



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

USA, MI, DETROIT, JULY 10 2013. STATE LEADERS PLEDGE FIXES FOR LEAKY FUEL TANKS FUND AFTER AUDIT FINDS CASH DIVERSIONS



Little Help?: Michigan's effort to deal with leaking underground fuel tanks such as this one have been hamstrung by the diversion of more than \$200 million in state money that was collected to address the problem. In the wake of a critical state audit, policy-makers are pledging reforms to the program to accelerate the cleanup of about 9,000 such tanks in Michigan.

Michigan's fund for cleaning up leaking underground fuel tanks – [a chronically underfunded effort](#) is headed for an overhaul after a recent audit found that state officials diverted \$216 million in designated cleanup funds to unrelated programs. The diverted money was used, over the last decade, to plug holes in the state budget, even while Michigan struggled to deal with the nation's second largest inventory of leaking underground gas tanks. Michigan has 9,200 leaky fuel tanks,

all of which have the potential to poison groundwater and drinking water wells. The number of leaky fuel tanks increased over the past decade, even though the state's cleanup fund received more than \$381 million to clean up those sites. That's because less than half of the money — \$164 million — was spent on tank cleanups and associated administrative costs, according to [the state audit](#).

Cash Diversion Has Bipartisan Fingerprints

The Department of Environmental Quality, which oversees fuel tank cleanups, used \$32 million of cleanup money instead for such things as monitoring air quality, fish contaminants and drinking water. The state Treasury Department used \$157 million in fuel tank cleanup funds to pay off Clean Michigan Initiative and Quality of Life bonds the state sold in the 1990s, while the Department of Agriculture and Rural Development spent \$27 million on gasoline inspection programs. Raids on the tank cleanup fund, known as the Refined Petroleum Fund, began when former Gov. Jennifer Granholm was in office. The Legislature approved the diversions, which helped offset Michigan's budget crisis. The practice has continued under Gov. Rick Snyder, but to a lesser extent. "The environmental community has strenuously objected to the misuse of the Refined Petroleum Fund by members of both parties for the past decade," said James Clift, policy director at the Michigan Environmental Council. "The failure to use this money to protect the drinking water of Michigan residents is a problem that needs immediate attention ... The Snyder administration needs to redirect these funds back to their intended purpose." DEQ spokesman Brad Wurfel said diverting cleanup funds was necessary during the state's budget crisis. "It was done at a time when stark budget shortfalls required some tough calls to be made throughout state government," Wurfel said. "Any inference that the DEQ independently ran off and just started spending this fund inappropriately is just plain wrong." In 2014, the Snyder Administration will reduce the amount of money diverted from the tank cleanup fund to \$12.7 million. The remaining \$38 million would be used to clean up leaky fuel tanks, according to state records.

Cleanup Program Has Surged, Stalled

Michigan's fuel tank cleanup program began in the late 1980s, in response to a federal mandate to replace old fuel tanks. At the time, Michigan had more than 100,000 registered underground fuel tanks; that figure has since been reduced to 18,777 tanks. The state created the Michigan Underground Storage Tank Financial Assistance Fund in 1988 to help gas station owners pay for tank cleanups. Revenue came from a 7/8-cent fee that gas station owners paid on each gallon of gas sold, which generated about \$50 million annually. The MUSTFA program was eliminated in 1995, when heavy demand for cleanup grants made the fund insolvent. The state continued to collect the 7/8-cent fee on each gallon of gas sold, even though gas station owners could no longer access cleanup funds. That fee pumped roughly \$1 billion into state coffers between 1995 and 2012, but \$850 million of that was used for purposes other than cleaning up leaky fuel tanks, according to a 2013 report by the state's Underground Storage Tank System Cleanup Advisory Board. That advisory board, which was appointed by the Snyder administration, has recommended a sweeping overhaul of the tank cleanup program. Among the recommendations:

- Ensure that all revenue generated by the 7/8-cent fee on gas sales, about \$50 million annually, be used only on fuel tank cleanups.
- Eliminate the sunset on the 7/8-cent fee that funds the tank cleanup program. Currently the fee expires every three years and must be renewed by the Legislature.
- Create a quasi-public agency, a sort of non-for-profit insurance agency, to administer the cleanup fund and protect it from future diversions.



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

- Allow gas station owners to tap into the fund to pay for cleanups, provided they meet certain financial and insurance requirements and are willing to pay a deductible.
- Use the fund to clean up so-called orphan sites, where leaky fuel tanks have been [abandoned and no one can be charged with cleaning up the mess](#).

The proposed changes would require approval from the Legislature and Snyder, but that won't be an issue, according to DEQ senior policy adviser Anne Couture. Couture, who last year supervised an overhaul of Michigan's fuel tank cleanup standards, said the governor and legislative leaders are aware of proposed changes to the cleanup fund and are supportive. "We've really developed a consensus around the idea that this fund was set up for a purpose and we need to get back to using it for that purpose," Couture said. "We need to get this money to (fuel tank) owners and operators as well as using it to clean up orphan sites." Revamping the cleanup fund would be the final step in a total overhaul of Michigan's underground tank cleanup program. Cleanup standards were revised last year after industry officials complained that the previous rules lacked clarity, which prolonged cleanups and drove the average cost of tank cleanups to \$400,000 — highest in the nation. Mark A. Griffin, who served with Couture and Clift on the tank cleanup advisory board, said the panel believes Michigan's cleanup program should be modeled after the Ohio Financial Assurance Fund. The Ohio program helps tank owners with cleanup costs, provided they have adequate liability insurance, significant net worth and are willing to pay deductibles of up to \$55,000 before accessing the fund. "The Ohio program is best suited to Michigan's needs," said Griffin, who is president of Michigan Petroleum Association and Michigan Association of Convenience Stores. "It would create a program that provides financial responsibility for owners and operators to clean up sites, offer a reimbursement program, and help with cleanups at orphan sites." Griffin said changes to Michigan's fuel tank cleanup standards in 2012 already have spurred more cleanups. He said re-tooling the cleanup fund and halting diversions to other state programs would accelerate the pace of cleanups even more. "In Ohio, they provide financial assurance and they help owner operators do cleanups for 23,000 sites, and they do it for \$15 million per year," Griffin said. "We have 18,000 (active) tanks in Michigan, and we would certainly hope we could accomplish the same thing that they do in Ohio for a similar amount of money." Clift, of the Michigan Environmental Council, said his group is willing to explore new funding models for fuel tank cleanups, provided there is a process that forces businesses to get rid of old tanks. "One-third of the tanks in the ground today are considered high risk due to their age or type," Clift said. "We need a process that removes them from service before they become the leaking tanks of tomorrow."

<http://bridgemi.com/2013/07/state-leaders-pledge-fixes-for-leaky-fuel-tanks-fund-after-audit-finds-cash-diversions/>

CANADA, ONT, GOGAMA, JULY 10 2013. AMMONIA LEAK IN CN RAIL TANKER CAR IN GOGAMA PROMPTS PARTIAL EVACUATION IN THAT COMMUNITY

len gillis

 **Watch the Video:** [Residents of Ontario Town Return Home after Evacuation due to Gas Leak](#)

 **Photo's [10]** [Tanker Leak Scare in Gogama Ends](#)

 **Photo's [9]** [Ammonia Leak n CN Rail Tanker Car in Gogama Prompts Partial Evacuation](#)

The community emergency in Gogama involving a CN Rail tanker car is over and local residents are being allowed to return to their homes over the supper hour. The community emergency occurred in Gogama Monday, where a rail tanker car was leaking Anhydrous Ammonia in a light vapour form. Several homes near the rail car were evacuated in the morning as a precaution. No injuries were reported. The emergency lasted roughly seven hours. The car was part of a group of several CN Rail cars on a sidetrack in Gogama, near the Miller Street level crossing. Gogama is located about 100 kilometres south of Timmins and the CN mainline runs through the community. CN Rail revealed that one of its employees discovered the leak around 10:00 a.m. Authorities were immediately notified and the Gogama Fire Department, working with Ontario Provincial Police, immediately cordoned off the area and created a 300 metre zone around the tanker, said police. The immediate concern was that there was a light wind, moving from north to south, that might have carried ammonia fumes. Transport Canada, through the Canutec Agency, lists anhydrous ammonia as a dangerous irritant that is also corrosive. The fumes can be fatal if they are inhaled or if the substance is ingested or absorbed through the skin. A three block area of homes immediately south of the train siding was evacuated, with residents being sent to the Gogama Community Centre. "One hundred and five people have been displaced," said OPP information officer Marc Depatie. "An evacuation was deemed necessary for public safety reasons," said Depatie. He added that the situation remained under close scrutiny throughout the day in case an expanded level of evacuation was necessary. He added that police kept a close eye on the the homes



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

throughout the day. He added that residents in Gogama were cooperative and understanding, in the evacuation procedure. Depatie said he was not fully aware of the technical aspects of the leaking tanker, but was told that a CN rail specialist would attend the scene to resolve the problem and make the tanker safe. At one point Monday, the Timmins fire department responded to Gogama to consult with the Gogama fire department. It was determined that Timmins Fire was not needed. News photographers were kept several hundred meters away from the tanker car, which was partially concealed by a cluster of trees. The car was at the end of a group of several tank cars secured together on a section of track. There was a light mist that could be seen through telephoto lenses on the valve near the top of the tanker, along with a white streak of residue, or frost, running down the side of the tanker.

