



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 956 Newsy Stuff

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

May 03 2013



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NEW ZEALAND, COROMANDEL PENINSULA, WYUNA BAY, APRIL 24 2013. DIESEL SPILL FROM STRICKEN VESSEL BLOCKED



A stricken vessel has been leaking diesel in Wyuna Bay in the Coromandel.

Diesel leaking from a stricken vessel in the Coromandel has been stemmed by a commercial diver. The 50ft revamped trawler was found attached to its mooring and partially submerged in Wyuna Bay yesterday morning. Sorbent booms were deployed by the Waikato Regional Council's harbourmaster before he was joined on the water by trained oil spill response staff. Senior emergency management officer Dave Lovatt says a number of booms were set up by the council around the vessel and remained in place overnight. "Today we'll be

deploying a second ring of booms around the vessel and these will remain in place until the vessel has been salvaged. The good news is the diesel sheen around the boat is under control and is now almost non-existent. "The commercial diver who entered the water late this afternoon found the diesel had been leaking from the boat's 'breathers'. These pipes have now been blocked to prevent further discharge into the water." Council staff carried out a search of the surrounding shoreline yesterday afternoon, but found no further signs of diesel. The small amount which washed ashore overnight had broken down and so no further clean-up was required, says Dave. "While the risk of contamination is minimal, people should still be cautious if harvesting shellfish on the nearby shoreline and not eat anything which emits a diesel smell. "At this stage there doesn't appear to be any risk of diesel entering the three marine farms operating in the harbour. However, we'll continue to liaise with the operators and closely monitor the weather conditions over the coming week." He says two barges are due to arrive at the scene early next week to undertake salvage of the vessel. "Our oil spill response team will be on the water for that operation to ensure any discharge of contaminants is contained and recovered." "The vessel's owners will continue to liaise with the regional council's harbourmasters, who will monitor the scene every day."

Related Links [Sunken Vessel Poses Navigational Hazard](http://www.sunlive.co.nz/news/42491-diesel-spill-blocked.html)

<http://www.sunlive.co.nz/news/42491-diesel-spill-blocked.html>

ENGLAND, PLYMOUTH, APRIL 24 2013. FIRE AT PLYMOUTH CAR WORKSHOP DECLARED MAJOR INCIDENT

Photo's [39] [Explosions & Huge Fire in Plymouth](#)

Watch the Video [Explosions & Huge Fire in Plymouth](#)



Reports of large fire and explosions in Stonehouse, Plymouth, evacuation under way.

Five fire engines were called to the workshop at Miller Court in the Stonehouse area of the city, Devon and Somerset Fire Service said. Police declared the fire a major incident because some of the smoke was believed to be toxic. Nearby residents were told to stay in their homes with the windows closed before it was brought under control at about 18:00 BST.

'Really Thick Smoke'

A spray booth in the body shop was reported to be well alight when the fire was reported at about 16:05. Fire crews had been concerned about gas or air cylinders in the workshop. John Card, who runs a car body repair shop in the area, told BBC Radio Devon: "We all had to wear our paint-spraying masks

because we couldn't breathe. "The smoke was really, really thick. You couldn't see Miller Court. "The firefighters and their equipment were black from fighting the fire." Maggie O'Boiguidhir, who works at a nearby restaurant, said smoke was seen to be "coming out in bursts". She said: "It looked like there were explosions happening." Three small bangs were reported by staff at neighbouring businesses. They were believed to be paint tins exploding. The workshop was severely damaged by fire and adjoining units were slightly damaged by smoke, the fire service said. Cars inside the workshop were also badly damaged. The cause was believed to be accidental, the fire service said. Devon and Cornwall Police closed local roads, affecting traffic in the Millbay Road and Union Street areas.

<http://www.bbc.co.uk/news/uk-england-devon-22272031>



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USA, CA, REDDING, APRIL 25 2013. DRIVER ON DRUGS CRASHES PROPANE TANKER

Watch the Video's

- [Bowman wreck](#)
- [Driver on Drugs Crashes Propane Tanker](#)



Emergency personnel work to free a truck driver from the wreckage of a big rig that flipped over on I-5 near Gas Point Road Tuesday morning. It took more than an hour to free the injured driver.

A potentially explosive vehicle crash affecting I-5 much of the morning, was caused by a driver allegedly under the influence. A tanker filled with more than a thousand gallons of liquid propane, slipped off the side of the road and collided with a tree. Emergency personnel found themselves in a precarious situation. They had to make a rescue, while dealing with a very explosive situation. 8:30 Tuesday morning, a fuel tanker exiting northbound I-5 slips off the side of the Bowman Road off-ramp. "The truck was venting and obviously the load had shifted and there was some propane that had vented and we treated that as a release," said Officer Jake Bushey with the California Highway Patrol. Officials could smell gas, but they didn't know how much had been released. They shut

down I-5 to prevent any possible sources of ignition. Next, crews had to save the life of the truck driver who was still inside the wreckage. "It came to rest obviously on its top, trapping the driver inside," said Bushey. "So his lower extremities were pinned rather extensively between the wheel and some of the dash components," said Batt. Chief Hunt Dennis of Cal Fire Tehama County. Fire fighters used the jaws of life to remove 46-year-old Roger Anthony of Lake County. He was flown to the hospital and arrested for being under the influence of prescription or illicit drugs. The hard part came next. Removing the stranded tanker, and doing it safely. "We have several safety protocols that have to be followed and it is just a lengthy process to get the load off of the truck," said Bushey. The fuel was offloaded to another tanker that had been called in to help, allowing crews to start removing the wreckage. While Bowman road was closed most of the day, I-5 reopened a little after 10am, when crews determined the threat of explosion had been mitigated.

<http://www.khsitv.com/content/localnews/story/Driver-on-Drugs-Crashes-Propane-Tanker/6L7FU8dEkE-jAQfP0sXcRA.cspix>

USA, ALA, MOBILE, APRIL 25 2013. FUEL BARGE EXPLOSIONS: SHIPS CONTAINING NATURAL GAS OFIRE ON MOBILE RIVER

Watch the Video's:

- [Fourth Explosion in Fuel Barge Fire](#)
- [Fuel Barge Explosions](#)

At least two barges containing natural gas have reportedly exploded on the east side of the Mobile River in Alabama on Wednesday evening. One barge blew up around 8:30 p.m. and is [currently on fire](#), WALA-TV reported. According to Al.com, the blast [rattled windows](#) in downtown Mobile and blew open doors in Spanish Fort. Since then, three additional blasts have been heard. Firefighters from Mobile, Ala., and U.S. Coast Guard crews have been [dispatched to the scene](#). The Associated Press reported. The fire department's [Twitter feed](#) reported that three people were taken to the hospital with injuries. Information about the extent of those injuries has not been released. Mobile Fire-Rescue has [also reported](#) that the situation is too unstable to engage, and firefighters are planning to let the blaze burn.

Related Links

- [2 fuel barges on Alabama's Mobile River explode; 3 hurt](#)
- [Fuel Barges Explode, Catch Fire On Mobile River In Alabama](#)

http://www.huffingtonpost.com/2013/04/24/fuel-barge-explosion_n_3151541.html

USA, TX, HOUSTON, APRIL 25 2013. NO INJURIES IN 2 HOUSTON OIL STORAGE TANK FIRES

Investigators say lightning sparked an oil storage tank fire in Houston that spread to another tank before both blazes were extinguished. The Houston Fire Department says nobody was hurt in the fires early Wednesday at Southwest Terminal Mineral Oil Co. Fire officials say the insulation burned in both containers and the tanks were not breached. Firefighters



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remained on the scene as the smoldering insulation was removed. The company says the tanks hold non-toxic mineral oil used in the automotive industry.

