



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 962 Newsy Stuff

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

May 20 2013



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USA, N.J., VINELAND, MAY 12 2013. VEHICLE BACKS UP INTO VINELAND WAWA, IGNITES GAS PUMP

spencer kent



A gas pump at a Wawa at the corner of South Delsea Drive in Vineland caught fire Saturday, May 11 after a vehicle backed into it.

A vehicle hit a gas pump at a Wawa located on the corner of South Delsea Drive and West Sherman Avenue early Saturday morning about 3 a.m. causing both the gas pump and vehicle to catch on fire. The woman driving the vehicle reportedly backed the vehicle into the gas pump causing it to ignite. The passenger inside the vehicle reportedly pulled the female driver out of the vehicle with her pant leg on fire, according to a Wawa gas station attendant. The ignited gas pump let out some minor bursts and flare-ups, however firefighters were able to contain the blaze before a potential explosion. Thick black smoke rose to the gas station canopy causing it to char.

http://www.nj.com/cumberland/index.ssf/2013/05/vehicle_backs_up_into_vineland.html

USA, AKA, FAIRBANKS, MAY 12 2013. CLEANUP PROJECT WILL HELP VILLAGERS IN ANAKTUVUK PASS REMOVE 50-YEAR-OLD FUEL CONTAINERS LEFT BY MILITARY

tim mowry



Clean up near Chandler Lake in the Brooks Range - Rusty 55-gallon barrels sit on the tundra near Chandler Lake in the middle of the Brooks Range like a caribou herd scattered across the landscape, surrounded by rugged, snow-capped 6,000- and 7,000-foot high peaks. The fuel drums, an estimated 130 of them, have been sitting there for more than 50 years, left by the Department of Defense when it did work in the area in the 1940s and '50s. In addition to the fuel barrels, there are 700 five-gallon fuel cans piled up, along with other miscellaneous debris that was abandoned when researchers ended their studies in the late 1950s.

The rusty 55-gallon barrels sit on the tundra near Chandler Lake in the middle of the Brooks Range like a caribou herd scattered across the landscape, surrounded by rugged, snow-capped 6,000- and 7,000-foot-high peaks. Unlike caribou, rusty barrels don't feed the people of Anaktuvuk Pass, and they aren't nearly as nice to look at, which is why residents in the village in the Brooks Range 250 miles northeast of Fairbanks want them gone. The fuel drums, an estimated 130 of them, have been sitting there for more than 50 years, left by the Department of Defense when it did work in the area in the 1940s and '50s. In addition to the fuel barrels, there are 700 five-gallon fuel cans piled up, along with other miscellaneous debris that was abandoned when researchers ended their studies in the late 1950s. Most of the debris is located on Native allotments or Arctic Slope Regional Corp. lands that lie within the boundaries of Gates of the Arctic National Park and Preserve, which was created in 1980 by the Alaska National Interest Lands Conservation Act. The village of Anaktuvuk Pass, which is located within Gates of the Arctic, has asked the National Park Service for permission to use Argos and snowmachines to haul the abandoned materials out of the area during the next two summers. The Park Service recently issued an environmental assessment of the proposed project and is taking public comment on it through the end of the month. "People have gotten used to seeing them there, but it looks way out of place, especially in the summertime," Larry Burris, vice president of the Anaktuvuk Pass tribal council, said of the fuel drums and debris. "We're looking forward to having that area returned to its natural state."

History of Use

The Chandler Lake area, which is about 30 miles west of Anaktuvuk Pass and commonly used for subsistence hunting and fishing by local residents, was used by the Defense Department between 1944 and 1958 for oil exploration and arctic research. The U.S. Navy's Office of Naval Petroleum and Oil Shale Reserves explored for more than 10 years, starting in 1944. In addition, Yale University and the U.S. Office of Naval Research collaborated on research around Chandler Lake between 1951 and 1958, during which time researchers camped in the area for at least two summers. The fuel barrels "are pretty much scattered all over in different places," Burris said. The Department of Defense identified seven different areas with an estimated seven tons of military debris to clean up. Most of the material is around Chandler Lake. Some is near Little Chandler Lake, just to the north. The Park Service's preferred alternative is to use eight-wheeled Argos — the only all-terrain



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vehicle permitted in the area by the Park Service — to reach the area in the summer on an existing trail. The debris would be gathered, cut up and stacked. Snowmachines and sleds would be used to haul it out to Anaktuvuk Pass before the snow melts in the spring. Under another alternative, aircraft would carry out the debris. Even though the debris is within park and preserve boundaries, the Park Service can't use its funding to remove it because it's not on Park Service land, Gates of the Arctic Superintendent Greg Dudgeon said. The Park Service did help document how much debris is there, and the Department of Defense used that information to come up with the funding for the project, he said. While local residents are allowed to drive their Argos on Park Service lands for subsistence purposes, the cleanup project is not classified as subsistence. That's why the National Park Service did an environmental assessment, Dudgeon said.

Long Process

Burris is one of the locals who brought the situation to the attention of the federal government more than 10 years ago when he was president of the village corporation. The bureaucratic wheels have been turning slowly ever since. "It was a process to get this taken care of," Burris said. The two-year cleanup project, which will cost \$440,000, is being funded by a grant from the Native American Land Environmental Mitigation Program, an environmental program within the Department of Defense that works with federally recognized Native tribes. The cost is high because of the area's remote location, said Ron Lynn of NALEMP, who wrote the grant and is serving as project manager for the tribe. "We have to fly everything in," Lynn said. A temporary labor camp must be built to Occupational Safety and Health Administration's specifications, which includes a 12-foot-by-20-foot shed, he said. The cost of flying in the lumber for the building is \$10,000 alone, Lynn said. Several permits were required from several agencies to get the project approved and an archeological survey of the proposed summer campsite still must be conducted because the area is home to archeological remains, Lynn said. The amount of red tape required for the project was surprising, he said. "I couldn't believe all the permits we needed to get just to pick up some garbage," he said. Lynn hopes to start the archeological survey as soon as Chandler Lake is ice-free, probably sometime in mid-June. Once that's complete, workers will begin building the campsite. The cleanup project, which is being overseen for the military by the U.S. Army Corps of Engineers at Fort Richardson in Anchorage, is a good deal for the village, Burris said. In addition to getting its lands cleaned up, the project will also employ several local residents who will be hired to gather and cut up the debris in the summer and haul it out in the winter. The plan calls for a team of four workers to be hired for the summer work and as many as 10 local residents will be contracted to haul the debris out by snowmachine in the winter. Of the \$440,000 dedicated to the project, an estimated \$120,000 will be paid to local residents hired for the work. "It will be a nice opportunity for some local residents to make some money," Burris said.

Contamination Concerns

In addition to being a blight on their land, local residents were also concerned about environmental contamination. Some elders in the village of 350 residents remember seeing planes dropping the fuel barrels from the air into and onto the lake in the summer and winter, Lynn said. "The old timers said there were hundreds dropped in the water," said Lynn, who wrote the grant for the project. "They would just fly by and drop them on the lake in the winter. When they were done with them, they would ax them and let them sink. We don't know how many are in the water." Some of the barrels reportedly broke when they hit the tundra or ice, spilling contaminants such as aviation gas and diesel fuel onto the ground or into the lake, said Bud Rice, an environmental protection specialist for the National Park Service who is monitoring environmental compliance for the project. The water in Chandler and Little Chandler lakes has been tested and no contamination has been found, but soil samples from several of the sites showed the possible presence of "petroleum-related compounds," according to the Park Service's environmental assessment. "It's so old, it's hard to fingerprint and figure out what it is," Rice said. "We're pretty sure it's from fuel, but we can't say for certain." Workers will receive hazardous materials training before the cleanup, Lynn said. "If they see any contamination they'll note it, photograph it, GPS it, and environmental consultants will go take samples," he said. There are some fuel barrels on Park Service land, too, and the agency will sample them this summer for contamination, Rice said. The Park Service is in the process of trying to get funding to clean up the fuel containers on its land, Dudgeon said. If the agency can do so, Dudgeon said, it would likely hire locals in Anaktuvuk Pass to do the work.