<http://www.brantfordexpositor.ca/2013/07/08/ammonia-leak-in-cn-rail-tanker-car-in-gogama-prompts-partial-evacuation-in-that-community>

CANADA, QUE, LAC-MEGANTIC, JULY 10 2013. LAC-MEGANTIC EXPLOSIONS: 100,000 LITRES OF OIL DUMPED INTO WATERWAY AFTER DISASTER

megan dolski & andy blatchford

 **Slideshow [107 Pictures]** [Lac-Megantic Explosions, Fire](#)



Quebec's deadly train derailment has dumped waves of crude oil into nearby water bodies in what officials call an unprecedented environmental disaster for the province. Workers dragged yellow booms Tuesday across different parts of the Chaudiere River in an attempt to contain the gunky crude that continues to creep downstream with the speedy current. A rainbow sheen now covers the snaking Chaudiere, which flows northward from Lac-Megantic and eventually spills into the St. Lawrence River. The shoreline is enveloped by the smell of used motor oil and features greasy rocks that create countless mini-pools of the brown substance. Environment Minister Yves-Francois Blanchet said the chances were "very slim" that the oil might spill into the St. Lawrence, the backbone of the province's water supply. He predicted a lingering, but not devastating, effect. "We are never going to get to a stage where it'll be as if this

never happened," Blanchet told a Quebec City news conference. "There are always going to be traces of this event — but the river won't be irreversibly contaminated in terms of the well being of its important ecosystems." There are a variety of advisories for communities in the area to either boil their water or reduce their consumption. While more than half of the Lac-Megantic's displaced inhabitants headed home Tuesday, they were asked to continue to boil water for at least five minutes before drinking it, and to reduce their overall water consumption to a bare minimum. The boil-water advisory — ongoing since 10 p.m. Saturday — was issued by municipal authorities as a precautionary measure, despite no evidence yet of contamination in the area's potable water. Blanchet said the news could have been far more grim. "If the municipalities and environmental teams were not as efficient as they have been in establishing booms, we would probably be giving you much worse news today." He said that the light oil would float, which made it easier to scoop up. But if not handled quickly, it would sink eventually — which is what Blanchet said he wants to avoid. Environment Canada said it was still working closely with its provincial counterpart in testing the waters of both the Chaudiere River and Lake Megantic. The Chaudiere, a major source of the town of Lac-Megantic's potable water, has been hit hard by the disaster. When a rogue train came barreling off track last Saturday and exploded in the downtown core, the river nearby received an estimated 100,000 litres of oil. A water surface of 10 km has reportedly been glazed with the oily film. There are also still traces of fire in the pipes that evacuate rainfall, as well as in the town's sewage system. The banks of Lake Megantic and the Chaudiere River are both contaminated, as is water flowing out of them. The town's sewage system is also contaminated. In the meantime, Lake Megantic has been tapping into an alternate source to obtain its potable water. But the town razed by the fire hasn't been the only one affected by contaminated water — the repercussions have also trickled downstream, affecting several communities nearby. Like the town of Lac-Megantic, the neighbouring communities of Levis, St-Georges and Ste-Marie all relied on the Chaudiere River as a source of potable water. Those towns are, until further notice, being asked to reduce water use because reserves of clean water are running low. As for the larger cities in the province, Quebec City's mayor said it would take a major disaster for the oil to get into the St. Lawrence and affect the reservoir that sustains 110,000 of his area's residents, with 60,000 cubic metres



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

per day. "It would take extraordinary events — like a tsunami," Regis Labeaume said. "But if that were to happen, we are prepared."

Related Stories on Huffington Post:

- [Lac Megantic Explosion: Train Operator's Safety Record Less Than Impressive](#)
The Chicago-based railroad company that operated the train involved in the Lac Megantic disaster has an accident rate much worse than the average.
- [Lac-Megantic Explosion: Video Captures Shocking Images Of Train's Blast](#)
In a video, simply titled, Catastrophe Lac Mégantic, breathless eyewitness Adrien Aubert captures stunning images taken from the scene of the Lac-Megantic explosions last weekend.
- [Lac-Megantic Explosion: Questions About Integrity Of Tanker Cars](#)
Police say they're treating the Lac-Megantic disaster area as a "crime scene" and they could lay charges.
- [Lac Megantic Explosion Heightens Scrutiny Of Rail And Pipeline Transport Of Crude](#)
The train disaster that devastated a Quebec town over the weekend is likely to intensify the debate around transporting crude oil.
- [Lac Megantic Photos Show Explosion And Fire Damage From Above](#)
The destruction in Lac Megantic is perhaps most striking in photos taken from above.

http://www.huffingtonpost.ca/2013/07/09/lac-megantic-explosions-oil-spill_n_3569170.html?utm_hp_ref=canada

PHILIPPINES, MANILA, PACO, JULY 11 2013. GAS TANK EXPLODES IN MANILA, 15 HURT

 [Watch the Video Gas tank explodes in Manila, 15 hurt](#)

At least 15 people were wounded in a gas tank explosion in Paco, Manila last Sunday. The explosion occurred as Rey Garcia was fixing the gas tank inside their house along Cristobal Street past 11 a.m. Sunday. Fifteen people were injured in the blast and five of them remain in critical condition at the hospital. A closed-circuit television (CCTV) camera captured the blast. The footage shows the house of the Garcias being rocked by the explosion and bystanders running away from the blast site. Authorities suspect that the explosion occurred after gas leaked from the tank.

<http://www.abs-cbnnews.com/nation/metro-manila/07/10/13/gas-tank-explodes-manila-15-hurt>

UGANDA, KAMPALA, JULY 10 2013. FUEL TANKER OVERTURNS IN MBALE, LOCALS RUSH TO SCOOP FUEL



Mbale locals gather around a fuel tanker that had veered off the road in a Tuesday morning accident. Police later dispersed them before removing the tanker.

Police in Mbale used batons to disperse people who had invaded the scene of an accident involving a fuel tanker on Tuesday morning. The tanker overturned along the Mbale-Kampala highway, a kilometer before Mbale town, forcing police to intervene immediately after local people started gathering around it. Two people were killed in the accident after the tanker crashed them. The tanker, registration number UAF 481M, was heading towards Kampala when the driver veered off the road, knocking a bodaboda motorcyclist and his passenger before turning. The cyclist and his passenger died instantly, while the driver of the tanker, Fred Ssengendo, escaped and fled the scene. The 9:00am accident

occurred less than 10 meters from Habib Fuel Station. This comes just nine days after a fire at the scene of a fuel tanker accident in Namungoona killed at least 41 people. 10 other people are still being treated at Mulago Hospital for severe burns. However, despite the proximity of the overturned fuel tanker to a fuel station, a crowd rushed to the scene to take what they thought would be flowing fuel. The tanker was, however, empty. This though did not stop police from rushing to the scene to disperse the crowd. Police officers deployed heavily at the scene blocking the Mbale- Kampala Highway for more than two hours as they removed the body of the victims and the wreckage. One person whose identity was not established by press time was arrested for allegedly inciting violence. He is accused of mobilising residents to invade the scene of the accident. The bodies of the deceased have been taken to Mbale Regional Referral Hospital Mortuary for postmortem. Jacob Opolot, the Elgon Regional Police Commander, blamed the accident on reckless driving. He said the driver of the tanker was talking on phone when the vehicle veered off the road and crashed the cyclist with his passenger. A senior police officer who declined to



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

www.tanknology.com.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

be named because he is not allowed to talk to the media acknowledges that little or no measures have been designed to protect lives and property during fire accidents.

<http://www.monitor.co.ug/News/National/-/688334/1910050/-/7r1rfnz/-/index.html>

CANADA, QUE, LAC-MÉGANTIC, JULY 10 2013. DEATH TOLL FROM QUEBEC TRAIN DERAILMENT FEARED TO BE IN THE DOZENS

sean Farrell

Watch the Video's:

- [13 Bodies Found & 50 still Missing at 'War Zone' Quebec Train Blast Site](#)
- [Quebec Train Blast: Criminal Inquiry Launched](#)
- [Quebec Police Open Criminal Probe after Deadly Oil Train Crash](#)
- [Criminal Probe Opened in Quebec Oil Train Inferno](#)
- [Canada Train Blast: Blame Game over Lac-Megantic Disaster](#)

 **Photo's [27]** [Quebec Oil Train Derailment Sparks Criminal Probe](#)

 **Photo's [21]** [Police: Evidence Criminal Act may have Led to Canada Train Crash](#)



Workers comb through debris Tuesday, July 9, 2013, after a train derailed Saturday causing explosions of railway cars carrying crude oil in Lac-Megantic, Quebec.