<http://www.myfoxboston.com/story/22064858/no-injuries-in-2-houston-oil-storage-tank-fires>

CANADA, N.L., ST. JOHN'S, APRIL 25 2013. OIL SLICK REPORTED, CRITIC RAISES CONCERNS OVER OIL SLICK

Oil-covered seabirds have been reported to have recently washed ashore in the Change Islands area, and the issue hit the beaches of the House of Assembly. Liberal MHA for Torngat Mountains and Opposition critic for Environment and Conservation, Randy Edmunds, brought forth the issue to Tom Hedderson, Minister of Environment and Conservation, during Monday's session. In a news release Tuesday, the oil spill, which he said has been confirmed by Environment Canada, is near Bacalhao Island off Fogo — an area Mr. Edmunds said is prime fishing ground and could negatively impact fish stocks and a sensitive ecological environment. He also noted Environment Canada's Enforcement Branch has opened an investigation into the matter, and samples from the birds are being sent to an Environment Canada laboratory to determine the type of oil. He said it is estimated that there are thousands of seabirds in the area and approximately 700 are said to have been spotted coming to shore because of the oil. "The Province should be actively engaged with the federal government and Environment Canada to ensure that our fishery and environment is not jeopardized," he said. "This is not the time to be taking a backseat on such an important issue." The Pilot attempted to speak to Minister Hedderson on Tuesday regarding his department's involvement, but was told by a spokesperson it was a federal matter.

<http://www.lportepilot.ca/News/2013-04-24/article-3226777/Critic-raises-concerns-over-oil-slick/1>

USA, N.C., OLD FORT, APRIL 25 2013. 1980S OLD FORT WATER CONTAMINATION RAISES CONCERN >> CHEMICAL IN TOWN WATER COULD CAUSE CANCER, OTHER HEALTH PROBLEMS

A state health investigation into contamination of Old Fort's municipal water system in the 1980s shows some users may have been exposed to a chemical that could cause cancer and other health problems. The N.C. Department of Health and Human Services will host a public information meeting Thursday in the Old Fort First Baptist Church Fellowship Hall to present findings of the investigation, department spokeswoman Julie Henry said. The meeting is set for 3-7 p.m. at the church at 203 E. Main St. State health officials will be on hand to present information and answer questions. Officials said there are no problems with the current water system. According to a state report, the investigation showed people who used water from Old Fort's system between 1984 and 1988 may have been exposed to levels of trichloroethylene (TCE) in the water that might increase their chances of developing non-Hodgkin's Lymphoma, kidney or liver cancer. Other potential health problems related to TCE, an industrial solvent, could include a higher risk of thyroid, liver and kidney damage, and pregnant women who drank from the system may have had a higher risk of having children born with heart problems, according to the report. People older than 25 who lived in Old Fort and drank municipal water during that four-year period are encouraged to talk with their physicians about potential risks of exposure. "Our goal is to inform the public of a risk that may have occurred in the 1980s so that individuals can talk with their health care providers," State Health Director Laura Gerald said. "Any knowledge about potential exposure can help health care providers make more informed recommendations regarding lifestyle changes, health screenings and treatment." Old Fort Mayor Pro Tem Sue Gibbs said today the issue doesn't seem to be generating much concern among town residents. "Not from anybody I've heard from," said Gibbs, a lifelong resident of the town. "I've been drinking the town water for 70 years and haven't had any problems," she said. But Gibbs noted, "People have a right to know." The contamination was in a well that the Old Fort Finishing Company, a textile plant near Old Fort Elementary School, donated to the town of Old Fort when the plant closed in 1984, according to the state report. The well was disconnected from the town's water supply in January 1988 after the contamination was discovered. Three private drinking water wells nearby also were found to be contaminated. Health concerns weren't immediately raised because the harmful effects of TCE exposure weren't discovered until 2011, officials said. The number of people affected may be relatively small because the town also operated four other wells that were not contaminated, the report said. Groundwater contamination by TCE also was found at another site near the school, a former dry cleaning business that shut down 10 years ago. Because TCE in soil and groundwater can evaporate and enter the indoor air of buildings, health officials sampled air at the elementary school but determined there was no threat to staff or students, according to the report. Air also was deemed safe at the Gateway Museum and in a laundromat and gift shop that now occupy the old dry cleaning building.

http://www.citizen-times.com/article/20130424/NEWS/304240067/Old-Fort-water-contamination-raises-concern?nclink_check=1



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USA, AKA, NORTH POLE, APRIL 25 2013. PAST, PRESENT OWNERS OF NORTH POLE REFINERY CLASH AGAIN IN COURT OVER GROUNDWATER CONTAMINATION

tim ellis

Click-2-Listen [Past, Present Owners of North Pole Refinery Clash Again](#)



Flint Hills Resources' North Pole refinery.

Teams of lawyers representing the past and present owners of the North Pole refinery are preparing for the next round in court while awaiting rulings by a Fairbanks judge after a weeklong hearing in the long-running legal fight over who's responsible for tainting North Pole's groundwater with an industrial solvent, and who should pay for helping area residents whose drinking water has been fouled by sulfolane. A

half-dozen lawyers argued for five days over arcane legal issues in the latest proceeding of a case pitting North Pole refinery owner [Flint Hills Resources-Alaska](#) against the previous owner, [Williams Alaska Petroleum](#) – a case that's outlined in 25 thick volumes of documents, perhaps the biggest case file at the state courthouse. Superior Court Judge Michael McConahy summed up the issues when he said early on that the focus of the proceeding week before last was "What did you know and when did you know it?" Williams' lawyers argued that Flint Hills cannot force Williams to compensate Flint Hills for what Flint Hills officials say was "tens of millions of dollars" in remediation and payments to dozens of area residents in cash and in the form of payments to provide a clean source of drinking water. The Williams' lawyers say that's because Flint Hills officials knew in 2004, when they bought the refinery from Williams, that an industrial solvent known as [sulfolane](#) had leaked from the refinery and infiltrated the area's groundwater. The lawyers say that McConahy should dismiss the case because Flint Hills sued years after the state's statute of limitations deadline. But Flint Hills spokesman Jeff Cook says the company didn't know much about the extent of the sulfolane contamination until five years after the purchase. "When Williams sold their refinery to Flint Hills in 2004, Williams told Flint Hills that sulfolane in the groundwater was limited to an area on the refinery property," Cook said. "It was not until 2009 that Flint Hills discovered that sulfolane was actually offsite at the time of the sale and had been for years." Cook says Flint Hills officials argue that the statute of limitations doesn't apply because they say Williams knew, but didn't reveal, the full extent of the contamination when it sold the refinery. "Williams did not disclose everything to Flint Hills when it sold the refinery, because it did not disclose any offsite contamination," he said. "Williams is arguing that a jury should not be allowed to hear the case, because Flint Hills should have discovered the true extent of the contamination earlier. A spokesman for Williams declined to comment, citing company policy against talking about ongoing legal issues. According to the state [Department of Environmental Conservation](#), sulfolane leakage was first detected during a two-year study that began in 2000. Cook says Flint Hills wants Williams to reimburse the company for the remediation and to compensate it for the diminished value of the refinery caused by the sulfolane contamination. Experts don't yet know enough about the health effects of sulfolane to label it as for example a hazardous substance, but as a precaution the DEC in February approved a very low cleanup threshold of 14 parts per billion. Some area wells have shown sulfolane levels exceeding 400 parts per billion. So far, only one person has sued over the potential health threat posed by the sulfolane contamination – that's North Pole resident James West, who settled his case in May 2011 for an undisclosed sum. Fairbanks lawyer Jason Weiner, who represented West, says it's not unusual that the Flint Hills vs. Williams case has gone on so long, because oil companies often undertake expensive and lengthy litigation. "When you're dealing with, like, the Exxon Valdez case, people ask 'Well, why would the (companies) spend so much money?'" Weiner said. "And the fact is, let's say they were spending a million dollars a year for attorney's fees. If they're still fighting over \$600 million, and you're going win a \$200 million reduction, it still worth it to fight it for 10 years. Because, I mean, economically it makes sense." Cook says Flint Hills officials think the case will go to trial next year. While the two companies battle in court, one area resident, Robert Bradley, says he and many others who've also been affected by sulfolane contamination will be keeping an eye on the case. "Well, as a matter of fact, we're following it quite closely," he said. Bradley is a 60-year area resident who owns 70 acres in North Pole, which includes six houses and two rentals, and he says the sulfolane contamination has caused his property values to fall. Bradley says he won't be accepting the remediation payments offered by Flint Hills, because they require homeowners to forego suing the company. "I for one haven't settled," he said. "And I know of numerous other individuals who haven't settled either. So we're waiting and watching, and our attorneys are doing the same thing." That may well mean that sulfolane cases will be argued in court for years to come.