Win-Win Situation

Chandler Lake, which Burris said is full of big lake trout, is an important subsistence resource for the village, and the prospect of cleaning up the barrels and fuel cans has locals in the village of approximately 350 people excited. "Let's go for it," said Kenny Mekina, who is on the tribal council board and city council. "People want that place cleaned up. That's where we hunt and fish in the summer and winter." Mekina, 57, said the fuel drums on the tundra have been a part of his life "ever since I was a young kid traveling there on a snowmachine." "From the hills, you can see all these black marks," he said. Though local



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residents have grown accustomed to the sight, Mekina said, it will be nice to see the fuel drums gone. "It'll be much better," he said. "Our land should be cleaned up." Likewise, the Park Service is looking forward to getting the fuel drums and cans cleaned up, even though they aren't on federal land. It will make the landscape more appealing for locals and hikers who travel through the area in the summer. "It's a win-win for everyone involved," said Dudgeon, the park superintendent. "This is a way to help local folks and help the park."

http://www.newsminer.com/news/local_news/cleanup-project-will-help-villagers-in-anaktuvuk-pass-remove/article_6bc7810a-ba11-11e2-b5d6-001a4bcf6878.html

CHINA, GUIZHOU PROVINCE, LPINGBA COUNTY, MAY 12 2013. COAL MINE EXPLOSION KILLS 27 IN SOUTHWEST CHINA



A gas explosion killed 17 people at the Shangchang Coal Mine in Yunnan province in December 2012.

At least 27 people have been killed and 16 injured in a gas explosion at a coal mine in China's southwestern province of Sichuan. China's work safety authorities said the powerful blast occurred on Saturday at the Taozigou coal mine in the city of Luzhou, the Xinhua news agency reported. The accident response team rescued 81 miners and 16 were hospitalized for treatment of their injuries. Such accidents are frequent in China, and several mine explosions have happened this year. The incident occurred just one day after 12 people were killed in a gas explosion in Guizhou province on Friday night at a mine reported to have been operating illegally. The life of a Chinese miner is dangerous, and more than 1,300 people were killed in mine accidents in 2012. According to official figures, 2,433 people died in coal mining accidents in China in 2010.

Independent labor groups say the figure could be much higher because many accidents are covered up to prevent mine closures. Although the authorities have tightened safety regulations in recent years, China's mines are the deadliest in the world and regulations are often ignored. The Chinese government has shut down hundreds of mines over the past few years as part of its efforts to improve safety standards.

<http://www.presstv.ir/detail/2013/05/11/303020/mine-explosion-kills-27-in-china/>

ZAMBIA, KAWAMBWA, MAY 12 2013. AGRICULTURALIST DIES IN PETROL BLAZE

godfrey chikumbi

A Kawamba agricultural officer in Luapula Province has died, a day after being severely burnt when a drum of petrol in a house caught fire. Webby Sikaonga, an agriculture assistant, died yesterday at Mansa General Hospital, where he was admitted after the accident. On Thursday, Sikaonga and his colleague, Evans Mutale, a contractor of Mutabu Construction Company in Kawambwa, suffered severe burns after the petrol they were drawing from a drum in a house spilt on a brazier and blew up. Kawambwa district agricultural coordinator Stanford Nkhoma confirmed Sikaonga's death in an interview. "We have received the death of Mr Sikaonga as shocking and disturbing. We await the arrival of the relatives from Mbala in the Northern Province. He died today (yesterday) at Mansa General Hospital at about 04:00 hours," said Nkhoma. And earlier on Thursday, both district commissioner Ivo Mpasa and district hospital medical officer Chota Chishimba confirmed the incident in two separate interviews. Mpasa, who described the accident as tragic said the incident happened around 13:00 hours in the Research Agricultural Compound when Sikaonga, 35, went to draw petrol from a drum in his colleague's house but ended up spilling the fuel on a brazier. "...Petrol is easily ignitable and when it spilt on the brazier, which was left inside the house, Sikaonga was caught in the inferno that also burnt the house and property in Research Agricultural compound at Kawambwa Tea Company," he said. Mpasa said Sikaonga, who shouted for help was later rescued by Mutale, 38 who also sustained severe burns. He saluted Mutale and described him as a hero for his efforts to save Sikaonga's life. "Ordinarily, Mutale would not have risked his life to brave the fire in order to rescue his friend from being burnt to ashes. Mutale is a courageous man who should be branded as a hero. Mutale sacrificed his life for his friend. This is what I would call a hallmark of true Christianity. As DC, I would not hesitate to recommend Mutale for any award. This is the kind of life that we all have to develop. It proves to me that Zambia is indeed a Christian nation," he said. Mpasa thanked the Kawambwa District Hospital for responding to the two cases very quickly. He, however, appealed to residents not to keep fuel in their houses, saying it was a very dangerous thing to do.



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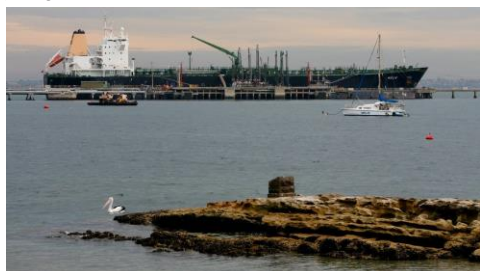
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"From time immemorial, petrol has claimed people's lives. Don't keep this commodity in your homes. Yes, accidents are there but some can be avoided at all costs," said Mpsa. And Dr Chishimba confirmed receiving two cases of burns at the hospital. She said Sikaonga was in a very critical condition the time he was taken to the hospital as he sustained 80 - 90 per cent burns all over his body, including the face, but said Mutale was in a stable condition as he had only sustained 35-40 per cent burns. "Faces for both patients are affected; we performed resuscitative measures when they were brought but due to the absence of a burns unit at our hospital, we have decided to evacuate them to Mansa General Hospital today (Thursday)," said Dr Chishimba.

http://www.postzambia.com/post-read_article.php?articleId=32615

AUSTRALIA, NEW SOUTH WALES, KURNELL, MAY 14 2013. CALTEX DREDGING WORK SPARKS CONCERN ABOUT TOWRA POINT

jim gainsford



Sutherland Shire Council has called on Caltex to provide more details on the full extent of dredging and potential environmental impacts from the proposed upgrade of the Kurnell Ports and Berthing operation. The proposal involves dredging 150,000 cubic metres of marine sediment, which could contain elevated concentrations of tributyltin (TBT). TBT is described in a council report as an anti-fouling material used on the hulls of ships, which has the potential to cause significant environmental damage. About 6000 cubic metres of clean sediment will be used to cover a sub-sea fuel pipeline and the remaining material will be disposed offshore about 10 kilometres south-east of Sydney Harbour's entrance. Caltex submitted the proposal to the Department of

Planning and Infrastructure for consideration as a state significant development. The proposed works are required to allow the continued use of the Caltex refinery and should extend its operational life by an estimated 50 years. But there are a number of environmental concerns with the proposal, said a report by Sutherland Shire Council's environment health and regulation committee, due to the site's close proximity to the Towra Point Nature and Aquatic Reserve and extensive seagrass beds. The council's report said high levels of TBT could have "significant ecological impacts" and might have flow-on effects on humans. The council's submission to the department recommended an independent expert with experience in dredging impacts and the management of contaminated marine sediments review the proposal. Caltex will be invited to address the council on how it will manage its dredging and expansion plans without adversely affecting local marine life.

<http://www.theleader.com.au/story/1497947/caltex-dredging-work-sparks-concern-about-towra-point/?cs=12>

USA, ILL, CHICAGO, MAY 14 2013. OSHA CITES CONTRACTOR IN WHEELING TANK DEATH

doug t. graham



Rescue workers attempt to remove the body of a man who died in a chemical tank Thursday at a business in Wheeling.