Canadian authorities said they have opened a criminal investigation into the fiery wreck of a runaway oil train in this small town as the death toll climbed to 15, with dozens more bodies feared buried in the burned-out ruins. Quebec police Inspector Michel Forget said Tuesday that investigators have "discovered elements" that have led to a criminal probe. He gave no details but ruled out terrorism and said police are more likely exploring the possibility of criminal negligence. Provincial police spokesman Sergeant Benoit Richard said no

arrests have been made. The death toll rose with the discovery of two more bodies Tuesday. About three dozen more people were missing. The bodies that have been recovered were burned so badly they have yet to be identified. Investigators zeroed in on whether a fire on the train a few hours before the disaster set off a deadly chain of events that has raised questions about the safety of transporting oil in North America by rail instead of pipeline. The unmanned Montreal, Maine & Atlantic Railway train broke loose early Saturday and sped downhill in the darkness nearly seven miles (11 kilometers) before jumping the tracks at 63 mph (101 kph) near the Maine border. All but one of the 73 cars were carrying oil. At least five exploded. Rail dispatchers had no chance to warn anyone during the train's 18-minute journey because they didn't know it was happening themselves, Transportation Safety Board officials said Tuesday. Such warning systems are not in place on secondary rail lines, said TSB manager Ed Belkaloul. *The derailment and explosions destroyed about 30 buildings, including the Musi-Cafe, a popular bar that was filled at the time, and forced about a third of the town's 6,000 residents from their homes.* Resident Gilles Fluet saw the approaching train. "It was moving at a hellish speed," he said. "No lights, no signals, nothing at all. There was no warning. It was a black blob that came out of nowhere." He had just said goodbye to friends at the Musi-Cafe and left. "A half-minute later and I wouldn't be talking to you right now," he said. "There are those who ran fast and those who made the right decision. Those who fooled around trying to start their cars to leave the area, there are probably some who burned in them," Fluet said. "And some who weren't fast enough to escape the river of fire that ran down to the lake, they were roasted." The same train caught fire hours earlier in a nearby town, and the engine was shut down – standard operating procedure dictated by the train's owners, Nantes Fire Chief Patrick Lambert said. Edward Burkhardt, president and CEO of the railway's U.S.-based parent company, Rail World Inc., suggested that shutting off the locomotive to put out the fire might have disabled the brakes. "An hour or so after the locomotive was shut down, the train rolled away," he told the Canadian Broadcasting Corp. Lambert defended the fire department. "The people from MMA told us, 'That's great – the train is secure, there's no more fire, there's nothing anymore, there's no more danger,'" Lambert said. "We were given our leave, and we left." Burkhardt was expected to visit the town on Wednesday. The train's engineer, Tom Harding, has not commented publicly on the incident. Transport Canada, the government's transportation agency, said Tuesday there are no rules against leaving an unlocked, unmanned, running locomotive and its flammable cargo on a main rail line uphill from a populated area. Officials also said



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

there is no limit on how many oil-filled, single-hull tank cars a train can pull. Transportation Safety Board investigator Donald Ross said the locomotive's black box has been recovered but cautioned that the investigation was still in its early stages. The tanker cars involved in the crash were the DOT-111 type – a staple of the American freight rail fleet whose flaws have been noted as far back as a 1991 safety study. Experts say its steel shell is so thin that it is prone to puncture in an accident. The derailment also raised questions about the safety of Canada's growing practice of transporting oil by train, and is sure to support the case for a proposed oil pipeline running from Canada across the U.S. – a project that Canadian officials badly want. Efforts continued Tuesday to stop waves of crude oil spilled in the disaster from reaching the St. Lawrence River, the backbone of the province's water supply. Environment Minister Yves-Francois Blanchet said the chances were "very slim." Lac-Mégantic's mayor said about 1,200 residents were being allowed to return to their homes. A sense of mourning had set in among the survivors. "Everybody that is gone – we're a close-knit community – they are my friends' children, they're former workmates, they're elderly people that I know, I knew them all," Fluet said. "I'm on adrenaline and not doing too badly, but I know that when the names come out and the funerals take place it will be another shock."

Related Stories

- Fortune [Police: Evidence criminal act may have led to Canada train crash](#)
- CBC.ca [Death toll hits 15 in Lac-Mégantic as criminal probe launched](#)
- Macleans.ca [Quebec train disaster zone now a 'crime scene'](#)
- Calgary Herald [Railway company alleges tampering in deadly Quebec crash](#)
- Edmonton Journal [What causes a runaway train?](#)

http://www.huffingtonpost.com/2013/07/09/quebec-train-death-toll_n_3568464.html

ENGLAND, BRIERFIELD, JULY 11 2013. PETROL EXPLOSION BREAKS BRIERFIELD MAN'S LEG

A man was taken to hospital with a suspected broken leg after an explosion threw him up in the air when he put petrol on a bonfire. The man had been burning rubbish at a house in Wood Clough Platts in Brierfield, at around 11pm on Monday when the incident happened. Fire chiefs said the man tried to increase the intensity of the fire by putting the petrol into a metal container, which then exploded and threw him backwards. Neil Hardiman, watch manager at Nelson Fire Station, who attended the incident, said the man was treated before being taken to hospital. He said: "The young man had decided to accelerate the fire by pouring petrol into a metal container which flashed, throwing him backwards, resulting in a possible broken leg. He was treated by paramedics on site and taken to hospital." Fire officers warned people not to put fuel or flammable liquids onto fires or barbecues, and to try and avoid burning rubbish. Mr Hardiman said: "We would advise people to never fuel fire with flammable liquids. "They should also consider taking all rubbish to refuse sites rather than trying to burn it themselves and consider the environment." One resident of Wood Clough Platts said: "I saw the fire engine and ambulance arrive at around 11.30pm. "There looked to be quite a lot of activity going and there did seem to be some concern about a fire or someone who had been injured."

http://www.lancashiretelegraph.co.uk/news/10538627.Petrol_explosion_breaks_Brierfield_man_s_leg/

USA, FLA, TALLAHASSEE, JULY 11 2013. FUEL TANKER OVERTURNS ON GEDDIE ROAD

 **Watch the Video** [Fuel Tanker Overturms on Geddie Road](#)



Emergency workers at the scene of the overturned truck at Geddie Road and State Road 20.

Update: 8:44 A.M.

The intersection at Geddie Road and State Road 20 is now completely open following a fuel tanker crash Tuesday night, according to Lt. James McQuaig, public information officer for the Leon County Sheriff's Office. The fuel tanker overturned at the intersection, spilling an estimated 1,000 gallons of diesel fuel and 100 gallons of regular fuel. The roadway was shut down for several hours.

Update: 9:58 P.M.

Lt. Charles Strickland of the Leon County Sheriff's Office says the intersection at Geddie Road and State Road 20 are still closed after a fuel tanker overturned this evening. Strickland said motorists can expect the road to be closed down for longer as they wait for crews from Bainbridge, Ga. to come clean up the scene.



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

Strickland could not give an estimate as to how long that would take, only saying that the roadway will reopen some time before daylight.

Update: 8:15 P.M.

Tallahassee firefighters have stopped the flow of fuel leaking out of a fuel tanker that turned over at the intersection of Geddies Road and State Road 20 this evening. Lt. Jason Greisl of the Tallahassee Fire Department said crews are waiting on an off-load crew to come remove the On Site tanker. Greisl said he wasn't sure which direction the tanker was coming or what caused it to turn over. Traffic on State Road 20 is being diverted around the intersection through the Silverlake Grocery parking lot. The entrance to Geddies Road is completely closed. Greisl said crews expect to be at the scene for at least two more hours. He estimated about 1,000 gallons of diesel fuel was lost as well as 100 gallons of regular fuel. "There's always the possibility of a spark," said Greisl as to whether there is any danger. The truck's power is still on, he said. Greisl said he did not know when the incident was reported. At 6:13p.m., Tallahassee Fire Department was called out to an overturned fuel tanker at Geddies Road. and Highway 20, according to Lt. Mike Bellamy, spokesman for TFD. A fuel tanker carrying diesel and gasoline overturned as it made the turn at Geddies Rd. The TFD Hazardous Materials Team is on scene now containing the fuel spill. LCSO, FHP, DOT and DEP are also assisting at the scene. Traffic is being diverted away from the area on Highway 20

<http://www.tallahassee.com/article/20130709/NEWS01/130709019/VIDEO-UPDATE-Flow-fuel-stopped-Geddies-Road-entrance-still-closed>

USA, MN, LITTLE MARAIS, JULY 11 2013. DIESEL FUEL SPILLS INTO LAKE SUPERIOR

dan kraker

State regulators are monitoring a diesel fuel spill in far northeast Minnesota that leaked into Lake Superior. A semi overturned on Highway 61 Tuesday near the town of Little Marais, spilling 70 to 80 gallons of diesel from the truck's fuel tanks. Some of the fuel flowed down a drainage ditch into Lake Superior, leaving behind a thin petroleum sheen along about a quarter-mile of shoreline. Officials with the Minnesota Pollution Control Agency say a clean up company responded within two hours of the crash. The company used absorbent pads and booms to soak up fuel in the ditch. But MPCA officials say once the fuel disperses in the lake, it's impossible to recover. The agency will monitor the site over the next few days. Officials say there was little environmental damage done to Lake Superior.