<http://fm.kuac.org/post/past-present-owners-north-pole-refinery-clash-again-court-over-groundwater-contamination>



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ENGLAND, WEST HAMPSHIRE, APRIL 26 2013. BELGIUM FISHING SKIPPER FINED FOR TANKER COLLISION



Milford Haven harbour

The skipper of a Belgium registered beam trawler has today (Thursday) been ordered to pay a total of £2,345 in fines and costs after pleading guilty to offences under the International Regulations for Preventing Collisions at Sea (Colregs). Jeffry Demeester, the skipper of FV Deborah, appeared at West Hampshire Magistrates Court this morning. During the early hours of 18 January 2012, the Hong Kong-registered tanker Sea Transport was in the Bristol Channel waiting for orders to enter Milford Haven. The tanker was fully loaded, with an estimated 90,000 tonnes of crude oil on board. Weather conditions at the time were poor with driving rain. The FV Deborah was outward bound from Milford Haven heading towards Belgium. The skipper was alone

on the bridge. He did notice the ship on AIS and radar but made an incorrect assessment that he would miss the ship. He did not realise that the FV Deborah was on a collision course with the Sea Transport. Shortly after 1am on 18 January and approximately 14 miles from the entrance to Milford Haven, the bow of the trawler ran into the port quarter of the tanker making a deep gash above the waterline on the side of the ship causing extensive damage. Nobody was injured and there was no reported pollution. In sentencing, the Court took into consideration his previous good character and full cooperation with the Maritime and Coastguard Agency in this matter as well as his early plea of guilty to the charges.

http://www.fishupdate.com/news/fullstory.php/aid/19403/Belgium_fishing_skipper_fined_for_tanker_collision.html

USA, ARK, MOBILE, APRIL 26 2013. NO FOUL PLAY SUSPECTED IN ALABAMA FUEL BARGE EXPLOSIONS

allison terry

 **Watch the Video** [Barge Explosion Caught on Camera](#)

 **Watch the Video** [3 People 'in Serious Condition' after 2 Barges Explode in Alabama](#)

 **Watch the Video** [No Foul Play Suspected in Alabama Fuel Barge Explosions](#)



Fires blaze aboard two fuel barges along the Mobile River after explosions erupted Wednesday night in Mobile, Ala. The explosions injured three workers who remained in critical condition Thursday, authorities said.

Officials see an accident, not foul play, in the explosions and fires that engulfed two fuel barges Wednesday night at river's edge in Mobile, Ala. They are waiting for the wreckage to cool to look for the cause of ignition. Firefighters extinguished a massive fire in [Alabama](#) Thursday after explosions went off aboard two fuel barges overnight, critically injuring three people. The cause of the explosion is not immediately clear, but it appears to be accidental, fire officials said. Vapors from unrefined gasoline had built up in the fuel barges, which were empty at the time of the explosion, [US Coast Guard](#) Lt. Mike Clausen [told WALA Fox10 in Mobile, Ala.](#), Thursday morning. A spark entered

one of the barges, igniting the vapors and creating the first explosion. The force of the explosion caused the second boat to catch on fire, he said. Mobile Fire-Rescue officials and the Coast Guard are waiting for the wreckage to cool before inspecting the barges to pinpoint where the spark originated. The initial explosion occurred at about 8:30 p.m. Wednesday, but firefighters allowed the fire to burn overnight after six other explosions went off during the night, Mobile Fire-Rescue spokesman [Steve Huffman](#) said in a statement, according to the [Associated Press](#). The barges, owned by [Houston-based Kirby Inland Marine](#), were being cleaned at an Oil Recovery Co. facility on the Mobile River, said Kirby spokesman Greg Beuerman. The three injured individuals are workers at Oil Recovery, according to authorities. The port is just east of downtown Mobile, where residents felt the heat from the explosions. "It literally sounded like bombs going off around. The sky just lit up in orange and red," Alan Waugh, manager of the Ft. Conde Inn, told the Associated Press. "We could smell something in the air; we didn't know if it was gas or smoke." He saw the explosion from his second-floor balcony and found black soot on his face when he went inside. "We thought it was an earthquake or something," Amanda Hobbs [told AL.com](#), as she and a friend watched the barges burn from across the river. "I have never felt anything like that." Nearly 500 employees living onboard the Carnival Triumph were evacuated because the cruise ship is docked across the river from the explosion, Mr. Huffman of Mobile Fire-Rescue said. It is undergoing repairs after an engine fire caused the ship to break down two months ago in the [Gulf of Mexico](#),



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stranding passengers for several days. Mobile Fire Chief Steve Dean [told AL.com](#) that the fire would not spread to nearby industrial properties, and residents were warned to stay away from the riverfront. The Coast Guard created a one-mile perimeter around the explosion, shutting sections of the shipping channel Thursday. US Coast Guard spokesman Carlos Vega said the explosions occurred in a ship channel near the [George C. Wallace](#) Tunnel, which carries interstate traffic under the Mobile River, which flows into the Gulf of Mexico. The tunnels are still open and operating.

<http://www.csmonitor.com/USA/USA-Update/2013/0425/No-foul-play-suspected-in-Alabama-fuel-barge-explosions-video>

USA, MO, TANEY CO, APRIL 26 2013. TRUCK CRASHES, SPILLS PELLET FORM AMMONIUM NITRATE BEING HAULED TO AN EXPLOSIVES MANUFACTURER.



A truck crashed on Missouri 248 in Taney County on Wednesday.

A truck carrying ammonium nitrate ran off Missouri 248 about a half-mile east of the Stone County line Wednesday and spilled about 500 pounds of the fertilizer, causing one lane of the highway to be closed. According to Western Taney County Fire Protection District Assistant Chief Bruce Bjorge, the truck crashed about 3 p.m. He said the truck had been removed, but the tank trailer, which separated from the truck during the wreck, was still at the site. Bjorge said an environmental contractor had been called to clean up the site but that it would take several hours to complete. During the cleanup, only one lane of the road would be open, he said. The Highway Patrol was to remain on site during the

cleanup. He said the driver of the truck suffered minor injuries and was taken to an area hospital. Bjorge said the spill did not pose a danger to the public. He said the material, which is used as a fertilizer, can be used as an explosive, but only when mixed with other materials. He said the ammonium nitrate is in pellet form and was being hauled to an explosives manufacturer.

http://www.news-leader.com/article/20130425/NEWS01/304250069/Truck-crashes-spills-fertilizer?nclink_check=1

EGYPT, CAIRO, APRIL 26 2013. FIREWORKS CAUSE MINOR EXPLOSION AT CAIRO'S GALAA COURT COMPLEX

Confiscated fireworks caused an explosion at Egypt's Galaa Court Complex in downtown Cairo during a case investigation at the prosecution office on Thursday. A member of the Al-Zaher general prosecution staff was examining the fireworks, which had been seized by police and was being held as evidence, when it set off a minor explosion. The prosecution office caught fire, leaving several of its windows smashed. Three people were slightly injured, Al-Ahram's Arabic-language news website reported.