An industrial cleaning company could pay up to \$77,200 in fines over safety violations that the U.S. Occupational Safety and Health Administration says contributed to the death of an employee last fall in Wheeling. On Monday, OSHA issued citations for 28 safety violations it called serious against Phoenix Industrial Cleaning of South suburban Berkeley. On Nov. 29, 2012, 37-year-old Bernardo Martinez of Cicero was cleaning a tank at Sunnyside Corp. at 225 Carpenter Road in Wheeling. He was inside the tank up high on a ladder when he was apparently overcome by methylene chloride vapors and fell to his death, according to an OSHA news release. Wheeling Fire Chief Keith MacIsaac said the tank was 40 to 50 feet tall with one opening at the top that was about 28 inches wide. When emergency crews arrived, Martinez was at the bottom of the

tank, lying face down in "chemical sludge," and fire officials were sure he was already dead. According to an online obituary he left a wife and children. Martinez was wearing respiratory equipment, but it was the wrong type for this hazardous material, according to OSHA. "No job should cost a person's life because of an employer's failure to properly protect and train workers,"



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said Diane Turek, the Occupational Safety and Health Administration's area director in Des Plaines. "Phoenix Industrial Cleaning failed in its responsibility to evaluate working conditions and provide proper respiratory and personal protective equipment to workers cleaning storage tanks containing hazardous chemicals." Spokesmen for either company could not be reached for comment Monday. OSHA did not cite Sunnyside, a manufacturer of paint thinner, cleaners and wood care products, according to its website. Five of the violations deal with protecting workers from breathing hazards, including a failure to evaluate the hazards and select appropriate respiratory protection, to make sure the protection fit the worker and to train workers in how to protect themselves. Eighteen of the violations deal with rules for working in confined spaces. The company failed to have a rescue plan or equipment ready for a worker caught in a crisis, OSHA officials said. It also should use testing and monitoring equipment for air hazards and provide a way for the person inside to communicate with an attendant, OSHA said. In addition, Martinez should have worn a harness to protect against falling, said Burke. OSHA said the company also failed to provide workers with information and training on the hazards of methylene chloride and to provide effective protective garments. Methylene chloride is used in consumer products like paint thinners. OSHA defines a serious violation as one that occurs when there is a substantial probability that death or serious injury could result. A confined space has limited means for exit and is not designed for people to regularly occupy it. Phoenix Industrial Cleaning has 15 days to contest the citations or request a conference with OSHA. OSHA said Phoenix performs industrial cleaning of cooking ventilation, tanks and silos. OSHA conducted four previous inspections, two of which resulted in citations for violating standards on confined spaces. The last OSHA inspection was in 2001.

Related Links [Cicero Man Dies In Wheeling Chemical Tank](http://www.dailyherald.com/article/20130513/business/705139792/)

<http://www.dailyherald.com/article/20130513/business/705139792/>

USA, ORE, PORTLAND, MAY 14 2013. OIL TRAINS -- PIPELINES ON WHEELS -- HEADED TO NORTHWEST TERMINALS AND REFINERIES FROM NORTH DAKOTA FRACKING

scott learn



An oil train leaves the Bakken oil fields after being loaded near Epping, N.D. North Dakota's capacity to ship oil by rail has jumped with increased production.

The boom in North Dakota's [Bakken oil field](#) is speeding to the Northwest, a boon for ports and refineries that could bring in upwards of 200 million barrels of crude each year on mile-plus oil trains. The first oil train arrived last September. Today, all five Washington refineries handle or plan to handle oil trains, called "pipelines on wheels." A train-fed terminal near Clatskanie, originally built as an environmentally friendly ethanol plant with millions in subsidies from the state of Oregon, is now shipping crude on the Columbia River. Five other terminals are proposed for Washington ports. The largest is in Vancouver, where [Tesoro](#) wants a Columbia River terminal that could ship more than 100 million barrels a year to West Coast refineries. The oil rush could generate hundreds of millions in

new investment and hundreds of jobs. The region has shipped fuels for years, developers say, and the vast majority of Bakken's light crude will be for domestic fuel. But the phenomenon is catching the attention of environmental groups, already intent on stopping train-fed U.S. coal exports to Asia from Northwest ports. As with coal, the most likely route for loaded oil trains is the Columbia River Gorge. The region's environmental responders, charged with preparing for potential spills from oil trains, barges and ships, are bracing for a steep increase in train and terminal activity. Oregon's [Department of Environmental Quality](#) is pushing a [bill in the Legislature](#) to regulate loading crude onto ships, something a state with no refineries didn't anticipate. Washington's planners are used to dealing with crude by tanker and pipeline, not by train. "It's not to say the sky is falling," [Washington Department of Ecology](#) spokesman Curt Hart said. "What we're saying is you're bringing more crude oil by train, there are more transfers and that all increases the risk of spills."

A Gusher

Domestic oil production has surged to its highest level since 1997, using fracking technologies to pull oil from shale formations -- U.S. oil production is projected to exceed Saudi Arabia's by 2020. Production in the Bakken field in North Dakota, Montana and southern Canada has been particularly productive. But pipelines from the area are scant. Enter trains. In 2008, the largest railroads carried 9,500 carloads of crude. Last year: more than 200,000. Tesoro expanded its Anacortes, Wash., refinery last year for oil trains and is pursuing a crude oil addition to its bulk terminal in Vancouver. North Dakota oil is helping refiners



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offset a steep decline in Alaska oil production and diversify supply sources, said Dan Riley, a Tesoro vice president. "We're able to back out foreign crude and use a domestic source," he said, "and that's good from an energy security standpoint." [U.S. Oil and Refining](#) in Tacoma is also accepting trains. BP, Shell and Phillips 66 refineries plan to do so. Proposals are also afoot to receive oil trains at other shipping terminals, sending the oil on ships and barges to Washington, California and Alaska. The Columbia Pacific Bio-Refinery near Clatskanie began shipping crude late last year. Also on the table: an oil terminal in Tacoma and three in Grays Harbor. The volume of all the Northwest projects could approach 500,000 barrels a day, about what Washington refineries processed in 2011. Terminal developers stress that U.S. crude can't be exported in most cases; Congress outlawed most exports after the 1970s Arab oil embargo. But Canadian oil, including oil from controversial, and messy, tar sands extraction could be exported, environmental groups worry. Some oil industry executives are making the case for domestic crude exports amid rising production and flat U.S. demand. And motor fuels and other refined products can be exported. From 2005 to 2011, motor fuel exports nearly tripled, according to government figures. In 2011, 13 percent of Washington refinery products went to foreign buyers, half in Canada. Michael Marx, senior director of the [Sierra Club's "Beyond Oil" campaign](#), said U.S. demand will likely fall further as new mileage standards kick in, while demand increases in developing countries. "Our sense is they're positioning themselves for an export play," Marx said.

On the Tracks

The Sierra Club and other environmental groups have focused on stopping coal export and the [Keystone Pipeline](#), which would carry Canadian tar sands crude to Texas. Shipping crude by rail has been low on the list, but Marx said the club is "elevating it as a priority. "We're realizing that our success in stopping pipelines is shifting transport to railroads." Oregon and Washington received just 50 trainloads of oil in the last four months of 2012, Hart of the Department of Ecology said. If all the proposed oil terminals are built, the traffic could hit nearly 3,000 loaded trains a year, not counting direct trips to refineries. That could come on top of coal traffic. Three proposals for Northwest coal export terminals would generate nearly 7,000 coal train trips a year at full capacity on already congested tracks in Spokane, the Gorge and along Interstate 5. [BNSF Railway](#) is likely to carry most of those loads. Spokesman Steve Forsberg said BNSF is investing a record \$4.1 billion in upgrades nationwide this year. West Coast rail lines have ample right of way to add sidings and second or third tracks to relieve congestion, Forsberg said. On spills, port officials and terminal developers say tanks and rail transfer points will be surrounded by concrete with sumps to contain leaks. Transfer to ship would be enclosed, with containment booms at the ready. Regulators will scrutinize emergency response plans. "It's a very strictly regulated industry, and all three of (Grays Harbor's) projects are definitely committed to going above and beyond the standards," [Port of Grays Harbor](#) spokeswoman Kayla Dunlap said. The [Port of Vancouver](#)'s commissioners hold a workshop today on marine safety issues, including oil spills.