<http://minnesota.publicradio.org/display/web/2013/07/10/regional/fuel-spill-lake-superior>

USA, TX, HARRIS CO, JULY 11 2013. TANKER TRUCK SMASHED BETWEEN TRAINS IN CHANNELVIEW

demand fernandez

 **Watch the Video** [Truck Smashed Between Trains in Channelview](#)

 **Watch the Video** [Tanker Truck Pinned Between 2 Trains in Crash near Channelview](#)

 **Photo's [15]** [Big Rig Sandwiched Between 2 Trains in Collision near Channelview](#)

 **Photo's [9]** [Truck Smashed Between Trains in Channelview](#)



A truck driver is lucky to be alive after trying to beat a train at a crossing in Channelview. Investigators say the force of the crash shoved the 18-wheeler down the tracks into a parked train. Hundreds of trucks pass the railroad crossing at the intersection of Sheldon and Jacinto Port Road everyday. But investigators say on Tuesday morning, one driver was careless and tried to beat a train across the tracks. It was a dangerous wreck that tied up traffic for several hours. A big rig and its tank were sandwiched between two trains. "I think this guy wanted to get out. He'd been waiting in there for an hour, and he got caught right there," truck driver Josh Carrizal said. Carrizal is among the eyewitnesses who saw the devastating crash. The accident happened at a railroad crossing

just outside an industrial chemical storage facility near the ship channel. "There was a car right here that stopped him from clearing the tracks, and when that happened, the train PTRAH hit him," Carrizal said. Investigators rushing to the scene initially approached with serious caution. That's because this overturned 18-wheeler was hauling a chemical lubricant when the driver allegedly tried beating a Port Terminal Railroad Association Train. "He's about a thousand feet out when he starts



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

emergency brake application," Harris County Sheriff's Office Sgt. Nathan Douglas said. Investigators say the train's impact pushed the 18-wheeler into a parked Union Pacific locomotive. The 18-wheeler's tank ruptured, causing 6,000 gallons of non-hazardous lubricant it was holding to spill. "There is no injuries and no fatalities. The truck driver of the 18-wheeler has been cited for failure to yield right of way train," Douglas said. Crews rushed in to move both trains and clean up all of the spilled lubricant. Surprisingly no one was hurt. A spokeswoman from Union Pacific is reminding drivers not to take the risk of trying to beat trains.

<http://abclocal.go.com/ktrk/story?section=news/local&id=9166805>

SOUTH AFRICA, DURBAN, JULY 11 2013. DRAMA AFTER PETROL TANKER CRASH

lauren anthony



Two people, including a pedestrian, died when a car crashed into a fully laden petrol tanker and trailer on the M7, near Waterloo. Another pedestrian was critically injured and it took paramedics hours to free the woman (in purple) who was trapped under the car and petrol tanker.

Two women walking to work on Wednesday morning were hit by a car and a fully-laden petrol tanker trailer, killing one and trapping the other critically injured woman in the wreckage. The driver of the car, a 23-year-old North Coast man, died in the crash at 6.45am along the M7 near Waterloo. He had been reported missing last night. The driver of the petrol tanker was unharmed. Paramedics and firemen worked frantically to free the critically injured pedestrian, who was trapped inside the wrecked car under the tanker. By 9.50am she was freed from the wreckage and taken by air ambulance to the Inkosi Albert Luthuli Central Hospital. The road was closed in both directions as scores of onlookers tried to

catch a glimpse of the crash site. The cause of the accident was unclear. A policeman at the scene said early indications suggested that the petrol tanker was travelling from Verulam towards eMdloti. It is believed the car, travelling in the opposite direction, hit the side of the tanker. He confirmed two people had been killed. Both the policeman and a private security company said the driver of the car was a 23-year-old Verulam resident who had been reported missing by his family last night. The security company had been called in by the family to assist in looking for their son. The reasons around his disappearance last night and his emotional state are unknown. Distraught family members were at the scene, but not in a position to speak to the media. Netcare 911 spokesman, Chris Botha, estimated it would take several hours to clear the accident scene. "The debris indicates the accident started several metres away from where the vehicles are," Botha said

<http://www.iol.co.za/news/south-africa/kwazulu-natal/drama-after-petrol-tanker-crash-1.1544932#.Ud3-t0EwdZ4>

ENGLAND, DOVER, JULY 11 2013. ASYLUM SEEKERS FOUND INSIDE TANKER SPARK PORT OF DOVER EMERGENCY >> PORT DECLARES 'CRITICAL INCIDENT' AFTER 15 PEOPLE FOUND HIDDEN IN VEHICLE ON CROSS-CHANNEL FERRY

haroon siddique



Port of Dover: a spokeswoman said three people were taken to hospital in Ashford and two drivers were in custody.

Fifteen asylum seekers have been found in a tanker on board a cross-Channel ferry at the Port of Dover. The port declared a "critical incident" after the discovery on [P&O's Spirit of France](#) on Wednesday. It is understood that the asylum seekers were found after banging was heard from the sides of the lorry as the 7.45am Calais-Dover ferry berthed at the port. A spokeswoman for the port said: "Emergency services are at the scene and are dealing with the situation in close co-operation with port staff. Thirteen of the asylum seekers are non-critical but three have been taken to hospital. Two drivers are in custody."

The tanker was being examined but powder found in the vehicle has been

confirmed as non-hazardous, the spokeswoman added. A spokesman for South East Coast Ambulance Service said it was called to the incident at 8.30am and sent nine vehicles, including three ambulances. Three people were taken to William



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Harvey Hospital in Ashford, while others continued to be assessed at the scene. Kent fire and rescue service said it was called to the incident at 8.45am and sent six fire engines and specialist equipment "to assist with rescuing a number of people". Port of Dover police, assisted by Kent police also attended the scene. A Border Force spokesman said it was working with the emergency services. "It follows the discovery of a number of suspected illegal migrants on board a lorry," he said. The port remained open and ferry services were unaffected. A P&O spokesman said the Spirit of France would be delayed by the incident but was expected to resume sailing by the end of the morning. He said: "P&O Ferries is helping the police with their investigations into the incident involving the Spirit of France." In 2000, [58 Chinese immigrants were found dead in the back of a sealed truck in Dover](#) on one of the hottest days of the year. The Dutch lorry driver was subsequently [sentenced to 14 years in jail for their manslaughter](#).

<http://www.guardian.co.uk/uk-news/2013/jul/10/asylum-seekers-tanker-dover-ferry>

USA, WI, CALEDONIA, JULY 11 2013. SUV CRASHES INTO GAS PUMP, CAUSES FIRE

alison bauter

 **Watch the Video** [Racine Fire Department on scene where SUV crashed, struck gas station pump](#)



Emergency personnel work at the scene of a crash and gas pump fire at the Mobil gas station at 3 Mile Road and North Main Street on Tuesday. The driver of the vehicle that crashed into the pump, a woman, was reportedly injured but was not immediately taken to the hospital.

Authorities are continuing to investigate what caused the Tuesday night crash that resulted in a fire at a 3 Mile Road gas station. Firefighters quickly doused a sport utility vehicle fire Tuesday evening that started at a Mobil gas station on the corner of 3 Mile Road and North Main Street shortly after 7:30 p.m. According to Lt. Willie Hargrove of the Racine Fire Department, a SUV crashed into one of the gas pumps, causing a fire and destroying the front portion of the vehicle. The driver, a woman, was still inside an emergency vehicle on-scene shortly after the accident. "We extinguished the fire and shut down all of the pumps and everything so that we wouldn't get more spilling or leak problems with the gas,"

Hargrove said. The woman was not immediately transported to the hospital. In addition to multiple fire rigs and police vehicles, neighbors from every corner of the 3 Mile-North Main intersection gathered around the scene, watching from a distance as firemen hosed down the vehicle's blackened engine. Neighbors said they heard a crash and the sound of a car honking, followed by sirens as police and fire officials sped to the scene. The Caledonia Police Department responded to the incident, which happened just across the border separating the City of Racine from the Village of Caledonia. Racine police were also on-scene, blocking the streets leading up to the corner and redirecting traffic.

http://journaltimes.com/news/local/crime-and-courts/updated-truck-crashed-into-gas-pump-starts-fire/article_f71c53b4-e8fd-11e2-b14d-0019bb2963f4.html

USA, TX, HOUSTON, JULY 11 2013. SHELL PAYS OUT MILLIONS IN ENVIRONMENTAL SETTLEMENT >> SHELL OIL CO. HAS SETTLED WITH THE U.S. ENVIRONMENTAL PROTECTION AGENCY IN A \$160 MILLION AGREEMENT.