<http://english.ahram.org.eg/NewsContent/1/64/70119/Egypt/Politics-/Fireworks-cause-minor-explosion-at-Cairos-Galaa-Co.aspx>

INDIA, TAMIL NADU, KONAMPATTI, APRIL 26 2013. 3 DIE IN YET ANOTHER CRACKER UNIT EXPLOSION IN SIVAKASI



Personnel of the Fire and Rescue Service using an earthmover to clear debris of the destroyed room at the Parasakthi Fireworks unit at Sivakasi-Sattur Road on Thursday.

Three employees of a cracker unit were killed in an explosion at the factory on Sivakasi-Sattur Road on Thursday afternoon. According to sources, the mishap occurred at Parasakthi Fireworks, owned by one Sivapiran at Konampatti village around 3.00 pm when the three employees - K Ravi (48), K Rajagopal (38) and S Rajarathinam - all hailing from Thiruthangal near Sivakasi - were preparing chemicals for use in fireworks, in one of the rooms. Police said that friction caused during the filling of chemicals triggered the explosion. While Ravi and Rajagopal died on the spot, Rajarathinam died hours later at the Sivakasi

Government Hospital. Following the incident, a team of Fire and Rescue Services led by Nagarajan, Sivakasi Station Fire Officer (Transport), rushed to the spot and began rescue operations. They removed the bodies of the workers using an earthmover. Meanwhile, the company announced a compensation of `4 lakh to each of the families of the deceased while an



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additional 15,000 would be given for conducting the last rites. Around 250 people are employed in the unit, which has a total of 80 rooms. Sivakasi East Police registered a case and began investigations into the accident. In 2012, 49 lives were lost in accidents in Sivakasi's cracker factories. Sources say as many 266 people have been killed in such accidents in Sivakasi from 2003 to 2012.

http://newindianexpress.com/states/tamil_nadu/3-die-in-yet-another-cracker-unit-explosion-in-Sivakasi/2013/04/26/article1562152.ece

USA, LA, KROTZ SPRINGS, APRIL 26 2013. REFINERY PLANT FIRE UNDER CONTROL

devin bayliss

The St. Landry Parish Sheriff's Office reports that the Alon USA Refinery Plant in Krotz Springs is under control and everyone is accounted for. No injuries have been reported. Captain Megan Vizona with the St Landry Parish Office says that the minor fire was reported at 8:15 and extinguished by 8:25 and that crews will remain on the scene to ensure safety.

<http://www.klfy.com/story/22075870/refinery-plant-fire-in-krotz-springs>

USA, MN, VIKING, APRIL 26 2013. ENBRIDGE INVESTIGATES SMALL OIL SPILL IN NW MINNESOTA

Enbridge Energy Partners says it's investigating the cause of a crude oil leak at its pumping station in the northwestern Minnesota town of Viking. The leak was discovered Tuesday afternoon. Enbridge spokesman Larry Springer says a little less than 600 gallons spilled on the ground, or 14 barrels. He says it was completely contained within a protective barrier inside the pumping station perimeter. Springer says the leak involved a 2-inch pipe that's part of the pressure measurement system, not the main pipeline itself. However, he says, the main pipeline was shut down for a little over five hours as a precaution while the source was confirmed and repairs began. He says crews will have to dig up about 50 cubic yards of soil and take it to a disposal facility.

<http://www.grandforksherald.com/event/article/id/262114/group/homepage/>

USA, MN, SHAKOPEE, APRIL 26 2013. BLAST SHAKES UP SHAKOPEE, BUT INJURIES ARE AVOIDED

susan feyder & paul walsh

Watch the Video's:

- [Energy Plant Explosion in Shakopee](#)
- [Shakopee Plant Explosion Under Control but Monitored through the Night](#)

Photo's [8] Crews Continue to Put Out Hot Spots after Shakopee Explosion



Amy Johnson had just settled in with a book Thursday afternoon when she heard a tremendous boom outside her Shakopee apartment. "I looked out my window and saw a shock wave coming toward my building," the 26-year-old said. "It hit my window, and the whole apartment building just shook. It was like something out of a movie." Luckily, there was a happy ending. The explosion that rocked an energy plant nearby shook buildings and forced a few evacuations but injured no one, officials said. The blast occurred where Koda Energy and Rahr Malting operate in a joint venture, at 800 1st Av., just south of the Minnesota River near downtown Shakopee. All the employees at the site were safely led from the scene, company officials said. The cause of the explosion has not been determined. Shakopee Fire

Chief Jake Theisen said that a fire was contained by 3 p.m. but that fire containment and prevention efforts would continue for as long as several days. In a statement released by Scott County, he stressed that no hazardous materials had been released. Fire crews and other emergency personnel were called to the area shortly before 1 p.m. Crews were still training their water hoses on the source of the explosion into the evening. Mike Marsollek, an executive with Koda Energy, said he heard two loud bangs about 12:40 p.m. The company said in a statement Thursday night that the fire caused damage to two biomass fuel silos and their conveyor system, as well as a truck unloading facility. Koda said it was too early to assess the full extent of the damage. Koda Energy derives its power from the burning of agricultural and plant seed byproducts, meeting its own energy needs as well as those of Rahr Malting. The materials being burned at the time were wood and oat hulls, Marsollek said. Rahr Malting is a family-owned company that began in 1847. It produces and distributes malt and industry-related brewing supplies.



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

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It has been cited for a total of four workplace safety violations on two occasions in 2008 and 2009, according to Occupational Safety and Health Administration (OSHA) records. In the 2009 incident, a worker was injured in a fall. The company paid a total of \$2,535 in fines for the violations. A 2004 inspection found no violations.

<http://www.startribune.com/local/south/204718501.html?source=error>

USA, OH, PUTNAM CO, APRIL 26 2013. FARM FUEL TANK RULES

james j. hoorman

Many farmers are getting notices from the United States Environmental Protection Agency (USEPA) about complying with farm fuel storage requirements. Farms with more than 1,320 gallons of fuel above ground or 42,000 gallons of below ground storage of oil or oil products need to file a Spill Prevention, Control, and Countermeasure (SPCC) plan (Ohio Ag Manager). In addition, these farms need to have secondary containment for all fuel or oil storage in case of a spill. Two other requirements have to exist before a farm needs to fill this plan. First, fuel must be used for non-transportation (for example farm use). Second, there must be possible discharge to waters of the State of Ohio (shoreline, road ditch, stream, rivers). Some farmers think that they are not close to any major surface water, but a simple grass waterway or road ditch is enough to activate this rule. Farmers will have until May 10, 2013 to file the SPCC (Ohio Country Journal, Mid April, 2013). USEPA has had these laws on their books since 2011 but is now getting serious about enforcing the rules. Many farmers are confused about the rules because they are now getting notices about enforcement. Ohio Fire Marshall Rules state that farmers may have 5,000 gallons of fuel stored above ground before secondary containment is required. These new USEPA rules are much more restrictive and are now being enforced by USEPA.

http://www.delphosherald.com/index.php?option=com_content&view=article&id=11583:farm-fuel-tank-rules&catid=31:general&Itemid=44

CANADA, ALTA, EDMONTON, APRIL 26 2013. OTTAWA WON'T INVESTIGATE SUNCOR SPILL DESPITE TOXIN FINDINGS

bob weber



A Suncor mine facility along the Athabasca river as seen from a helicopter tour of the oil sands near Fort McMurray, Alta.,