Fear of Spills

Regulation of oil ships tightened considerably after the 1989 [Exxon Valdez spill](#) in Alaska. Railroad oil cars are double-hulled, Forsberg of BNSF said, rail personnel inspect tank cars for leaks every 1,000 miles and trained crews are ready to respond. But local opponents worry about the potential for spills, and say the projects are proceeding quickly with little public input. The [Quinalt Indian Nation](#) objected in Grays Harbor to potential fouling of its traditional fishing grounds. "This whole phenomenon of crude-by-rail is brand new," said Kristen Boyles, an Earthjustice attorney for the Quinalt. "It's flying under the radar." [A Wall Street Journal analysis](#) found 112 oil spills from U.S. rail cars from 2010 to 2012, up from 10 in the previous three years. The paper scrutinized safety data after a derailed train in spilled up to 714 barrels of oil in March. Three-quarters of the rail spills were less than five gallons and occur at far lower rates than pipeline leaks, railroad officials say. Washington and Oregon regulators say the industry's record is good, but the damage could be high. "A good recovery number for a spill of Bakken crude would be maybe 20 percent," said Scott Smith an Oregon oil spill contingency planner. "It's a huge deal."

http://www.oregonlive.com/environment/index.ssf/2013/05/oil_trains_-_pipelines_on_whe.html

USA, MT, BILLINGS, MAY 14 2013. EXXON CHALLENGES \$1.7M YELLOWSTONE SPILL PENALTY

matthew brown

Exxon Mobil Corp. is challenging \$1.7 million in penalties proposed by federal safety regulators who faulted the oil company over a 63,000-gallon crude oil spill into the Yellowstone River, according to documents released Monday by the U.S. Department of Transportation. In the first formal response to the alleged violations, Exxon attorneys said the company's workers responded appropriately to warnings that the 12-inch Silvertip pipeline was endangered by erosion along the Yellowstone near the town of Laurel. They said Exxon took precautions in the weeks before the spill — including checking the 20-year-old line to make sure it still was buried beneath the riverbed. Exxon said it also shut down the line twice, out of



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caution, before floodwaters scoured the river bottom and caused the line to break in July 2011. The spill contaminated 70 miles of riverbank, killing fish and wildlife. Exxon spent \$135 million on cleanup and repair work. Investigators chalked up the immediate cause of the break to floodwaters that damaged the line and left it exposed. It ruptured under pressure from debris washing downriver. But the government also cited an alleged chain of bad decisions by Exxon leading up to the spill and in its immediate aftermath. That included Exxon employees' failure to close an upstream safety valve, which investigators said could have significantly reduced the size of the spill after it was detected. Exxon disputed most of those allegations in the response letter released Monday. And it asked that the proposed penalties be reduced or withdrawn. "We respectfully request that all of these allegations, including precautionary shutdowns of the line on two occasions, reflect the appropriate response of (Exxon) rather than suggest that the company as not aware or involved with local conditions and concerns," Exxon's attorneys wrote. They added that the amount of the penalty failed to take into account that Exxon cooperated with authorities during the cleanup. They also said the five violations alleged were related, and therefore subject to a \$1 million cap on penalties. A hearing to decide whether any violations occurred and what any penalty should be is set for July 17, said [Damon Hill](#), a spokesman with the Department of Transportation's [Pipeline and Hazardous Materials Safety Administration](#). Hill declined to address Exxon's arguments. He said the hearing will be overseen by a member of the pipeline safety agency's [Office of Chief Counsel](#). If Exxon emerges from the hearing dissatisfied, it can ask the presiding official to reconsider before appealing to the [U.S. Court of Appeals](#) for the District of Columbia, Hill said.

<http://www.sfgate.com/news/science/article/Exxon-challenges-1-7M-Yellowstone-spill-penalty-4512134.php>

USA, W.VA, PUTNAM CO, MAY 15 2013. TWO INJURED IN EXPLOSION AT PUTNAM COUNTY PLANT

chip ellis

 Watch the Video's:

- [Explosion at Airgas Plant in Putnam County Injures 2 Workers](#)
- [Airgas Set to Reopen Wednesday after Explosion Hurts Two](#)



Two men were injured Monday afternoon in a blast at the Airgas plant in Putnam County. The men were taken to Cabell Huntington Hospital with first- and second-degree burns, according to officials on the scene. One man received burns to his face, the other to his arms, an official said. The explosion and fire were first reported at the Airgas Mid America plant on W.Va. 62 in Black Betsy at about 3:30 p.m. Fifty cylinders of acetylene were believed to be the source of the explosion, emergency officials said. Acetylene is a gas commonly used for welding and torch-cutting metal; its smell lingered in the air outside of the plant. Witnesses told first responders that they saw flames shooting from the plant. Officials briefly closed W.Va. 62 in the area of the plant for several hours. Members of the Occupational Health and Safety Administration arrived at the scene. Doug Barker, chief financial officer of Clark Truck Parts, about half a mile away from the Airgas plant, said employees at the business both heard and felt the effects of the blasts. "The first one was really big," Barker said. "Then there were a series of smaller [explosions]. Since it was at the Airgas facility, it was probably a bunch of smaller tanks going off." Barker said he went outside, and

first saw a huge cloud of black smoke and flames, then white smoke and steam as firefighters apparently started to get the blaze under control. He said the fire appeared to be under control by about 3:45 p.m. By 4 p.m., firefighters had the fire "out for the most part," said Chad Jones of the Bancroft Volunteer Fire Department. Jones said about 100 cylinders are stored in the bunker where the explosion occurred, and about 50 of them exploded. The plant employs 10 people, one employee said. Five workers were there at the time of the explosion, he said. The Airgas facility reported having on hand up to 76,000 pounds of propylene and up to 10,000 pounds of propane, according to U.S. Environmental Protection Agency data compiled by the Right-to-Know Network, a public interest group that monitors chemical safety. The EPA data did not include any information about the stockpile of acetylene reported to be the source of Monday's explosion at the Airgas facility. But both propane and propylene are considered highly flammable. Airgas reported that propylene at the Putnam County facility is stored in four small, interconnected bulk tanks. Propylene is stored in a large bulk tank, the company's filing said. "Propane and propylene are transferred from the bulk tanks into propane and propylene cylinders, respectively," the filing said. "The full propane and



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propylene cylinders are distributed by [Airgas] to customers. [Airgas] trucks pick up returned (empty) propane and propylene cylinders from customer locations and transport the returned cylinders to the stationary source." Companies that make and store certain quantities of certain dangerous chemicals are required to file disclosures about those chemicals with EPA and with local emergency responders. Doug Sherman, vice president of communications for Airgas, said Monday night that the incident was rare for the company. "I'm in my 12th year and it's very rare -- very, very rare considering the number of locations nationwide," he said, which is 1,100. The company also released a statement explaining the explosions occurred in a concrete-enclosed cylinder storage area outside of the main plant. "The main plant was safely shut down and a neighboring business was reported to be evacuated as a precaution," the release states in part. "The fire has been extinguished and was contained to the storage area. An investigation as to the cause is underway." Rebecca Hawley arrived at the plant not long after she found out about the explosion to make sure her dad, Jim Mitchell, was OK. "I've been told he was fine, but I want to make sure," she said. Mitchell, 77, has worked at the plant for 45 years, and lives in a house beside the plant. He wasn't in the plant when the explosion happened, he told his daughter once they found each other. According to the company's website, Airgas is "the largest U.S. distributor of industrial, medical and specialty gases, and hardgoods, such as welding equipment and supplies. Airgas is also a leading U.S. producer of atmospheric gases, carbon dioxide, dry ice, and nitrous oxide, one of the largest U.S. distributors of safety products, and a leading U.S. distributor of refrigerants, ammonia products, and process chemicals."

<http://www.wvgazette.com/News/201305130068>

USA, IA, COULTER, MAY 15 2013. COULTER FARM FERTILIZER SPILL KILLS FISH, POLLUTES MORE THAN FIVE MILES OF STREAM

perry beeman

The Iowa Department of Natural Resources has reported a fish kill near Coulter, 24 hours after the spill. Here's the full release: An estimated 800 gallons of 28 percent liquid nitrogen fertilizer spilled at a Franklin County farm supply in Coulter Monday about 5 p.m. The spill occurred as an employee of AG Vantage FS opened the wrong valve while filling a tanker. Staff at the farm supply acted quickly to contain the spill, but about 650 gallons reached a tile inlet that drains into Maynes Creek, a drainage ditch on the south side of town. AG Vantage FS built a dam across the drainage ditch and pumped out 6,000 gallons of contaminated water, applying it to nearby agricultural land. The DNR inspected the stream last night and found five small dead fish. Today, DNR staff is tracking the fertilizer as it moves downstream. By 3 p.m., the fertilizer had flowed about 5.5 miles downstream and no additional dead fish had been found. However, field test kits show ammonia levels in the water are high enough to kill fish. The DNR will continue to monitor the stream and the ongoing cleanup efforts. The DNR will consider appropriate enforcement action.

<http://www.desmoinesregister.com/article/20130514/NEWS/130514037/Coulter-farm-fertilizer-spill-kills-fish-pollutes-more-than-five-miles-stream>

USA, AK, ANCHORAGE, MAY 15 2013. COAST GUARD SETS HEARING FOR KULLUK GROUNDING



Kulluk Loading Aboard Xiang Rui Kou.