deon daugherty



[Shell Oil Co](#) in Houston has agreed to a settlement with federal authorities in which it will spend \$160 million to reduce air pollution from its refinery and chemical facility in Deer Park. As part of the agreement, Shell will install a new flare gas recovery system, implement improved flare efficiency measures and undertake other projects to mitigate emissions at the facility, the company said in a statement. The [U.S. Environmental Protection Agency](#) said in a statement that Shell's agreement to recover and recycle waste gases at its chemical plant is the [first agreement of its kind](#). The Department of Justice had filed a complaint alleging the company had improperly operated 12 steam-assisted flaring devices at the facility, which emitted hazardous air pollutants. In addition, the agreement includes \$200,000 designated to retrofit school buses with emissions-reduction technology. The company has also agreed to



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

spend \$1 million on a state-of-the-art system to monitor benzene levels at the fenceline of the refinery and chemical plant near a residential neighborhood and school. Once fully implemented, the controls will reduce emissions of greenhouse gases by about 260,000 tons per year, EPA said in a statement. Shell is a subsidiary of supermajor Royal Dutch Shell (NYSE: RDS-A), which is based in the Hague. "The innovative emission controls required by today's settlement will cut harmful air pollution in communities near Houston," said [Cynthia Giles](#), assistant administrator of EPA's Office of Enforcement and Compliance Assurance. "This case is part of EPA's nationwide enforcement effort to protect fenceline neighborhoods by significantly reducing toxic pollution from flares and making information about pollution quickly available to affected communities."

<http://www.bizjournals.com/houston/news/2013/07/10/shell-signs-160m-deal-with-fed.html>

AUSTRALIA, WESTERN AUSTRALIA, BROOME, JULY 11 2013. GREEN GROUP SEEKS AMMONIUM NITRATE STORAGE SITE ASSURANCES

Map: [Broome, W.A 6725](#)

A Kimberley environment group says it is concerned a new chemical storage area near Broome may lead to water contamination. Broome Road Industrial Estate, which includes the proposed new airport site, has been zoned for industrial use since 2003. Earlier this year, the Broome Shire approved a five-year lease for an ammonium nitrate storage facility and construction at the site has begun. Environs Kimberley says it is concerned that once fully developed, the industrial site could pose a risk to groundwater and marine life at Crab Creek. Its director, Martin Pritchard, says he would like assurances that the local environment will not be harmed. "Ammonium nitrate, if there was a large spill, has the potential to cause significant pollution of groundwater and also if it gets into creeks or the ocean it can have a very negative impact on marine life such as fish, turtles and crabs etc," he said. The Shire of Broome says it has attached an extensive list of conditions to the ammonium nitrate site approval. In a statement, the shire says the proposal has received the appropriate five-year term licences from the Department of Mines and Petroleum to operate and meets safety and security requirements. The shire says the company has an agreement with Nyamba Buru Yawuru and agencies consulted include Landcorp, the Broome Airport and the departments of Water, Regional Development and Lands, Environment and Conservation, Transport and Fisheries. The shire says information on the nitrate site can be found on the shire website.

<http://www.abc.net.au/news/2013-07-11/green-group-seeks-chemical-storage-site-assurances/4814068>

USA, CO, DENVER, JULY 11 2013. 3 FIRMS GET OSHA FINES FOR SPILL NEAR PARACHUTE

Federal workplace-safety officials have accused three companies of violating federal law in association with the Parachute Creek spill of natural gas liquids discovered earlier this year, and have assessed fines totalling \$27,234 to be paid by the three firms. Penalty payments, according to the OSHA notification documents sent to the companies in late June, are due within 15 working days of receipt. The three companies, Badger Daylighting Corp. of Rifle and Bargath LLC of Parachute, and WC Striegel, also of Parachute, have been involved in the cleanup of the spill, which was initially discovered in January but not reported until early March. The leak is attributed to a blown pressure valve on a pipeline leading from a nearby Williams natural-gas processing plant. Williams officials at the time maintained that the amounts of spilled fluids was not enough to warrant being reporting to the Colorado Oil and Gas Conservation Commission (COGCC), the state's oversight agency concerning oil and gas drilling activities. But by March, the amount of spilled natural gas liquids had expanded and ultimately was estimated to amount to 10,000 gallons of hydrocarbons contaminating nearby soil, groundwater and — in small amounts — the waters of Parachute Creek itself. In early April, four workers complained to the Post Independent that they had been working at the plume site for Badger Daylighting, a contractor hired for the cleanup, without the proper protective gear and breathing apparatus. The workers declined to be identified for fear of losing their jobs. A Post Independent reporter called OSHA in Denver on March 29, asking if the agency was looking into the situation and the workers' claims, and was told no such investigation had been started. But by April 2, OSHA official Juan Rodriguez told the Post Independent that an inquiry had begun. The citations and proposed fines are the culmination of that inquiry, Rodriguez confirmed on Tuesday. The three companies are accused of not having proper training programs in place for employees working at the site of the release and other aspects of the cleanup, of not properly evaluating the hazards present at the site, of not properly informing employees of the health hazards involved, of failing to adequately monitor the air at the site to avoid worker exposure to toxic elements, or of failing to ensure that the workers had received the required safety training. The notifications specifically mention employees being exposed to benzene, a known human carcinogen linked to such diseases as leukemia, bone-marrow failure and birth defects, and other "volatile organic compounds" commonly associated with gas and oil drilling activities. Efforts to contact



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

officials at Williams, Bargath, Badger Daylighting and WC Striegel on Tuesday were not successful. Rodriguez was unable to confirm whether any of the penalty payments had been received by OSHA, or whether the companies had contacted OSHA to schedule what are known as "informal conferences" to discuss the matters involved.

Related Stories

- Jul 10: [3 firms face fines in Parachute spill cleanup](#)
- May 3: [Benzene fluctuates in Parachute Creek, may rise with new treatment plan](#)
- May 2: [Parachute Creek benzene value exceeds safe federal level](#)
- May 1: [State: Parachute Creek pipeline spill may violate waste-disposal laws](#)
- Apr 30: [Health officials say creek pollution controlled](#)
- Apr 22: [Parachute Creek aerated to rid water of benzene detected after spill](#)
- Apr 18: [Trace amounts of benzene found in Parachute Creek](#)
- Apr 12: [Diesel has reached gates to Parachute's water reservoir](#)
- Apr 10: [Source of Parachute oil spill identified, Colorado officials investigating impact](#)
- Apr 8: [Crews dig more trenches, add more booms along Parachute Creek](#)
- Apr 7: [Officials say source of leak into Parachute Creek still uncertain](#)
- Apr 5: [Residents ask state to take over testing of Parachute Creek](#)
- Apr 3: [Benzene found in test wells 10 feet from Parachute Creek](#)

<http://www.postindependent.com/news/7249560-113/gas-osh-companies-fines>

USA, WI, HALES CORNERS, JULY 11 2013. MAN HURT AFTER FIREWORKS MALFUNCTION IN HALES CORNERS

derica williams,

 **Watch the Video:** [Man Hurt after Fireworks Malfunction](#)

A fireworks operator was hurt after a fireworks mishap during the Fourth of July fireworks display at Hales Corners Park on Thursday evening. Video submitted to FOX6 News by viewer Marcia Brown shows the fireworks being launched as normal. Then about ten minutes into the July 4th show, there was a massive boom that shook the ground. "The whole background just lit up. You could feel it in your chest. It was just a bad impact, everyone just gasping, some clapping. No one really knew what was going on," said bystander Andrea Carr. Police say the Hales Corners fireworks were immediately stopped after what they say was a malfunction. The man who was among those setting off the fireworks is employed by [Bartolotta Fireworks](#). "He was lighting the fireworks, one of them malfunctioned right away. When it blew in the pipe he didn't have time to get away. I think he got hit with a piece of wood or something, some kind of debris," said owner Jeff Bartolotta. Police say the victim suffered a compound fracture to his ankle and burns up the left side of his body. He is now listed in stable condition at Froedtert Hospital in Wauwatosa. Bartolotta says the incident was a freak accident. "We work with explosives here and they are made by humans and humans make mistakes. You never know when you light them if they are going to perform the way they are supposed to — that's the danger involved," said Bartolotta. The company does nearly 500 shows a year and say they have never had anything like this happen before.