Environment Canada has ruled out any further federal investigation of a recent toxic spill from Suncor's oilsands plant into the Athabasca River, despite suggestions from an Alberta investigation that laws may have been broken. "Environment Canada's enforcement branch conducted a thorough review of the circumstances surrounding the Suncor spill," said spokeswoman Jirina Vlk in a three-sentence email. "There was not sufficient evidence to indicate a violation of the Fisheries Act. The file has been closed." Her statement came in response to a

letter from an environmental law firm asking what actions the federal government was taking over the spill. The letter to Environment Canada came after a provincial investigation concluded that the spilled wastewater was toxic to fish. "It indicates that a violation of the Fisheries Act has occurred," said Melissa Gorrie of Ecojustice, who wrote the letter on behalf of Greenpeace, Keepers of the Athabasca, the Council of Canadians, Public Interest Alberta and the Sierra Club. On March 25, a wastewater pipe at the Suncor plant near Fort McMurray froze and burst open, sending process-affected water into a partially frozen outfall pond containing treated water. An investigation by Alberta Environment found undiluted samples from the spill killed rainbow trout fingerlings exposed to it. The investigation concluded that the fish were probably killed by high levels of naphthenic acids, chemicals that occur naturally in bitumen. The undiluted samples were also found to contain levels of salts and ammonia above provincial guidelines. Metals including selenium, boron and arsenic were found at twice the recommended levels for long-term exposure. The provincial investigation concluded that by the time the water spilled from the outfall pond into the Athabasca River, it was probably too diluted to pose a health threat to humans. In her letter, Gorrie points out the Fisheries Act specifically forbids releasing any "deleterious substance" into fish-bearing waters. She writes that the offence exists whether or not waters become toxic as a result. "It is our position that the substances released into the Athabasca River as a result of the spill are clearly deleterious," the letter says. Gorrie pointed out Alberta continues to investigate the spill and said it was "amazing" that Environment Canada reached its conclusions so quickly. "I'd be interested to know a bit more about their rationale," she said. "It's interesting Environment Canada has shut the door on the possibility of



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prosecuting." The department has not responded to her letter and made its decision known in response to a question from The Canadian Press. Gorrie said the groups are considering a private prosecution under the Fisheries Act. "If the federal government doesn't act, we would consider our options in moving this forward through a different avenue." The full lab results from Alberta's investigation into the spill have not yet been released. Suncor was recently given until the end of April to fix a separate problem with one of its wastewater treatment ponds, which leaked toxins into the Athabasca in March 2011.

<http://www.montrealgazette.com/business/Ottawa+should+investigate+Suncor+spill+into+Athabasca/8294596/story.html>

AUSTRALIA, WESTERN AUSTRALIA, PERTH, APRIL 26 2013. DMP TARGETS THE TRANSPORTATION OF DANGEROUS GOODS

vicky validakis



The Department of Mines and Petroleum has announced plans to target the transportation of fireworks and other dangerous goods. Since January 2011, 56 people have been charged for possessing or setting off fireworks in WA. "Fireworks are very dangerous, and must be transported safely and securely," DMP principal dangerous goods officer Peter Xanthis said. "They can explode easily from sparks, friction, high temperatures or cigarettes, which can be fatal. "If you have fireworks or know a friend who does, don't touch them - call the Police to remove them. "Don't put the fireworks in the rubbish bin, as this puts council workers at risk." DMP has also been working closely with WA Police to target heavy goods vehicles in the Wheatbelt. Police issued a number of infringements earlier this year to truck drivers who were carrying dangerous goods in an unsafe way. In one case, a driver is alleged to have been transporting over 450 litres of highly toxic chlorine gas, but was not displaying the required dangerous goods signage. "It's important for drivers to always adhere to such rules, as they are necessary for an effective emergency response in the event of a dangerous goods leak or spill," Xanthis said.

"Gasoline and petrol ignites very easily and most drivers don't understand the risks associated," Xanthis said. "The vapours can catch fire from static electricity or cigarettes."

<http://www.logisticsmagazine.com.au/news/dmp-targets-the-transportation-of-dangerous-goods>

AFGHANISTAN, KANDAHAR, APRIL 26 2013. BUS CRASH KILLS 45 IN AFGHANISTAN AFTER HITTING OIL TANKER

matt mercuro

[Watch the Video Oil Tanker & Bus Crash Kills 45](#)



Afghan men surround a burned bus after it collided with the wreckage of a truck that was attacked by Taliban insurgents in Maiwand district, on the highway between Kandahar and Helmand.

A bus collided today, April 26, with the wreckage of a truck that had been attacked by Taliban insurgents in southern Afghanistan, killing at least 45 people on board according to the Associated Press. The oil tanker was left in the middle of a narrow road near the border of Kandahar and Helmand provinces for "several days" after insurgents reportedly attacked it. Police considered the location too dangerous to enter according to police officials. The bus crashed into the truck before sunrise and burst into flames according to Provincial Police Chief Abdul Razaq. "The bus began its journey in the capital of Helmand

province and was scheduled to stop in Kandahar city, then travel north to Kabul, the Afghan capital, Razaq said according to the Associated Press. Police, ambulances, and soldiers got to the crash site in the desolate area in under an hour, but many of the victims were burned by that point beyond recognition. "I don't care about my belongings and money that were burned inside the bus, but please help me find my brother, dead or alive," said Mohammad Habib, a survivor, to AP Television News. "How will I face my mother without him?" At least 10 others have been reported as injured according to Javeed Faisal, the spokesman for the governor of Kandahar province. Traffic accidents are common in Afghanistan since rules are often ignored by a mix of cars, trucks, pedestrians and even animals. Roads outside the capital are poorly maintained and people traveling



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knowing that they are subject to roadside bombs and robberies at any second. Just last fall, a bus and truck collided and exploded into flames on a nearby highway, killing 51 people according to the Associated Press.

<http://www.autoworldnews.com/articles/3753/20130426/bus-crash-kills-30-afghanistan-hitting-oil-tanker-45-possibly-10-injured-trending-news-video.htm>

INDIA, MAHARASHTRA, RAIGAD DISTRICT, APRIL 27 2013. FOUR KILLED IN MISHAP ON MUMBAI-GOA HIGHWAY

Four persons, three of them women, were today killed when a tanker collided with a car on Mumbai-Goa highway near here in Raigad district, police said. Another woman was injured in the mishap which took place near Potaner village where the tanker collided with the Swift car, they said. All the victims, some of them related to each other, were travelling in the car which was going to Mumbai from Mahad town while the tanker was coming from the opposite direction, police said. Four of the car passengers - Sunil Gadkar, Suchita Manohar Salvi, Sangeeta Manohar Salvi and an unidentified woman - died on the spot, they said. The injured, Deepti Salvi, was admitted to a hospital in Mumbai.

http://www.business-standard.com/article/pti-stories/four-killed-in-mishap-on-mumbai-go-highway-113042500850_1.html

USA, CT, HARTFORD, APRIL 27 2013. TANKER TRUCK CRASH SUIT GOING TO JURY

karen florin

Lawyers delivered closing arguments Thursday in Hartford Superior Court in the multimillion-dollar lawsuit stemming from the fatal crash on Interstate 95 on Nov. 2, 2007. Judge Kevin J. Dubay instructed jurors on the pertinent laws Thursday afternoon, and the panel is expected to begin deliberations this morning. Dugas v. Northeast Carriers, which involves multiple parties, is being heard on the complex litigation docket. A northbound tanker truck carrying some 7,000 gallons of heating fuel careened out of control and jumped across the highway near the intersection of Interstates 95 and 395 in East Lyme, ramming into a southbound tractor-trailer and causing a pileup. Three crash survivors and the estates of Lu-Ann Dugas of East Lyme and Fred Held of Milford have brought recklessness, negligence and wrongful death claims against Northeast Carriers, the Brooklyn-based owner of the tanker truck. A sixth plaintiff is the company that owned the truck James J. Clark was driving. South Bay Trucking and the Lancer Insurance Co. are seeking \$50,000 for damages to the truck. Testimony began April 9 with a unified opening statement and presentation. Attorneys for each plaintiff then made presentations about their client's individual damages.