The Coast Guard's investigation into the New Year's Eve grounding of the Kulluk, a Shell drilling rig, remains ongoing as authorities prepare hearings in Anchorage next week. The Coast Guard wrote in an email that the hearing will be a formal marine causality investigation hearing, which will "provide a forum for the investigating officer to collect information from government and industry professionals about the incident." "All of [these] hearings are information gathering and it will go back to the District 17th commander," Coast Guard spokesperson Petty Officer 1st Class David Mosley, said. According to Petty Officer 1st Class Mosley, the formal marine casualty investigation was ordered in January by Rear Adm. Thomas Ostebo, commander, Coast Guard 17th District, to examine the facts, circumstances, and causal factors involved in the

Kulluk grounding. Cmdr. Joshua McTaggart from the Coast Guard Investigations National Center of Expertise will conduct the investigation with the assistance of technical advisors from Coast Guard Sector Anchorage and the Bureau of Safety and Environmental Enforcement. The Coast Guard also said representatives from the [National Transportation Safety Board](#) are



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also participating in the investigation. Petty Officer 1st Class Mosley says the testimonies can last for several hours and witnesses from the Coast Guard, Shell, Nobel, and other organizations, as identified, will be called to testify. The Coast Guard says that once the hearings are over, Cmdr. McTaggart will submit a written report of investigation to Rear Adm. Ostebo, and the report will include findings of facts, conclusions, and recommendations. Ostebo will "determine whether additional measures are required to prevent such marine casualties and what if any actions need to be taken to promote safety of life and property at sea," after reviewing the investigation report. The Kulluk broke loose from its [towing vessel en route to Seattle and went aground Dec. 31](#) at Ocean Bay by Sitkalidak Island, near Kodiak about 252 air miles south of Anchorage, and was [towed to Kiliuda Bay](#) a week later. The [Xiang Rui Kou, a semi-submersible ship, transported](#) the Kulluk to Korea in March. The hearings will begin Monday, May 20 at noon at the Anchorage Assembly Chambers at the Loussac Library and start at 8:30 a.m. Tuesday, May 21 and is expected to end at 4 p.m. each day. It will be open to the public and is expected to last until May 30th with a brief break for [Memorial Day](#).

<http://www.ktuu.com/news/coast-guard-sets-kulluk-grounding-hearings-ktuu-20130513.0.6447886.story>

INDIA, KANPUR, PANKI, MAY 15 2013. WORKER KILLED IN KANPUR AS OXYGEN CYLINDER EXPLODES

faiz rahman siddiqui

A worker was killed when a cylinder filled with oxygen exploded at [Murari Gases private limited](#), in Industrial area of the city here during the early hours of Monday. The deceased has been identified as Rajendra alias Kallu (30), a resident of Gahatampur. Two other labourers, working at the unit, however, escaped unhurt. The police are probing the case. Police suspect the cylinder explosion was due to snag in the safety valve of the cylinder. According to police, situation deteriorated when 12 more oxygen cylinders piled up nearby exploded causing panic within the periphery of the site no: 5 of Industrial area, where the unit is located. The blast took place around 3am, and Rajendra, was refilling the cylinders. Police sources said while the exact cause of the blast is yet to be ascertained, the blast was reported to be so powerful that it blew off the major portion of the roof and side fixtures of the plant and caused extensive damage to its premises. An investigating official further said the intensity of blast can be gauged from the fact that different blown off parts of deceased bodies, were recovered from several meters away from the spot. A team of police and several fire tenders from various fire stations rushed to the spot after receiving the information from the Gas company plant workers and retrieved the badly mutilated body parts of the deceased. According to workers, who survived, the blast occurred when Rajendra was busy in the process of refilling cylinders with oxygen in the premises of the company. A team of forensic experts was also called on the spot to find the possible cause of the blast. An expert, however, said, "We are collecting vital details from the mishap site and the cause which led to the explosion is yet to be ascertained." Senior superintendent of police Yashasvi Yadav, said, "Our sleuths are conducting investigations in this regard. After reaching conclusion, we would register a case against those responsible for the incident. There is certainly some negligence about safety measures." Four employees including the deceased and a security guard were present at the unit in late night shift. Rajendra's body has been sent for post-mortem examination.

<http://timesofindia.indiatimes.com/city/kanpur/Worker-killed-in-Kanpur-as-oxygen-cylinder-explodes/articleshow/20035993.cms>

USA, N.Y, ESSEX CO, TICONDEROGA, MAY 15 2013. TICONDEROGA FACES FINES FOR SPILL

lohr mckinstry

When fuel oil began gushing from a pipe at the Ticonderoga Town Highway Department garage, someone closed a valve and cleaned it up. But no one told the State Department of Environmental Conservation, the agency to which a spill of 5 gallons or more must be reported. "The spill was 20 to 30 gallons," Ticonderoga Town Supervisor Debra Malaney said. "It wasn't reported for about 15 days, until someone called the DEC spill tip-line." The town is now facing fines of up to \$37,000 a day for each day the spill at the Racetrack Road facility was not reported. "We're hoping the fine isn't that high," Malaney said. "The highway superintendent, Mike Parent, wasn't there when it happened. No one knew it had to be reported. They just cleaned it up." In 2010, the town was fined \$11,000 and had to pay about \$250,000 to clean up contaminated soil at a dry well behind the town highway garage and at the town's salt pile. The problem was discovered by a DEC inspector investigating a 2-gallon fuel spill at the garage. The state worker found an old drain in the garage floor that led to a dry well outside the garage. Although the drain and dry well dated from when the highway garage was built in 1953 and had not been used for decades, contamination was discovered in the soil around the garage. The town paid to have 1,000 tons of contaminated soil removed and disposed of, to connect the floor drain to the public wastewater system and to upgrade the fuel storage area. The latest spill occurred when heating oil was being transferred from a 1,000-gallon outside tank to a 250-gallon inside tank. A valve was



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left unattended, and oil overflowed to the concrete garage floor, Malaney said. "It was a small spill," she said. "Our highway workers were unaware they had to report it." She said the town cooperated with the investigation. "We're going to be fined," Malaney said. "We know that for certain. They haven't told us how much. We're waiting to hear from the DEC right now." Contacted by the Press-Republican at his Ray Brook office, DEC Region 5 spokesman David Winchell didn't have any information on what the outcome will be. Malaney said they've talked with DEC to stress there was no intent to hide anything and that it was simply a case of not knowing the reporting regulations. Parent has now instructed highway workers about proper spill procedures, she said, and the town will install safety devices to prevent further accidents.

http://pressrepublican.com/0100_news/x1169352034/Ticonderoga-faces-fines-for-spill

USA, TN, RADNOR LAKES, MAY 15 2013. DRILLING CAUSES SPILL AT RADNOR LAKE STATE NATURAL AREA >> CLEANUP OPERATIONS ARE NOW UNDERWAY NEAR RADNOR LAKE.

Piedmont Natural Gas is cleaning up after a spill at Radnor Lake State Natural Area, just four months after reassuring the public it was taking steps to minimize the environmental impacts from the construction of its new Nashville pipeline. A mixture of clay and water spilled into Otter Creek on Saturday as company contractors worked to drill the pipeline through a section of the Radnor property, state officials said Tuesday. A Piedmont representative reported the accident on Saturday to the Tennessee Department of Environment and Conservation, which is working to investigate and oversee the cleanup, department spokeswoman Meg Lockhart said. About 300 gallons of bentonite clay and water — a slurry used in drilling operations — spilled and some of it made its way into the creek, Lockhart said. But she said the exact amount could change as TDEC officials investigate. Piedmont spokesman David Trusty said Tuesday that the company regrets the accident and is working with state regulators to remove the material from the creek and take steps to prevent future incidents. "No matter how small or the contents, it is something we take very seriously," he said by telephone. Piedmont's new pipeline has been controversial in part because of its route through the Radnor Lake property. Environmental advocates, nearby residents and the Friends of Radnor Lake opposed the pipeline route, saying Radnor Lake is too valuable a public resource to risk through a drilling operation. It's been a wildlife and recreational haven in Nashville for four decades. For them, Saturday's spill confirmed those fears. "It is tragic. It was something that was foreseeable and it was something the commissioner of environment and conservation could have prevented by just saying no," said Clark Tidwell, a longtime Nashville attorney and Radnor Lake advocate. "It is what everyone feared and now it is a reality." Tidwell said he saw workers active on Saturday afternoon when he made his daily hike to Radnor Lake and heard rumors about a possible spill. But he said confirmation came when The Tennessean asked for his reaction Tuesday night. He wonders why the public wasn't told sooner. Lockhart said TDEC worked to get information out as soon as possible. "We wanted to make sure the clean up effort started immediately and then ensure we can get information out as quickly as possible," she said. John McFadden, executive director of the Tennessee Environmental Council, said the pipeline should not go through the Radnor area. "Every time we create these corridors to run these utilities, especially through these natural areas, we create situations where polluting these resources is a high probability," he said. Piedmont officials have said the new pipeline is needed to meet new federal safety regulations. It will run about 14 miles total, from Shire Drive in Antioch to a Piedmont facility near Chickering Road in Belle Meade. To construct the pipeline, Piedmont has a state permit to cross more than a dozen streams and creeks, some of which include habitat for the federally endangered Nashville crayfish. In February, the company held community information meetings explaining the drilling process and its safety measures. As part of the permit, Piedmont filed a response plan with the state for spills and other accidents. Trusty said the company followed it. Still, he said the spill is something that should not have happened. "I don't want to minimize our attitude on this," Trusty said. "It is something we regret." The bentonite clay is a naturally occurring material and is not toxic. But Lockhart said it still could harm or kill wildlife, such as the crayfish. The substance causes turbidity, or a cloudiness, that is a key indicator of water quality. The pipeline will follow an existing Tennessee Valley Authority power line through the state natural area and not go under the lake itself. Piedmont is using a process known as horizontal directional drilling to install the pipeline through most of the Radnor property. That drilling is a type of boring that is done deep underground but some of the work, such as entry points, requires disrupting the ground surface. The slurry or drilling mud is used as a lubricant, enabling rock and soil cuttings from the drilling to be carried back up to the surface for containment, according to TDEC. According to a Piedmont incident report on the spill, soft soil conditions meant the ground could not withstand the hydraulic pressure of the boring fluid down the drill hole.

