene, short-term exposure to which causes breathing problems, headaches and tremors. The most serious findings of the report include:

- Extensive pipe corrosion and out-of-date inspections
- Failure to report accidents and deficiencies
- Inadequate emergency procedures and inadequate staffing for emergency situations
- Failure to follow best practices and operating procedures

A [heavily redacted version](#) of the same inspection report was released to the Brigade in December. At the time, ExxonMobil officials said the report was censored to protect the company's confidential business practices. "The portions of the report that were redacted protect the confidential business information that allows us to operate a safe business," ExxonMobil Public Affairs Officer Jennifer Hughes said in a Jan. 14 email. However, nearly all of the information censored from the original report dealt solely with community and worker safety issues and accident reports. Unsatisfied with the redacted version, the Brigade made a request under the federal Freedom of Information Act for the uncensored report, which was granted and released Feb. 6. ExxonMobil denied responsibility for the redacted information in an email statement Thursday, Feb. 21, saying EPA authored the report and chose which portions to censor under confidential business information (CBI) rules.

Piping Corrosion

The uncensored report revealed the refinery, referred to as BRRF, "did not inspect over 1,000 underground pipes with liquid and gas flammables and a variety of hazardous chemicals" in the last five years. Pictures taken by EPA inspectors in July also showed serious corrosion of under- and aboveground piping and valves, one section of which was "wrapped in garbage bags and secured with duct tape." Other pictures highlighted "significant corrosion and scaling" of pipes as well as metal entirely sloughed off the bottom of a pipe believed to be conducting high-pressure hydrogen. As of the July 2012 inspection, EPA said 249 underground piping inspections were out of date. While ExxonMobil has spent \$20 million repairing the pipes since 2006, the company still has not cited any mechanical integrity problems in the most recent audit, according to the report. Lana Sonnier Venable, a member of ExxonMobil Baton Rouge's public affairs team, said descriptions of the piping as "heavily



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corroded" were incorrect. "Regarding piping and the photo you reference, your description is inaccurate. All piping components are secured and maintained to industry standards," Venable said in an email sent Thursday morning. She added the \$20 million pipe repair project was 90 percent complete.

Accident Reporting

In the last five years, the refinery reported no accidents, according to the report. However, the company investigated and reported eight incidents in its latest risk management plan (RMP). EPA added its lead inspector additionally became "aware of many other incidents that were not reported as RMP incidents but were investigated." One incident in particular, in which nine people were sent to the hospital due to carbon monoxide exposure in May 2009, should have been reported to EPA but was not. The event "should have been reported as a catastrophic release from a covered process because nine people were transported to the local hospital," for injury or illness, the report said. According to ExxonMobil, workers were sent to the hospital solely as "a precaution." "All test results showed no health impacts as a result of this incident," Public Affairs Manager Stephanie Cargile said in a Dec. 20 email. Venable, in her Thursday email, didn't remark on the lack of reporting of the incident, only saying it was investigated "consistent with our processes and the applicable regulatory requirements."

Emergency Procedures

The report noted the refinery did not adequately address worker safety in their emergency procedures, especially around their hydrocracking unit, referred to as HCLA. "BRRF has failed to address concerns with exposure of non-essential personnel in the HCLA area during startup operations," the report noted, "which could result in the escalation of an incident including personnel injury." The report added workers could not rely on emergency and shutdown procedures provided at the refinery because "the level of detail" to complete needed tasks was insufficient. "This could lead to confusion and the inability to complete the procedure, especially in an emergency situation," the report said, adding there were not sufficient numbers of emergency workers to implement emergency procedures.

Best Practices

Overall, the report highlighted the refinery's general failure to follow either their own best practices or those of state or federal agencies. "BRRF failed to follow their own operating procedures, recommended operating procedures, and maintenance operating procedures," the uncensored version of the EPA inspection stated. In response, ExxonMobil said it had "reviewed the findings from the inspection with EPA to fully understand each allegation." We "are sharing additional information which we believe may resolve many of the areas of concern identified in the report. Where we can't reach agreement, we will follow EPA's dispute process," Venable said Thursday. She added: "Safety is a core value for our company, and we have continuously improved our safety performance over the past five years. Nothing is more important than the safety and health of our employees, our contractors and the people who live and work around our operations." ExxonMobil did not respond to specific questions regarding the facility's best practices or emergency procedures mentioned in the report by press time. The findings of the report come as the facility is requesting [permission to perform several expansion projects](#) at its Baton Rouge facility, which also houses a chemical plant as well as the refinery, which is the nation's second largest. Due to several factors, the Louisiana Department of Environmental Quality decided to open up the decision on the expansion projects to the public. They will [hold a public hearing](#) on March 12, 2013 at 6:00 p.m. at the Natchez Room at 602 N. Fifth Street (Galvez Building) in Baton Rouge. Bucket Brigade staff welcomed the hearing, especially after the inspection findings, which founding director Anne Rolfes called "the perfect example of the oil industry in Louisiana: they operate on the cheap, they don't invest in their infrastructure so that they can maximize profits. Meanwhile Louisiana bears the brunt of their abuse: pollution and the destruction of our coast." In response to the release of the uncensored report, the Brigade held simultaneous press conferences on Thursday in Baton Rouge's Standard Heights community and at the Ritz Carlton in New Orleans. In Baton Rouge, Standard Heights Community Association Secretary Tonga Nolan said she wishes there was more extensive community engagement from ExxonMobil and other companies operating in the area. "I feel like they are very neglectful when it comes to the people of this community," Nolan said, noting no ExxonMobil or EPA officials went door-to-door after the June benzene spill. "In reality, they're actually ignoring us." Rolfes, standing beside Nolan at the latter's home less than a mile from the refinery, said she hopes the company takes EPA warnings of insufficient staff to hire more people from the neighboring communities. "Now we're realizing their pipe problem is worse than we ever realized," Rolfes said. "They've got a problem, but the good news is that solving it would be an economic boost for this region."

http://www.nola.com/environment/index.ssf/2013/02/exxonmobil_baton_rouge_refiner.html



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