<http://www.theday.com/article/20130425/NWS02/130429668/1047/NWS1501>

THAILAND, SA KAEO, WATTHANA NAKHON, APRIL 27 2013. DIESEL TANKER ACCIDENT CAUSES OIL RUSH

Residents of Watthana Nakhon district of Sa Kaeo province rushed to collect leaking diesel fuel from a tanker truck that slid off the road and overturned on Friday morning. The accident occurred on the Watthana Nakhon – Baan Sae Or in tambon Nong Waeng around 5.30am. The tanker, carrying 37,000 litres of diesel, skidded off the road and then flipped onto its side, Poonwit Ratthisarn, of Baan Thub Mai police station, said. The police and rescue workers found the driver still trapped inside the truck's cabin. They helped him out and then rushed him to the local hospital. The tanker was leaking diesel onto the roadside and people in the area, and drivers of passing vehicles, rushed to fill whatever containers they could lay their hands on with the spilling fuel. So great was their enthusiasm for the free fuel, they caused a traffic jam lasting several hours. Pol Lt Col Poonwit said the tanker belonged to Ruang Anan Ubon Ltd and was delivering diesel from Rayong to Ubon Ratchathani. The vehicle was finally removed from the scene of the crash and traffic began flowing as normal.

<http://www.bangkokpost.com/breakingnews/347161/residents-collect-diesel-that-leaks-from-overturned-tanker>

GHANA, EJISU, APRIL 27 2013. YOU THIEVES! TANKER OWNER YELLS AT POLICE

Uniformed policemen, who were caught on camera in the Ejisu fuel tanker raid incident, were said to be more interested in protecting their identities than protecting life and property, according to fresh information gathered by The Chronicle. The owner of the tanker, Mr. Eric Nana Osei told The Chronicle that he stood a few metres away from the accident scene and watched with dismay a number of policemen in uniform competing with residents near the accident scene to siphon all the 36,000 litres of diesel, valued at GH¢71,000. Nana Osei said as many as six policemen rushed on him, when he attempted to take pictures of the near market scene created by the marauding policemen and local residents competing among themselves to steal fuel from the fallen tanker. "I identified myself as the owner of the tanker, and told the police: 'You Thieves! How could I report this accident to police officers who are more interested in stealing the fuel in the fallen tanker than safeguarding the



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accident scene?" According to the owner of the tanker, the marauding policemen were so incensed by his decision to capture the evidence of the thievery on his mobile phone, that they threatened him and demanded to know who gave him (owner) the authority to take the pictures. Mr. Osei said he quickly sent the pictures he had already taken to friends via 'whats-up' and twitter applications on his phone as a back-up, sensing that the policemen were bent on taking the evidence from him. "I did so, so that at least, when they succeed in taking my phone from me and destroying the evidence, my friends will still have copies," Nana Osei told The Chronicle. Ironically, they had insisted that that he, the tanker owner, should have reported the accident to them, rather than take pictures. In his defence, Nana Osei said he told the men in uniform that on the evidence of the policemen themselves leading the way in siphoning the fuel from the fallen tanker, he was not well disposed to reporting the accident to them. "How do you expect me to report to the same police who are involved in this theft," Nana Osei retorted. Narrating his ordeal to The Chronicle, Nana Osei said when he got to the accident scene, he had the shock of his life when he saw with his naked eyes that the police, who were supposed to educate the locals on the risk they were putting themselves in by scooping fuel from an accident tanker, were themselves seriously involved in the illegal and very dangerous act. He told this paper that on arriving at the scene, he had to watch from a distance, knowing that the tanker could have exploded at any point in time. Although there have been no report of fatalities in the accident, the owner of the tanker, The Chronicle has learnt, lost all 36,000 litres of diesel to the police officers and marauding local residents. COP Rose Bio Atenga, Director General of Administration of the Ghana Police Service, told The Chronicle that the police administration had ordered a high level enquiry into the circumstances under which the police officers in question had brought the police administration and policing as a profession into disrepute. "It has come to our notice [and] we have directed that the case should be investigated," she told this paper. She said the police profession was guided by rules and regulations, and all persons who go contrary to these rules and regulations, must be prepared to face the music. "We are not above the law, so the law will take its course," the Director General of Administration stated. We went to safeguard accident scene –Police The Police Administration has noted with disappointment the reported involvement of some personnel of the Ejisu Police in the siphoning of fuel from an accident fuel tanker on Friday 19th April, 2013. It is unfortunate that rather than protecting lives and property by securing the scene, the said personnel are reported to be taking part in the siphoning of the fuel. The police condemn any such behaviour, if that was the case. On the other hand, a police report indicates that police officers rather put measures in place to prevent people from rushing for the fuel, realizing that the situation could degenerate into a disaster, considering the combustible nature of fuel. This notwithstanding, the Police Administration has already initiated investigations into the incident, with the view to unraveling the fact of the matter, and applying the appropriate sanctions, where necessary.

<http://allafrica.com/stories/201304260013.html?viewall=1>

USA, WASHINGTON DC, APRIL 27 2013. WORKPLACE DEATHS UP SLIGHTLY IN 2011 >> 4,693 WORKERS DIED ON THE JOB

jim morris



This aerial photo shows the remains of an emergency responders vehicle, top right, and a fertilizer plant destroyed by an April 18 explosion in West, Texas.

As investigators unravel what caused a Texas fertilizer plant explosion last week that killed 14, the U.S. Bureau of Labor Statistics [reported today](#) that 4,693 workers died on the job in 2011, three more than in 2010. The fatal injury rate for 2011, the most recent year with complete data, was 3.5 deaths per 100,000 full-time equivalent workers. That is down slightly from 2010. According to the BLS, 1,937 workers died in transportation incidents; 710 through "contact with objects and equipment"; 681 from "falls, slips [and] trips"; and 419 from "exposure to harmful substances or environments." "The Texas plant explosion is the kind of catastrophe that really grabs the public's attention," said Tom O'Connor, executive director of the [National Council for](#)

[Occupational Safety and Health](#), an umbrella organization for a network of nonprofit groups around the country. "But that's about the same number of people who die every day in the U.S., in ways that are much quieter and hidden from public view." On average, 13 workers a day are killed on the job in the United States and many more are injured. On April 17, the same day the fertilizer plant blew up in West, Texas, a dozen contract workers were injured when a fire broke out at the ExxonMobil refinery in Beaumont, about 300 miles to the southeast; seven suffered severe burns. This year, for the first time, the BLS



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fatality report has a separate category for [contract workers](#), who may not be afforded the same protections as regular employees. Five hundred forty-two died in 2011, the bureau found, accounting for 12 percent of all fatal injuries. Texas had the highest number of contractor deaths – 56 – followed by Florida (51) and California (42). “Looking through the BLS data, you see some really simple, easily preventable causes of death: people falling off roofs, people dying in trench cave-ins, people falling off ladders, people dying in confined spaces,” O’Connor said. “The total death toll is far greater than what we see from a handful of catastrophic incidents. It seems that the public just sort of accepts that as a risk of going to work. “We believe people shouldn’t have to risk their lives to get a job.” Stephanie Moulton, a 25-year-old social worker at a Massachusetts group home, died at the hands of a schizophrenic client on Jan. 20, 2011. She was among 468 workplace homicide victims that year, according to the BLS. Moulton’s death motivated her mother, Kim Flynn of Peabody, Mass., to press for a state law that would require mental health facilities to provide “panic buttons” to workers. In a [report](#) this week, O’Connor’s group recommends that the Occupational Safety and Health Administration issue a sweeping injury and illness prevention standard that would require employers to identify and address hazards, including the potential for violence. In Flynn’s view, both the owner of the home in which her daughter worked and OSHA – which proposed a \$7,000 fine in the case – “dropped the ball.” The BLS data release comes three days before [Workers Memorial Day](#), a union-sponsored event honoring those who die on the job. “Many job hazards are unregulated and uncontrolled,” says the AFL-CIO. “Some employers cut corners and violate the law, putting workers in serious danger and costing lives. Workers who report job hazards or job injuries are fired or disciplined. Employers contract out dangerous work to try to avoid responsibility.” OSHA, records show, had not inspected the now-demolished Texas fertilizer plant since 1985. “OSHA is so understaffed and underfunded that federal inspectors can inspect each workplace on average of one each 131 years,” the AFL-CIO said in its 2012 [“Death on the Job”](#) report. As they have in the past, Democrats in Congress [introduced legislation](#) this year to strengthen the Occupational Safety and Health Act of 1970, whose criminal and civil penalties for employer misconduct are considered lenient by critics. Under the act, an employer whose willful disregard for the law leads to a worker death faces at most a misdemeanor charge, with a maximum sentence of six months in jail. Such cases are rarely prosecuted. The maximum fine for a “serious” violation, which could lead to death or serious injury, is \$7,000. Other laws, in contrast, are far stricter. Last month, the owner of a [bio-diesel fuel company](#) was sentenced to 188 months in prison – 15½ years – fined \$175,000 and ordered to pay almost \$55 million in restitution after pleading guilty to wire fraud, money laundering and making false statements to the Environmental Protection Agency in violation of the Clean Air Act. “The fact remains that penalties for harming workers are often the cost of doing business for some employers, if they get inspected at all,” [Rep. George Miller](#), D-Calif., said in a statement last week. “Congress needs to work together to increase these outdated penalties and give real teeth to the law so that workers and communities can remain safe while trying to make a living.”