http://www.tennessean.com/article/20130514/NEWS/305140104/Drilling-causes-spill-at-Radnor-Lake-State-Natural-Area?nckick_check=1



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USA, N.J, PAULSBORO, MAY 15 2013. FIRST RESPONDERS SUE IN PAULSBORO DERAILMENT



Work crews prepared to hoist the derailed tanker cars from the Mantua Creek in Paulsboro on Dec. 12.

Twenty-four plaintiffs, including a dozen police officers who rushed to the scene of a November train derailment in Paulsboro, sued on Monday, alleging that the rail company's negligence caused the derailment, and that it downplayed the dangers of a chemical spill and failed to protect responders. As a result, the suit says, the plaintiffs have suffered ailments such as breathing problems, headaches, neurological disorders, and elevated blood pressure since the tanker carrying 23,000 gallons of vinyl chloride derailed Nov. 30. Investigators have determined that the freight train crossed the automated drawbridge over Mantua Creek against a red light after the crew got the go-ahead from a dispatcher. The swing bridge, built in 1873, was not locked in place. It was the scene of a similar

derailment in 2009. The suit, filed in Common Pleas Court in Philadelphia, names Conrail and its parent companies, Norfolk southern Corp. and CSX Corp., as defendants. Plaintiffs include 12 Paulsboro and Greenwich Township officers who responded, along with some of their spouses and children. A Paulsboro public works employee who helped officers put up barricades is among the group. Vinyl chloride is a flammable gas that has been linked to liver cancer, notes the suit, which says exposure affects the central nervous system. "The purpose of this suit is to call attention to the complete failure of the emergency response and the failure to protect the first responders," said Mark R. Cuker, an attorney with the Philadelphia firm of Williams Cuker Berezofsky, one of the offices representing plaintiffs. "Conrail put the safety of the officers last, not first," he said. First responders, who worked 12-hour shifts, were not immediately warned about the high levels of vinyl chloride in the area. They were not given breathing masks initially, and when they got them four days later, they lacked filter cartridges, he said. In one cited instance, Paulsboro Patrolman Rodney Richards and Sgt. Donald Grey were at a meeting at the Wells Fargo Bank in Paulsboro on Dec. 3 and saw responders rushing away from the nearby scene. The officers only learned about another release of vinyl chloride "through word of mouth," the suit says. The environmental contractors, who were hired by Conrail, had left around 4 p.m. Dec. 3 without alerting people about the exposure, the suit said. Mike Hotra, a Conrail spokesman, declined to comment in detail on the suit. "Conrail will respond to this lawsuit in court and through our legal filings," he said Tuesday. The suit also alleges that the defendants failed to provide proper environmental and biological monitoring. The suit seeks unspecified monetary damages and medical monitoring and care. It is among at least a dozen suits filed against the three companies since the derailment. Conrail officials knew there were problems with the Paulsboro bridge mechanism and signal, the plaintiffs say. Conrail had received 23 "trouble tickets" from crews and others about the bridge in the preceding year, including nine such reports since Oct. 27, officials of the National Transportation Safety Board said in December. A crew report Nov. 19 indicated that the bridge had not locked properly, and on Nov. 29, a day before the accident, a crew reported that the rails were four inches away from being locked, the NTSB said. "The bridge was an accident waiting to happen," Cuker said.

http://articles.philly.com/2013-05-16/news/39284282_1_paulsboro-derailment-conrail-vinyl-chloride

INDONESIA, TIMIKA, MAY 15 2013. RESCUERS DIG INTO COLLAPSED TUNNEL SEARCHING FOR ABOUT 25 TRAPPED WORKERS IN INDONESIA MINE

Rescuers using jacks, saws and wheelbarrows were digging through a caved-in mine tunnel Wednesday looking for about 25 workers trapped a day after the collapse at a giant gold and copper mine in Indonesia, the mine operator said. Four bodies have been found and 10 miners rescued since the cave-in Tuesday morning. Oxygen was being pumped into the tunnel as the search continued, but the status of the trapped workers is not known. Heavy equipment cannot be used in the tight space, forcing rescuers to remove debris by hand, according to a statement from PT Freeport Indonesia, a subsidiary that runs the Grasberg mine in remote Mimika district in Papua, the easternmost province in the vast archipelago nation. The mine is owned by Phoenix, Arizona-based Freeport-McMoRan Copper & Gold Inc. "We don't want to be careless because the terrain surrounding the old tunnel is prone to collapse," said Papua police spokesman Lt. Col. Gede Sumerta Jaya. All of the workers are men, and many of those rescued suffered cuts and broken bones, Sumerta said. The police spokesman said the cause of the cave-in was unclear. An investigation team from the Indonesian mines and energy ministry was sent to the site, senior ministry official Thamrin Sihite said. The company said 39 employees and contract workers were inside a classroom in the



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tunnel undergoing safety training when the accident happened. Three workers escaped unhurt on their own. Instructor Kristian Sitepu was standing in front of the 5-by-11-meter classroom explaining rescue procedures during an emergency when he heard rumbling above the ceiling. When rocks started falling, he and those seated in the front row ran and managed to escape unhurt. But he said others were trapped after the only exit quickly filled with rocks and soil. Some were hit and crushed while trying to get out. "They were trapped and shouting for help ... but I couldn't do anything," Sitepu said. "It hurt me." He said rescuers arrived a few minutes later with jacks to try to stabilize the tunnel. Sitepu said the training room was built 15 years ago, and about 80 percent of it is now covered by about 190-cubic-meters of debris. The tunnel itself is about 50 meters (55 yards) long and has five offices, a dining room and three classrooms. More than 20,000 workers are employed at the mine. In 2011, production was crippled when 8,000 unionized employees walked off the job after demanding higher pay. The strike ended after the company agreed to a 37 percent wage hike and improved benefits. The restive province holds some of the world's largest gold and copper reserves.

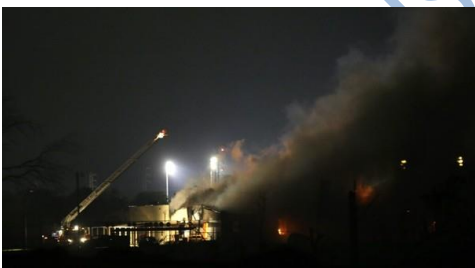
http://www.washingtonpost.com/world/asia_pacific/rescuers-dig-into-collapsed-tunnel-searching-for-about-25-trapped-workers-in-indonesia-mine/2013/05/15/3bcd1572-bd2d-11e2-b537-ab47f0325f7c_story.html

INDIA, MAHARASHTRA, DOMBIVLI TOWN, MAY 16 2013. DOMBIVLI CHEMICAL FACTORY EXPLOSION KILLS WORKER >> 3 SUFFER BURN INJURIES; FIREMEN BLAME OLD DISTILLATION UNIT FOR MISHAP.