<http://fox6now.com/2013/07/04/hales-corners-fireworks-operator-injured-fireworks-show-terminated/>

FINLAND, HELSINKI, JULY 11 2013. POSSIBLE EXPLOSION EVACUATES OVER 2,000 IN FINLAND

More than 2,000 residents were evacuated in central Finland early Wednesday as a container in the nearby gunpowder plant was said to be in danger, Finnish media reported. The waste container, where smoke was seen arising since in the morning, was situated in the compound of Eurenco Vihtavuori gunpowder plant in Lautaa, a small town in central Finland. According to Finnish Broadcasting Company YLE, the unidentified substance in the container was believed to have caused a chemical reaction, posing danger at an equipment producing explosives used in mining and blasting. Local authority said the total explosive in storage roughly amount to 110 tons of TNT. The reason why the explosive substance has been put in an improper storage is not known so far. The local rescue department posted a warning notice on YLE's website that an explosion would possibly happen at any time. The police quickly took precautionary measures, including the evacuation of about 2,100 residents, restriction of traffic and closure of several roads passing through the dangerous area. A bomb disposal robot from the military was put in use, investigating the ongoing chemical reaction as well as the temperature in the waste container.

http://news.xinhuanet.com/english/world/2013-07/10/c_132529831.htm



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

AUSTRALIA, WESTERN AUSTRALIA, FREMANTLE, JULY 11 2013. CARGO SHIP EVACUATED AMID SPILL SCARE

liam croy

A cargo ship was evacuated amid a fuel spill scare at Fremantle Port last night. Firefighters were called to berths 11 and 12 at the port about 9pm last night, after workers found a small leak in a container while loading the ship. The container was one of five on the ship carrying 24,000L of aviation turbine fuel. The crew was evacuated as firefighters in breathing apparatus attempted to gauge the size and severity of the leak. Three fire trucks were at the scene in case the situation escalated. Firefighters determined the leak was minor and arranged for the container to be removed. By 11.45pm, the container had been taken out of the ship's hull and left with the fuel producer, Air BP.

<http://au.news.yahoo.com/thewest/a/-/wa/17876435/cargo-ship-evacuated-amid-spill-scare/>

AUSTRALIA, VICTORIA, PORT FAIRY, JULY 11 2013. FUMES CAUSE A FUSS AT BANK SITE IN PORT FAIRY

matt neal



The scene in Port Fairy on Monday night after reports of gas-like fumes from the site of a former

The site of the future Port Fairy community bank was the scene of a minor incident on Monday night when a nearby shopkeeper noticed a strong smell of gas. The Port Fairy fire brigade was notified about 7pm of the smell, which seemed to be coming from the middle of Bank Street. It was eventually traced to the former service station where construction of the new bank began last week, Port Fairy brigade captain Garth Palmer said. "They're pulling down the old service station and thought they'd removed all the fuel tanks," he said. "But they found two more underground tanks and there were fumes coming out." A hazmat team from Warrnambool attended, covering the

tanks with plastic sheets and soil to stop the fumes escaping, he said. The tanks were expected to be removed yesterday. "It wouldn't have caused much damage," Mr Palmer said. "The fumes would have made you sick if you stood there for too long, but it wasn't potentially dangerous." Air monitoring equipment was used to check the air was clear and advice on how to deal with the situation was received from a CFA scientific officer. Firefighters blocked the intersection of Bank Street, Barclay Street and Church Street for almost two hours. "A shopkeeper reported a strong smell of gas in the middle of the road," he said. "Some people thought they must have hit a gas line, but it was just stale fumes." Firefighters from Koroit, Toolong, Port Fairy and Warrnambool attended the scene, which was declared safe about 8.45pm.

<http://www.standard.net.au/story/1627482/fumes-cause-a-fuss-at-bank-site-in-port-fairy/?cs=72>

USA, PA, MEADVILLE JULY 12 2013 ABANDONED GAS TANKS TO BE REMOVED

The Pennsylvania Department of Environmental Protection announced today that work will begin to remove underground petroleum storage tanks at the former Lakewood Shell on West 12th St., Millcreek Township, and the former Holiday Mart 99, on Sterrettania Road, McKean Township. Jemko Petroleum Equipment of Erie was awarded a contract to remove the tanks from both locations and to test for any signs of leakage and contamination. The tank removals are scheduled to begin later this month. The former Lakewood Shell property has two 10,000-gallon gasoline tanks on site. The former Holiday Mart property contains two gasoline and one diesel storage tank. The underground storage tanks range in capacity from 10,000 to 15,000 gallons. "The removal of these abandoned tanks will eliminate a potential source of contamination to soil and groundwater," said DEP Northwest Regional Director Kelly Burch. "We will be onsite with the contractor to make sure the tanks are safely removed and to determine whether any contamination has occurred." DEP's involvement with these sites began after the agency could not locate the owner of the properties. Hari Jot Sahib Ji, LLC, last known address in Pittsburgh, has failed to pay annual registration fees for the tanks for several years. The company also has failed to pay Underground Storage Tank Indemnification Fund (USTIF) fees for the Holiday Mart tanks from 2007 through 2013. USTIF pays for cleanups at facilities with leaking underground storage tanks, which can cost millions of dollars. Owners of underground tanks are required to maintain the insurance coverage, much like a car owner is required to maintain auto insurance. The fees paid by all owners into the fund are used to pay claims. DEP will continue to pursue the owner of the properties to recover costs associated with the tank removals.

http://yourerie.com/fulltext?nxd_id=321262



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

www.tanknology.com.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

AUSTRALIA, VICTORIA, TYABB, DECEMBER 12 2013. ROAD BLOCKED AFTER FUEL TANKER ROLLS, SPILLS 39,000 LITRES

 **Watch the Video** [Tanker Rollover Blocks Roads](#)



Fuel tanker rolls in Tyabb.

A fuel tanker has overturned and is leaking petrol blocking a main road south of Melbourne. Frankston-Flinders road and the Westernport highway intersection at Tyabb is blocked after the tanker rolled at 3pm on Thursday. Country Fire Authority are on the scene and say the tanker, holding 39,000 litres unleaded petrol, is leaking. "We are currently putting foam on the leak to stop sparking and the council has been requested to bring soil to stop petrol leaking," a CFA spokeswoman said. The driver escaped unharmed. No other cars are believed to be involved. The CFA spokeswoman said that it would probably take hours until the area is cleared. Vicroads is warning motorists to avoid the area. The

Frankston-Flinders road is closed in both directions between Coolart Road and Graydens Road. Southbound traffic is being diverted via Coolart Road, Vicroads said. Northbound traffic is being diverted via Graydens Road and Coolart Road. Southbound traffic on the Westernport Highway is being detoured via Bungower Road. Trains on the Sandy Point line are running again after earlier being cancelled because of the crash. Metro says the CFA has given the the all clear to run trains again. "First train will be the 6:35pm departure from Frankston," Metro tweeted.

Related Stories

- [Tanker carrying 39000l of unleaded petrol flips over in Tyabb, forcing airport ...](#)
- [Tanker rollover blocks roads](#)
- [Fuel-tanker troubles set to spill over into weekend](#)

<http://www.theage.com.au/victoria/road-blocked-after-fuel-tanker-rolls-20130711-2psv2.html>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, JULY 12 2013. CALTEX PLANT SEALED OFF AFTER HUGE FUEL SPILL

simon black & taylor auerbach

 **Watch the Video's:**

- [3 In Hospital after Major Fuel Spill](#)
- [Caltex Plant sealed off after Huge Fuel Spill](#)
- [NSW Fire and Rescue's Supt Tom Cooper describes the response](#)

 **Photo's [8]** [Caltex Plant sealed off after Huge Fuel Spill](#)



Three people have suffered minor injuries and a firefighter has been taken to hospital as a precaution following a major fuel spill at the Caltex terminal last night. "They were working on a tank which contains 2 million litres of unleaded fuel," Superintendent Tom Cooper fire and rescue NSW said. "As a result of the failure with the tank valve around 130 thousand litres of fuel has leaked out." "Two people were initially treated at the scene by ambulance service. As I said they were splashed by fuel. Fire Brigade units have been working throughout the night to contain a 175,000 litre unleaded fuel leak at the Caltex refinery at Banksmeadow. "Two firefighters were also treated on the scene (and) one has since taken himself to hospital with headaches as a result of the fumes." Botany

Road and Foreshore Road in Port Botany have reopened since the spill but extensive delays remain. Penrhyn Road remains closed and there is still no access to the Patrick Shipping Terminal. Fire crews were called in following the spill and immediately started applying topping foam to the petrol to stop the fumes becoming dangerous before two firefighters in spill suits closed the faulty valve. "Any spillage of fuel is dangerous," Supt Cooper said. "Petrol is very volatile at low temperatures and when it mixes in the right concentrations with air you have a problem." "That's why it's important to get this foam in place. It's like putting a lid on something to stop it getting out." Supt Cooper said all of the fuel had been captured by "what we call a bund" into a 50m by 25m area. "None of this fuel has escaped into the environment," he said. At the scene six fire and rescue tanks were on hand and two airport fire trucks to maintain the foam blanket while crews clean up the spilled fuel. Eight police



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

vehicles are on hand to maintain traffic diversions and an extra contingent of 25 officers "to run site control". While the exclusion zone has been scaled down to 500m from the initial kilometre radius Superintendent Karen MacCarthy said six to eight sensors had been set up in the area to monitor any changes in air quality and officers were in place if evacuation were needed. The fuel leaked into a "bund" catchment area surrounding the tank while fire and rescue officers worked to shore up the valve. A witness said "water was flying hundreds of feet into the air from all directions" as crews worked to ensure the leak was safely contained. Huge amounts of foam were sprayed onto the leaked fuel – which Caltex plans to separate and reuse – in one of the most significant Hazmat responses of recent times. "There's safety systems in place and those safety systems were triggered," said Caltex spokesman Sam Collyer. "The petrol is fully contained within the controlled bund area and foam has been applied to minimise any risk of fire."