<http://www.publicintegrity.org/2013/04/25/12570/workplace-deaths-slightly-2011>

USA, LA, NEW ORLEANS, APRIL 27 2013. OFFSHORE WORKERS 7 TIMES MORE LIKELY TO DIE THAN ANY OTHER WORKER IN U.S., STUDY SAYS

mark schleifstein



Crash site south of Amelia, La., of a PHI Inc. helicopter where two pilots and six passengers died in January 2009 while on their way to a Shell Oil Co. platform in the Gulf of Mexico. Investigators said a bird struck the copter's windshield right before it crashed.

The chance of getting killed while working in the offshore [oil and gas](#) industry is seven times higher than for all workers in the United States, according to [a new study by the Centers for Disease Control and Prevention](#) of offshore fatal injuries between 2003 and 2010. It’s getting to work that is the most dangerous part of an offshore worker’s job, the study concluded: 65 of the 128 deaths during the seven-year period studied, or 51 percent, were attributed to transportation accidents, and 49 of those involved helicopter accidents, all in the Gulf of Mexico. “Catastrophic events like the Deepwater Horizon explosion attract intense media attention, but do not account for the majority of work-related fatalities during offshore operations,” said an editor’s note accompanying the study published in the April 26 edition of the agency’s Morbidity and Mortality Weekly Report. “This report found that



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transportation events (specifically helicopter crashes) were the most frequent fatal event in this industry." The study also points out that since the adoption of new technology in late 2009 that uses satellites to send weather and other emergency information to air traffic controllers and aircraft, no fatal weather-related helicopter crashes have occurred in connection with oil and gas operations. The Automatic Dependent Surveillance-Broadcast technology supplants the reliance of pilots and air traffic controllers on radar, which does not pick up low-flying aircraft, and traditional radio communications equipment, which have limited capabilities and are not effective in warning pilots of rapidly changing weather conditions, the editor's note said. The note also recommended that the oil and gas industry adopt aircraft operation guidelines developed by the International Association of Oil and Gas Producers that have more stringent safety requirements than Federal Aviation Administration rules. Those guidelines recommend that pilots and passengers complete helicopter underwater escape training and wear life jackets during all flights over water. They also recommend that flotation gear be installed on helicopters that will automatically inflate when the vehicle hits water, and that such flotation gear must be capable of keeping the helicopter on the water's surface. The guidelines also recommend that companies provide locator beams for pilots, passengers and life rafts, and that the rafts be mounted on the outside of the helicopters. The study said that the 128 fatalities in the study period represents an average 16 deaths per year, and estimated that the fatality rate was seven times higher than for all U.S. workers, 27.1 deaths per 100,000 offshore workers versus 3.8 deaths per 100,000 workers nationwide. Workers directly employed in the oil and gas extraction industry accounted for 87, or two-thirds, of the deaths. Of those workers, 43 worked for well-servicing companies, 26 for drilling contractors, and 18 for oil and gas operators. The remainder of the deaths involved employees in another industry, including 24 in transportation and warehousing, 10 in construction, and eight in other industries. The researchers obtained their fatality data from the Bureau of Labor Statistics Census of Fatal Occupational Industries. An earlier report found that mechanical failures and bad weather were the most common reasons for helicopter crashes involving offshore operations in the Gulf between 1983 and 2009. That study found that aircraft flotation devices either failed to deploy or malfunctioned in 20 percent of nonfatal crashes. A separate study of Canadian civilian helicopter crashes into water found that drowning was the primary cause of death, and that use of life jackets by pilots and passengers was inconsistent.

http://www.nola.com/environment/index.ssf/2013/04/offshore_workers_7_times_more.html#incart_river

USA, ALA, MOBILE, APRIL 27 2012. COAST GUARD: SPARK FROM CLEANING CAUSED EXPLOSION

 Watch the Video's:

- [Multiple Explosions In Fuel Barge Fire >> MFRD: Scene unstable](#)
- [Bystander Catches Mobile River Barge Explosion On Video](#)

 Photo's [13] [Coast Guard: Spark from Cleaning Caused Explosion](#)



Fire burns aboard two fuel barges along Mobile River after explosions sent three workers to the hospital Wednesday April 24, 2013. Fire officials have pulled units back from fighting the fire due to the explosions and no immediate threat to lives. Firefighters on Thursday extinguished a huge blaze that erupted hours earlier when two fuel barges exploded, leaving three people with critical burns and forcing the evacuation of crew from a nearby cruise ship. The cause of the explosions remained under investigation, but investigators believe it was likely from a spark caused by a crew cleaning the barges, [Coast Guard Lt. Mike Clausen](#) said. Firefighters from Mobile and Coast Guard officials responded to the pair of Wednesday night explosions involving the gas barges in the Mobile River east of downtown. More explosions followed over the next few hours.

Authorities say three people were brought to the [University of South Alabama Medical Center](#) for burn-related injuries. The three remained in critical condition Thursday morning, hospital spokesman [Bob Lowry](#) said. Across the river, workers were evacuated from the Carnival Triumph, the cruise ship that became disabled in the Gulf of Mexico in February before it was towed to Mobile's port for repairs. [Alan Vaughn](#), who lives at the [Fort Conde Inn](#) across the river from the scene, saw the blasts and said throngs of Carnival employees and others were clustered on streets leading toward the river as authorities evacuated the shipyard. "It literally sounded like bombs going off around. The sky just lit up in orange and red," he said, "We could smell something in the air, we didn't know if it was gas or smoke." Vaughn said he could feel the heat from the explosion and when he came back inside, his partner noticed he had what appeared to be black soot on his face. Carnival didn't immediately



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Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 956 Newsy Stuff