A worker was charred to death and three others sustained serious burn injuries after an explosion took place at a chemical factory in MIDC, Dombivli (East) on Monday morning. The blast took place in the distillation unit of Chemstar company of the Maharashtra Industrial Development Corporation (MIDC) estate at Manpada in Dombivli at around 6am. "There were four-five workers in the dye factory when the incident took place," says a police officer from Manpada police station. The blast took place due to some problem in the distillation unit and five fire brigade vehicles were pressed into service to douse the blaze. "The unit was not maintained properly," the officer said. The deceased has been identified as Pramod Gopal Garad. The injured have been identified as Subhash Nankuram, Kashinath Rajvanshi and Battu Vankede. "While Nankuram and Rajvanshi are treated at Dombivli, Vankede has been shifted to Sion hospital for burn injuries," he said. The police have registered a case against Chemstar under Section 285 (negligent conduct with respect to fire or combustible matter), 287 (negligent conduct with respect to machinery), 304 (a) (causing death by negligence) and 336 (endangering life or personal safety of others) of the Indian Penal Code (IPC). "We have registered a case against the owners of the company and investigations are on. We have not arrested anyone yet," the officer said. This was the second such incident in MIDC area in the past seven months. On October 30, 2013, Nerchem Industries, a chemical company at Phase II of MIDC, Dombivli caught fire. Thankfully, there were no workers in the company when the incident took place.

<http://www.dnaindia.com/mumbai/1834590/report-dombivli-chemical-factory-explosion-kills-worker>

USA, TX, WEST, MAY 16 2013. FIREFIGHTERS AT SCENE OF TEXAS EXPLOSION FOCUSED ON TOXIC GASES RATHER THAN RISK OF HUGE BLAST



In this April 18, 2013 file photo, smoke rises near a fertilizer plant that exploded earlier in West, Texas, the night before. Four weeks after the explosion, investigators have yet to announce what prompted the fire and touched off the massive explosion that killed 14 people.

When they saw 30-foot flames licking the sky inside a massive fertilizer plant, firefighters in this tiny Texas town rushed to evacuate nearby buildings and raced to spray water on tanks of chemicals, hoping to prevent a catastrophe. They didn't know, and probably could not imagine, that the plant would soon explode into a deadly fireball and lay waste to much of the community. Instead, they were more concerned with preventing toxic gas from leaking out of the

facility and drifting into nearby homes. Four weeks after the blinding blast, investigators have yet to announce not only what started the fire and touched off the explosion, but precisely what happened in those frenzied moments before 14 people were killed. They are especially interested in the town's volunteer fire crews, who may not have been fully aware of the dangers they faced. Did they know about the potential for an explosion? Were they trained to prevent one? Should they have acted differently? "We do not know," said Daniel Horowitz, managing director of the U.S. Chemical Safety Board, one of the federal agencies involved in the investigation. "With interviews still underway, it's difficult to say at this point what was the level of



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Release 2013 – 962 Newsy Stuff

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

May 20 2013



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knowledge and what did they know about suppression techniques." Associated Press interviews with first-responders suggest that firefighters' foremost fear was a poisonous cloud of anhydrous ammonia. But the greater threat turned out to be the plant's vast stockpile of a common fertilizer, ammonium nitrate, which can also serve as a cheap alternative to dynamite. State and federal agents plan to release some of their findings Thursday after spending the last month investigating whether the blast was an industrial accident or a criminal act. Last week, the Texas Rangers and county sheriff's office launched their own criminal investigation, the same day a paramedic who helped evacuate residents was arrested on a charge of possessing a destructive device. The paramedic has not been accused of wrongdoing in connection to the April 17 blast. West Mayor Tommy Muska said he did not know how much the firefighters knew about the chemicals on the property, but the fire crew included a manager from the fertilizer plant. Cody Dragoo "would have known exactly what was in there and the dangers that were there," the mayor said, explaining why he believes firefighters were backing away from the flames at the West Fertilizer Co. They did not get away fast enough. The plant blew up within 20 minutes of the first call for help. Dragoo was among 10 firefighters and paramedics killed in the blast. Two residents helping to fight the fire were also killed, along with two other people. The confusion only got worse. When the McLennan County emergency director arrived on the scene, he was unfamiliar with the hazardous materials on the premises. The primary map used by first-responders was from a Google Earth app on an iPad. They had no public address system, and, at least initially, no clear command structure. But it's unclear whether simply knowing about the ammonium nitrate would have been enough. The National Fire Protection Association has codes on handling ammonium nitrate, but it does not advise how to fight such fires because circumstances vary, said Guy Colonna, the division manager of the industrial and chemical engineering group. Federal and state governments aren't much help either. Most of the rules governing the fertilizer are designed to ensure it doesn't end up in criminals' hands, especially after Timothy McVeigh used it in the 1995 Oklahoma City bombing. The U.S. Environmental Protection Agency filed an alert on the dangers of ammonium nitrate in 1997, warning that it should be kept far from heat and contaminants. The Chemical Safety Board urged the EPA and the Occupational Safety and Health Administration to adopt new standards more than 10 years ago, but it never happened. Texas farm country is dotted with fertilizer plants in towns served by volunteer firefighters. But a 2009 blaze at the El Dorado Chemical Co. in Bryan, Texas, unfolded much differently than the disaster in West. Bryan firefighters knew a welder had accidentally heated up an ammonium nitrate bin and that the chemical was smoldering. They evacuated the area and let the facility burn to the ground. Nothing exploded. It's too early to say whether that approach would have worked in West because no one knows for sure what caused the fire or what other substances were present. But the key to fighting the Bryan blaze was knowing the chemical involved and its risks, said Bryan Fire Marshal Marc McFeron. Volunteer fire companies operate on shoestring budgets and many rely on local emergency planning committees to keep them informed about potential chemical threats. In McLennan County, the committee had not held a full meeting since 2011, said Frank Patterson, the county's emergency operations coordinator. And he had not read a report from the fertilizer company that outlined its chemical supply. Texas does not require any training for volunteer fire companies, though most do so independently, said Chris Barron, executive director of the State Firemen's and Fire Marshal's Association. Often volunteer firefighters receive first-level certification that provides an overview of fire-suppression and rescue techniques. At least 20 of West's 29 firefighters had such training, Barron said. It teaches that oxidizers such as ammonium nitrate "will accelerate burning when involved in a fire" and "may explode from heat or contamination." In West, however, firefighters appeared to focus largely on the chemical with which they were most familiar — the anhydrous ammonia, a liquid fertilizer that has a risk of producing a toxic chemical cloud in an accident. Doreen Strickland, president of the volunteer firefighters from nearby Abbott, pulled up to the plant as it exploded. One of her fire trucks was lifted in the air and slammed back down. Some of her men were inside, and she knew they had to be dead. At least three were killed. But she heard no one discuss ammonium nitrate ahead of the massive blast. "Our main reason for evacuating at that time was because of the heat and intensity of the fire, and it was so close," Strickland said. The anhydrous ammonia "was a major concern." Dr. George Smith, medical director of the town's ambulance service, knew the facility had fertilizer chemicals. He didn't know about ammonium nitrate and said he wasn't thinking of an explosion. He, too, imagined a lethal chemical cloud. He ran to the nursing home to move residents to the side of the building farthest from the plant, placed damp towels in the door cracks and prepared to turn off the air conditioning. The fire company, meanwhile, called for assistance. "Fully engulfed," firefighters reported at 7:41 p.m., according to radio transmissions and call logs. They asked for a ladder truck, an extra ambulance and other help. At 7:53 p.m. that changed. "Rest home destroyed," a caller informed dispatchers. "Advise, big explosion and shook every house," another said.

http://www.washingtonpost.com/national/firefighters-at-scene-of-texas-explosion-focused-on-toxic-gases-rather-than-risk-of-huge-blast/2013/05/15/ccce5bcd0-bd2d-11e2-b537-ab47f0325f7c_story.html



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INDIA, SIVAKASI, MAY 16 2013. 2 KILLED IN EXPLOSION AT SIVAKASI FIREWORKS UNIT

Two persons were killed and six injured in an explosion at a private fireworks factory at Singampatti near here today. The injured included a one-and-a-half-year-old child who had come there with his mother. All the injured have been admitted to government hospital. It was feared that more persons could have trapped in the debris and the blaze which was caused due to the explosion, police said. In a similar explosion last month at a cracker manufacturing unit in Narayanapuram village in the district, the country's fireworks hub, eight persons were killed and three sustained burns.