Related Stories

- [Failsafe system halts Sydney fuel leak](#)
- [Three in hospital after major fuel spill](#)
- [Massive Fuel Spill Shuts Down Port Botany](#)
- [130000 litres of unleaded fuel spills from Caltex oil terminal in Sydney](#)

<http://www.theaustralian.com.au/news/caltex/story-e6frg6n6-1226678209406>

CANADA, QUEBEC, LAC-MEGANTIC, JULY 12 2013. DEATH TOLL JUMPS TO 50, THOSE MISSING IN CANADIAN OIL TANKER CRASH PRESUMED DEAD,

 **Watch the Video** [Railway CEO Speaks](#)

Everyone missing in the fiery crash of a runaway oil train in Quebec is presumed dead, police told grieving families, bringing the death toll to 50 in Canada's worst railway catastrophe in almost 150 years. Meanwhile, attention focused on the CEO of the railway's parent company, who faced jeers from local residents and blamed the train's engineer for improperly setting its brakes before the disaster. Officials said Wednesday evening that 20 bodies had been found in this burned-out town, and 30 people were missing. "We informed them of the potential loss of their loved ones," said Quebec police inspector Michel Forget, who came to an afternoon news briefing from a meeting with families of the dead and missing. "You have to understand that it's a very emotional moment." Edward Burkhardt, the head of the train's U.S.-based parent company blamed the engineer for failing to set the brakes properly before the unmanned Montreal, Maine & Atlantic Railway train hurtled down a seven-mile (11-kilometer) incline, derailed and ignited in the center of Lac-Megantic early Saturday. All but one of its 73 cars was carrying oil, and at least five exploded. The crash has raised questions about the rapidly growing use of rail to transport oil in North America, especially in the booming North Dakota oil fields and Alberta oil sands far from the sea. The intensity of the explosions and fire made parts of the devastated town too hot and dangerous to enter and find bodies days after the disaster. Only one body had been formally identified, said Genevieve Guilbault of the coroner's office, and she described efforts to identify the other remains as "very long and arduous work." Burkhardt, president and CEO of the railway's parent company, Rail World Inc., faced jeers from residents and scorn from Quebec's premier as he made his first visit to the town since the disaster. He was expected to meet with residents and the mayor Thursday. Burkhardt said the train's engineer had been suspended without pay and was under "police control." Investigators also had spoken with Burkhardt during his visit, said a police official, Sgt. Benoit Richard. He did not elaborate. Until Wednesday, the railway company had defended its employees' actions, but that changed abruptly as Burkhardt singled out the engineer. "We think he applied some hand brakes, but the question is, did he apply enough of them?" Burkhardt said. "He said he applied 11 hand brakes. We think that's not true. Initially we believed him, but now we don't." Burkhardt did not name the engineer, though the company had previously identified the employee as Tom Harding of Quebec. Harding has not spoken publicly since the crash. "He's not in jail, but police have talked about prosecuting him," Burkhardt said. "I understand exactly why the police are considering criminal charges ... If that's the case, let the chips fall where they may." Investigators are also looking at a fire on the same train just hours before the disaster. A fire official has said the train's power was shut down as standard operating procedure, meaning the train's air brakes would have been disabled. In that case, hand brakes on individual train cars would have been needed. The derailment is Canada's worst railway disaster since a train plunged into a Quebec river in 1864, killing 99. Quebec police have said they were pursuing a wide-ranging criminal investigation, extending to the possibilities of criminal negligence and some sort of tampering with the train before the crash. The heart of the town's central business district is being treated as a crime scene and remained cordoned off by police tape. At a news conference shortly before Burkhardt's arrival, Quebec Premier Pauline Marois faulted his company's response. "We have realized there are serious gaps from the railway company



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

from not having been there and not communicating with the public," Marois said. She depicted Burkhardt's attitude as "deplorable" and "unacceptable." Burkhardt, who arrived in town with a police escort, said he had delayed his visit in order to deal with the crisis from his office in Chicago, saying he was better able to communicate from there with insurers and officials in different places. "I understand the extreme anger," he said. "We owe an abject apology to the people in this town." In an exchange with reporters, Burkhardt defended the practice of leaving trains unmanned, as was the case when the train rolled away. Canadian transportation department officials have said there are no regulations against it. "For the future we, and I think probably the rest of the industry, aren't going to be leaving these trains unmanned," Burkhardt said. "We'll take the lead with that. I think the rest of the industry is going to follow." Among the residents looking on as Burkhardt spoke was Raymond Lafontaine, who is believed to have lost a son, two daughters-in-law and an employee in the disaster. "That man, I feel pity for him," Lafontaine said. "Maybe some who know him properly may think he's the greatest guy in the world, but with his actions, the wait that took place, it doesn't look good." The disaster forced about 2,000 of the town's 6,000 residents from their homes, but most have been allowed to return.

<http://www.caller.com/news/2013/jul/11/those-missing-canadian-oil-tanker-crash-presumed-d/>

USA, MI, WASHTENAW CO, YPSILANTI TWP, DECEMBER 12 2013. OFFICIALS ASK JUDGE TO SHUT DOWN COMPANY THAT SPILLED 1,000 GALLONS OF GASOLINE



Ypsilanti Township will ask a judge to order Sloan Petroleum Transport to cease operations. More than 1,000 gallons of gasoline were spilled July 3 in Ypsilanti Township when two tankers collapsed on each other.

Ypsilanti Township will ask a Washtenaw County Circuit Court judge to order a company responsible for a [major gasoline spill](#) on July 3 to cease its operations. A Sloan Petroleum Transport tanker collapsed and leaked 1,000 gallons of gasoline on one of its dirt lots, [requiring a 14-hour](#) Hazardous Material Team cleanup. But Sloan was storing the trailers at [3105 E. Michigan Ave](#) illegally, said Mike Radzik, director of the township's office of community standards. Storage of tanker trucks hauling hazardous materials isn't allowed on the property, which is zoned B3 commercial/retail. No site plans were ever submitted to the township, and Radzik said even if they had been, the plans would have been rejected.

"That particular use would never be approved under our zoning," he said. "You can't operate that kind of business there." Radzik said township officials walked the site with Ypsilanti Fire Marshal Vic Chevrette on Monday. "It became clear the reason that spill occurred was because the tanker trucks were stored unsafely in a place that is one, not physically constructed to store such things, and two, not zoned to allow that to occur under any circumstances," he said. On Tuesday morning, Ypsilanti Township's staff received administrative approval to take immediate legal action against the business. Radzik said a request for an emergency restraining order that would prohibit the owner, Woody Sloan, from operating his petroleum transport business at that location will likely be filed in the coming days. Sloan could not be reached for comment. "That way there are no doubts as to what can and cannot occur on the property now or in the future," Radzik said. "That was a bad situation there." Adding to the danger of the spill was the threat of an explosion. The spill occurred on July 3 when fireworks were being shot off in neighboring residential zones. Washtenaw County Sheriff's Office deputies had to ask residents to stop shooting the fireworks because they could have easily set off a large explosion. The accident occurred when heavy rain caused the ground underneath the tankers to become too soft to support the jack holding the front axle of the tankers. One tanker fell and knocked over a second tanker. That destroyed the plumbing system under the first, causing it to spill 1,000 of the 9,000 gallons of gasoline it contained. The second tank, which also contained 9,000 gallons of gasoline, was not punctured. No one suffered any injuries. Radzik said township records show Sloan was last approved several years ago to operate a concrete sealing company. When township building officials last visited the property, there were two small buildings and one commercial vehicle. Officials also found other code violations of concern, including several large tanks partially built into the ground. Radzik said they don't know what is in the tanks. "We're working with the property owner. We have to bring the property in to compliance one way or another," he said. "We're still in the early stages of this thing, but I'd like to get some kind of a court order in place to prevent another accident of this nature."

<http://www.annarbor.com/news/ypsilanti/ypsilanti-township-asks-judge-to-order-comapny-that-spilled-1000-gallons-of-gaoline-to-cause-operat/>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

INDIA, PUNE, JULY 12 2013. TANKER KILLS PEDESTRIAN ON THE SPOT

Traffic on Chakan route held up for five hours. Traffic at the Chakan-Shikarpur route came to a halt for more than five hours on Wednesday morning when a Liquid Petroleum Gas (LPG) tanker killed a 26-year-old pedestrian before hitting an electricity pole, at Kharabwadi village near New Maharashtra High school. The deceased has been identified as Kaushal Dayaram Moriya (26), resident of Chakan, who worked as a labourer in a private firm at Chakan. The incident took place at about 8 in the morning. Commuters were stuck for more than five hours as the tanker hit a electricity pole and turned turtle, blocking the road. The LPG tanker was coming from Talegaon. It hit the auto rickshaw that was parked by the roadside near Kharabawdi. The impact was such that a pedestrian who was hit by the auto rickshaw died on the spot. Traffic inspector Sushil Kadam said, "There was a traffic menace in the area for more than five hours it was cleared around by 1pm in the afternoon." Kadam said, "Driver of the tanker bearing registration number MH43-U- 2469, sustained grievous injuries. He was taken to Sanjeevani hospital in Chakan. He is still unconscious, therefore, we are unable to take his statement."