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

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respond to an emailed request for comment late Wednesday. Video from WALA-TV (<http://bit.ly/15NEYJI>) showed flames engulfing a large section of the barge, and a video that a bystander sent to AL.com (<http://bit.ly/13vWz4G>) showed the fiery explosions and billowing smoke over the river. Trevell Taylor was at work at Delta Bonds when he heard the blast. "It was so loud, I just about jumped up under this desk," he said. Trevell said he next heard sirens from emergency vehicles and then a second, louder explosion. He turned on the local news and learned of the barge fire. "It is a scary think anytime you are talking about gasoline and fuel fires. They are lucky more people weren't hurt." The initial blast took place in a ship channel near the George C. Wallace Tunnel — which carries traffic from Interstate 10 under the Mobile River. The river runs south past Mobile and into Mobile Bay, which in turn flows into the Gulf of Mexico. The tunnels were still open and operating. As daybreak approached, the Mobile Fire-Rescue Department's fireboat Phoenix was moved toward the barges, checking to make sure their mooring lines were secured. Mobile Fire Chief [Steve Dean](#) told AL.com he was confident the fire wouldn't spread to nearby industrial properties, including the shipyard where the Carnival cruise ship is docked. Huffman said the ship is directly across the river from the incident — about two football fields in length. The barges are owned by Houston-based [Kirby Inland Marine](#), company spokesman [Greg Beuerman](#) said. They were empty and being cleaned at the [Oil Recovery Co.](#) facility. The barges had been carrying a liquid called natural gasoline, meaning there were no additives in the fuel. By mid-morning Thursday, a hazardous materials team sent to inspect the barges determined that no further hazards exist, the Mobile Fire-Rescue reported. The explosion comes two months after the 900-foot-long Carnival Triumph was towed to Mobile after becoming disabled on the Gulf during a cruise by an engine room fire, leaving thousands of passengers to endure cold food, unsanitary conditions and power outages for several days. The ship is still undergoing repairs there, with many workers living on board. Earlier this month, the cruise ship was dislodged from its mooring by a windstorm that also caused, in a separate incident, two shipyard workers to fall into Mobile Bay. While one worker was rescued, the other's body was pulled from the water more than a week later.

<http://www.sfgate.com/news/us/article/Coast-Guard-Spark-from-cleaning-caused-explosion-4462023.php>

USA, ILL, ROLLING MEADOWS, APRIL 27 2013. NO DANGER FROM OIL LEAK DURING FLOOD

Workers are still cleaning the area where oil was found coming out of the ground at LaMirage Restaurant in Rolling Meadows. Officials were in the area checking for flood waters at about 11 a.m. on Thursday, Apr. 18 when they noticed an oil leak. The product was coming from the ground along the west side of the restaurant at 3223 Algonquin Rd. Public works crews responded and used sand and absorbent booms to keep the oil from running further into the creek and sewers. The city contacted the Ill. Emergency Management Agency, the Ill. Environmental Protection Agency, and the Metropolitan Water Reclamation District of Greater Chicago. SET Environmental, a private cleanup company, later took over the scene and was continuing the clean-up efforts as of Tuesday night. Officials said there was no danger to the public from the oil. They believe an old underground storage tank may be the cause of the leak.

http://www.journal-topics.com/news/article_378cbdc2-aea1-11e2-b484-001a4bcf6878.html

CANADA, ONT, SARNIA, APRIL 27 2013. SHELL CANADA REPORTS HAZARDOUS MATERIALS LEAK IN CORUNNA REFINERY

Royal Dutch Shell Plc's Shell Canada issued an alert for a hazardous materials leak at its 75,000 barrel-per-day Corunna refinery in Sarnia, Ontario, according to a notice on Sarnia-Lambton Network Alert System on Friday morning. "The site emergency warning system has been activated and Shell personnel are responding. The wind is from the Southeast at 8 km per hour," the notice said. Three workers at the refinery were sent to hospital Friday morning following a hydrogen sulfide leak. The Sarnia Observer said in a report. A reaction triggered the leak just before 8 a.m. (local time) while an exchanger was being cleaned as part of the refinery's ongoing turnaround operations, the report quoted plant spokesperson Kristina Zimmer as saying. Shell was not immediately available to comment. A Chemical Valley Emergency Control Organization (CVECO) Code 8 was issued and was still in place, the report added.

<http://ca.reuters.com/article/domesticNews/idCABRE93P0S320130426>

NEW ZEALAND, AUCKLAND, APRIL 27 2013. FIRE BROKE OUT AT A SERVICE STATION IN RIVERHEAD,

The Fire Service says it got a call to the Z Energy station on the Coatesville-Riverhead Highway at 9.10pm. It says that when firefighters arrived the station - which had closed at 8pm - was filled with smoke and entry had to be forced.

<http://www.radionz.co.nz/news/regional/133718/fire-at>



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CANADA, ALTA, EDMONTON, APRIL 27 2013. PLAINS MIDSTREAM CHARGED FOR LARGEST ALBERTA OIL SPILL IN DECADES >> FINES COULD BE AS HIGH AS \$1.5M IF FOUND GUILTY

matt mcclure

[PDF Document](#) [Read the ERCB Report on the Spill](#)



Crews cleanup a pipeline break northeast of Peace River, Alta. on May 4, 2011. The Alberta government has charged Plains Midstream Canada for the massive oil spill that fouled land in the northwestern part of the province.

As the province announces a pipeline giant could face fines of up to \$1.5 million in connection with Alberta's largest oil spill in over three decades, it faces fresh accusations its regulation of the industry is inadequate. The province issued a news release Friday revealing that Plains Midstream Canada ULC has been charged with three counts of violating environmental protection laws in connection with the April 2011 release of 4.5 million litres of light crude near a First Nations community in northwest Alberta. The charges relate to the spill itself, failing to take all reasonable measures to repair the problem and not pursuing all steps possible to remediate and dispose of the oil that contaminated

over three hectares of beaver ponds and muskeg in a densely-forested area. The charges were filed in Peace River's provincial court mere days before a two-year limitation period expired and a year after another Plains pipeline ruptured and released nearly a half million litres into a central Alberta river. Environmental advocates criticized the Alberta Environment and Sustainable Resource Development's response as slow. "Plains had another spill on another pipeline while this government decided whether to lay charges," said Nathan Lemphers, a policy analyst with the Pembina Institute. "The delay suggests the province doesn't have the resources it needs to enforce the law even as it ramps up production in the oils sand and allows the expansion of pipelines to carry that resource." Department investigators were unavailable, but a spokesperson defended the time it took to lay charges, "It's important we determine all the facts and ensure the enforcement steps taken are appropriate," Nikki Booth said. The charges come two months after Alberta's energy regulator issued a scathing report that found the company appeared to place a higher priority on keeping the pipeline running than on any concerns about the leak. The Energy Resource Conservation Board cited Plains for inadequate leak detection and response, after finding an employee at the company's control centre in Olds restarted the pipeline several times after the initial break. The ERCB report also found the 45-year-old Rainbow pipeline — which Plains purchased from Imperial Oil Ltd four years ago for \$544 million — began leaking when a sleeve used for corrosion repair failed. Board investigators said workers did not properly inspect the weld on the sleeve when the pipeline was excavated a year before the spill. Plains also failed to properly backfill and compact soil around the pipe, resulting in additional stress that contributed to the weld's failure. Greenpeace said in a release Friday that documents it obtained under freedom of information legislation show that ERCB investigators recommended a public inquiry into the spill, but the proposal was rejected by the board's chief operating officer. The groups says the documents released also show that when three more spills — including the second Plains Midstream release — occurred, Alberta's energy minister worked closely with the oil industry to ensure a review of pipeline safety would be acceptable to pipeline companies. "A public inquiry into the Rainbow spill could have helped prevent those spills," said Melina Laboucan-Massimo, a Greenpeace campaigner from the affected community of Little Buffalo. "The government needs to worrying about bad public relations for pipeline companies that are cutting corners and focus on how to protect the public." Provisions in Alberta's environmental legislation allow for fines of up to \$1 million in cases where a company knowingly allows a release or spill. In this case, the maximum fine on each charge is only \$500,000 as prosecutors are only alleging the release occurred or was permitted to happen. Filings of Plains publicly-traded parent indicate the company has spent \$70 million to clean up its mess northeast of Peace River and suffered a \$21-million loss in revenue while the pipeline was shut down for three months following the disaster. In response to a Herald query, the company issued a release saying it has received and is now evaluating the charges. "We will be reviewing them with our counsel and the Crown, and will respond formally with our position in due course," the release said. Plains has been summoned to make its first appearance in court on June 17th.

<http://www.edmontonjournal.com/business/Plains+Midstream+charged+largest+Alberta+spill+decades/8300811/story.html>



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