<http://www.thehindubusinessline.com/news/states/2-killed-in-explosion-at-sivakasi-fireworks-unit/article4717359.ece>

USA, WI, MANITOWISH WATERS, MAY 16 2013. TANKER CRASH SHUTS DOWN HIGHWAY 51



A gas tanker and van crash shut down traffic in both directions on Highway 51 Tuesday afternoon. It happened around 1:00 p.m. just south of Manitowish Waters. An SUV driving east on County Road H crashed into a gas tanker heading north on Highway 51. The 2007 Dodge Durango flipped upside down into a marshy roadside ditch. The driver of the Durango was a 55-year-old woman. She was airlifted to Aspirus Hospital in Wausau. The tanker truck driver was treated and released. A Vilas County Sheriff's deputy said the first responders were holding her head up, and carried her away on a stretcher. The driver of the tanker told sheriff's deputies he was hauling 5,000 gallons of gasoline. Luckily, that did not ignite.

http://www.wjfw.com/print_story.html?SKU=20130514143210

UNITED ARAB EMIRATES, SHARJAH, MAY 16 2013. OIL TANKER CATCHES FIRE AT HAMRIYA PORT >> COAST GUARD TEAM RESCUES 16 CREW MEMBERS

aghaddir ali

The crew of an oil tanker was rescued on Tuesday night after a fire broke out on-board their vessel, an official at the UAE Coast Guard told Gulf News. "The fire broke out on-board at around 12am. The tanker called 'Al Kabeer', which had a Togo flag, left Al Hamriya port on May 9 after emptying its oil shipment and was in a waiting area located at a distance of ten nautical miles to avoid charges," an official said. Port authorities said the operations control room dispatched a Coast Guard team to rescue the crew. The official said there were 15 crew members, all Asian, and a captain on board the vessel when the incident took place.

<http://gulfnews.com/news/gulf/uae/emergencies/sharjah-oil-tanker-catches-fire-at-hamriya-port-1.1183936>

SWITZERLAND, ZUG, MAY 16 2013. SEDCO EXPRESS CREW PLAYS KEY ROLE IN OFFSHORE RESCUE

Transocean says its ultra-deepwater semisubmersible rig, Sedco Express (EXS), was working offshore Nigeria for customer Eni when it received news of a nearby fuel tanker on fire. The Sedco Express crew played a vital role in coordinating a rescue effort for 13 lives. On Tuesday morning, May 7, the bridge crew received a report from one of the field security vessels (FSVs) that the tanker Okiki had caught fire about eight nautical miles east from the rig. The tanker was in the area in order to offload fuel to supply vessels so installations operating in that block could be refueled. FSV Abraham was dispatched to the scene and Captain Romulo Oliveira and his EXS team assumed the role of on-scene coordinator for the response and ultimate rescue of the crew. Mayday-relay messages sent by the rig were acknowledged by MV Al-Kat which promptly proceeded to the distress location. Al-Kat engaged in remote firefighting after the crew abandoned the tanker. Of the 14 crewmembers reported on board of MT Okiki, 13 were safely rescued from the sea by FSV Abraham. The survivors were transferred to the Sedco Express where they were checked by the rig medic and provided with dry clothes and basic needs. The crew arranged for two helicopters to take the survivors into town for further medical checks. The missing man has not been found despite the efforts of the vessels during the search and rescue operations. "The key to the effective assistance during this difficult situation was good coordination of the situation by the EXS team and the full support received from our customer deploying every available resource at the time," said Jelle Gepkens, OIM, Sedco Express. "The timely response combined with the team spirit has truly saved lives."

<http://www.offshore-mag.com/articles/2013/05/-i-sedco-express--i-crew-plays-key-role-in-offshore-rescue-.html>



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MEXICO, MEXICO CITY, MAY 17 2013. MEXICAN COMMUNITIES SUE PEMEX FOR ENVIRONMENTAL JUSTICE

emilio godoy

Fed up with oil spills from facilities belonging to Mexico's state oil company Pemex, residents of two communities in the southeastern state of Tabasco are taking the country's largest company to court in a bid for compensation for damage to the environment and agriculture. The people of Cunduacán and Huimanguillo, which have a combined population of 300,000, will present a class action lawsuit against Pemex in June. "There have been several harmful effects; we have carried out tests on soils, sediments and water and we are about to receive the results," Marisa Jacott, the head of Fronteras Comunes (Common Borders), an environmental NGO, told IPS. Fronteras Comunes and the Asociación Ecológica Santo Tomás (Santo Tomás Ecological Association) are providing legal advice to the local population, mainly small farmers and fisherfolk, who have incurred great losses due to oil spills and gas explosions. Mexico's 2011 Class Action Law allows individuals and the federal consumer protection agency to sue state and private companies. However, the law does not provide for reparations. The oil industry has been active in Tabasco since the early 1950s, and expanded there from the 1970s onwards with the construction of petrochemical plants, pipeline networks and storage facilities, sparking an economic boom. But the boom did not result in benefits for the local communities. Instead, the oil industry displaced traditional activities like banana farming and cattle ranching. The oil industry is active in 13 of Tabasco's 17 municipalities, producing 500,000 barrels per day (bpd) – of a national total of 2.5 million bpd – according to the Mexican Petroleum Institute (IMP). "There is environmental pollution and crop destruction, and there are soils that have lost their fertility. This means that harvests are not as abundant as they were before," Lorena Sánchez, head of the Tabasco Human Rights Committee (CODEHUTAB), an NGO that has received complaints from local people about these problems, told IPS. "It has affected people's diets and caused respiratory health problems as well as blood and skin diseases," she said. Since 2011, CODEHUTAB has brought four lawsuits to the federal environmental protection agency, PROFEPA, that have resulted in fines for Pemex, but not in reparations for victims in local communities. The most recent case, this year, was related to seven gas flares burning in the municipality of Paraíso, where CODEHUTAB took blood samples from 50 children between the ages of seven and 15. Ten percent of the samples had chromosome alterations, linked by the epidemiologists to oil industry activity. PROFEPA estimates there are an average of 20 crude spills a year in Tabasco. Between 2008 and 2012, the environment ministry recorded 102 sites contaminated by environmental emergencies in the country caused by Pemex, including three in Tabasco. In addition to Tabasco, the eastern and southeastern states of Veracruz, Tamaulipas, Hidalgo and Puebla and the highways connecting them to Mexico City are regarded as vulnerable to oil industry activity. The oil industry in this region produces pollution with heavy metals, ozone, sulphur dioxide, nitric oxide, volatile aromatic compounds like benzene, hydrogen sulphide, salts, ammonia, cadmium and acids, all of which are harmful to the environment and human health, the NGOs complain. Manuel Pinkus-Rendón and Alicia Contreras, academic researchers at the Autonomous University of Yucatán, concluded in a study published last year that "the social and environmental fabric of Tabasco reflects a regional development potential considerably below that which existed over 60 years ago, as a result of environmental degradation." For their study "[Impacto socioambiental de la industria petrolera en Tabasco: el caso de Chontalpa](#)" (Social and environmental impact of the oil industry in Tabasco: The case of Chontalpa), the authors interviewed 200 residents of four towns in the municipality of Cárdenas, 65 percent of whom expressed negative views about oil industry activity, especially because of the pollution and destruction it causes. "It is a case that has not been addressed. We want the judges to have the fewest possible reasons to reject it," said Jacott, of Fronteras Comunes. In April, the local residents presented a complaint to the National Commission on Human Rights. In 2004 they had filed a legal complaint against Pemex in the attorney general's office, but it went nowhere. The environmental organisations and local residents have spent two years building their case. The next step will be legal action over damage suffered in the adjacent state of Veracruz, another major oil-producing region. "We want them to take the required preventive measures. All Pemex does is supposedly carry out remediation of the damage, but it does not invest in maintaining the pipelines and guarding the area," CODEHUTAB's Sánchez complained. The organisations are asking for an assessment of the state of ecosystems in Tabasco, and the dissemination of Pemex's policies and guidelines for preventing leaks, addressing environmental contingencies and cleaning up polluted sites. They are also calling for the gradual replacement of fossil fuels with alternative energy sources, as well as regular measurements of the main atmospheric pollutants in affected areas.

<http://www.ipsnews.net/2013/05/mexican-communities-sue-pemex-for-environmental-justice/>



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