<http://www.dnaindia.com/pune/1859630/report-tanker-kills-pedestrian-on-the-spot>

PHILIPPINES, MANILA, JULY 12 2013. LPGMA WARNS PUBLIC AGAINST CHINA-MADE COOKING GAS TANKS

A party-list congressman on Thursday warned the public against using a China-made cooking gas cylinder being peddled in the open market. LPGMA party-list Rep. Arnel Ty issued the warning after 15 people, including two children, were hurt in an explosion of a 2.7-kilogram Shine Gas tank in Paco, Manila over the weekend. "These 2.7-kg LPG tanks from China, labelled Shine Gas, have never been tested here for their safety, and users risk being injured in an accidental blast or fire," Ty said. Ty said that Shina Gas tanks were brought into the country without complying with the Department of Trade and Industry's Import Commodity Clearance requirement. "One of the defects found in Shine Gas cylinders is that their valves tend to get detached from the tank. But the bottom line is these drums never passed Philippine safety standards to begin with," he said. Ty said the Shina Gas tanks are cheaper than the usual LPG tanks in the market. Meanwhile, Ty endorsed his long-pending bill titled LPG Regulation and Safety Act, which sets complete and rigorous standards to ensure the safe storage, refilling, distribution, transportation and consumption of cooking and auto gas.

<http://www.philstar.com/nation/2013/07/11/964294/lpgma-warns-public-against-china-made-cooking-gas-tanks>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

www.tanknology.com.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

 **Watch the Video**

 **Photo's**

 **Slideshow**

 **Related Stories**

 **Updates:**

 **Key Points:**

 **Other Newssites**

 **Multimedia**

 **On The Web**

 **Document**

 **Maps:**

 **Hear**

 **Click-2-Listen**

 **Download**

- ✦ ThankstoJeffSimpson,Moderatorof:[Chem-Haz-Classification-ChemicalHazardClassification](http://tech.groups.yahoo.com/group/Chem-Haz-Classification)Forthis“Heads-Up”
- ✦ RepostedwithpermissionofCarlWeimeroftheSafePipelinesGroup<http://tech.groups.yahoo.com/group/safepipelines/>
- ✦ Re-posted with permission of PC of the Hazmat101Group <http://tech.groups.yahoo.com/group/hazmat101/>
- ✦ RepostedwithpermissionoftheInternationalSpillControlOrganization.<http://www.spillcontrol.org>
- ✦ RepostedCourtesyofJeffSimpson-ChemicalHazardClassificationGroup<http://tech.groups.yahoo.com/group/Chem-Haz-Classification/>

Wayne 700 Series Bezel Doors [4]

Here we have three [3] used Wayne Series 700 Pump bezel doors, two [2] with the bottom and top adverts still intact.



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

www.tanknology.com.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

*****The added bonus here is the 4th bezel door is absolutely brand spanking NEW, it still retains the protective adhesive film on the polished stainless steel frame. A new 700 Bezel Door is just no longer available and has not been since the late 1980's so in effect this door is as rare as rocking horse stuff...

If you have or are considering doing up one of these stainless steel pumps, the door would be a must, if only for the front view, with a sparkling new door....

Pick up is from Cheltenham [3192] near Moorabbin Airport.

Payment:- As my PP is defunct EFT Transfer [Bank Deposit] is the only acceptable payment.

Payment:- As my PP is defunct EFT Transfer [Bank Deposit] is the only acceptable payment.

They're old, they're in original condition and they're a bit heavy too.

Postage: - "Buy It Now Price includes Postage to TAS, WA, SA, NSW & QLD"

Payment:- As my PP is defunct EFT Transfer [Bank Deposit] is the only acceptable payment.

Shipment will be within 4 days of receipt of funds.

The North Western Advocate and the Emu Bay Times (Tas. : 1899 - 1919)

In Memoriam.

In sad but loving memory of our dear Mother, Phoebe Jane Powell, who departed this life on October 18, 1900. A loving wife, a mother dear, A faithful friend while she was here ;Great is the loss that we sustain, But hope to meet in heaven again. Much we loved her, much we mourn ;Our joys on earth with her are o'er. Oh, why should we in anguish weep ! —She is not lost, but gone to sleep.—Inserted by her loving husband, daughters and son

<http://trove.nla.gov.au/ndp/del/article/64556402?searchTerm=%22Phoebe%20Jane%20Powell%22&searchLimits=#pstart5163625>

Emu Bay Times and North West and West Coast Advocate (Tas. : 1897 - 1899)

In Memorium



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

www.tanknology.com.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

In loving remembrance of our dearly beloved son, SAMUEL AUGUSTUS POWELL, who died on January 3, 1897, aged 87 years.

God only know what it was to part, Your suffering broke our aching hearts, When at your death side we knelt You knew not what your parents felt. We watched him breathing through the night, His breath As in his breath the wave of life kept heaving to and fro, We laid his hands down by his side, We kissed his cold, cold brow; And in our aching hearts we know we have no Samuel now. — Inserted by his loving parents, WILLIAM and PHOEBE JANE POWELL

<http://trove.nla.gov.au/ndp/del/article/65224002?searchTerm=%22Phoebe%20Jane%20Powell%22&searchLimits=#pstart6169532>

Watch the Video:

Photo's

Related Links

Photo Gallery

Slideshow

Related Stories

Updates:

Key Points:

Other News sites

Multimedia

On The Web

Document

Maps:

Hear

Click-2-Listen

Download

- ✦ Thank to Jeff Simpson, Moderator of: [Chem-Haz-Classification](http://tech.groups.yahoo.com/group/Chem-Haz-Classification) Chemical Hazard Classification For this "Heads-Up"
- ✦ Reposted with permission of Carl Weimer of the Safe Pipelines Group <http://tech.groups.yahoo.com/group/safepipelines/>
- ✦ Re-posted with permission of PC of the Hazmat101 Group <http://tech.groups.yahoo.com/group/hazmat101/>
- ✦ Reposted with permission of the International Spill Control Organization. <http://www.spillcontrol.org>
- ✦ Reposted Courtesy of Jeff Simpson - Chemical Hazard Classification Group <http://tech.groups.yahoo.com/group/Chem-Haz-Classification/>

Swing-Up Jockey Wheel - 10"



This work is licensed under the Creative Commons Attribution-NonCommercial-ShareAlike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

www.tanknology.com.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org



Model 5010

230kg Capacity

Wind Up Type

Swing Up Arm

Pneumatic Wheel

Zinc Plated

Note: Mounting Bracket(s) & Bolts not included

[POLICE, FITZROY—MONDAY, MAY 10TH 1875.](#)

Mercury (Fitzroy, Vic. : 1875 - 1877) Saturday 15 May 1875 p 4 Article

FITZROY--Monday, May 10th Before Messrs. Marsden (Chairman), Kneen (Mayor), and T, Kidney. Bridget King was charged with insulting language, on Saturday night. She will be seventeen years of age on August 11th, and her mother said she was incorrigible. The bench sentenced her to imprisonment for three months. Margaret Nolan was charged with being a companion of the last prisoner and with inciting a mob to resist the police, the Mayor said he remembered having seen the girls at the corner of Moor and Smith streets, where there is a room he believed used as a billiard room. His Worship now made it a rule to parade Brunswick street occasionally, and it was thoroughly disgraceful to see such a number of young men and girls walking about with so much levity of conduct. Half-a-dozen such girls were quite sufficient to incite a disturbance. He regretted to state that it was almost unsafe for any respectable person to be out or after nightfall in any part of Fitzroy, in consequence of the gangs of larrikins and immoral girls who infested the neighbourhood. Sergeant Ronnie described Bridget King as the foulest-mouthed larrikiness in the town. Margaret Nolan had been previously convicted - twice for insulting behaviour and once for obscene language. She was now sentenced to imprisonment with hard labor, for three months.

<http://trove.nla.gov.au/ndp/del/article/58152438?searchTerm=%22Bridget%20King%22&searchLimits=-l-title=122>

[POLICE, FITZROY—MONDAY, SEPTEMBER 6TH 1875.](#)

Mercury (Fitzroy, Vic. : 1875 - 1877) Saturday 11 September 1875 p 5 Article

Bridget King was fined 10s, or ordered to be locked up for forty-eight hours for offensive and disorderly conduct in Johnston Street.

<http://trove.nla.gov.au/ndp/del/article/58152841?searchTerm=%22Bridget%20King%22&searchLimits=-l-title=122>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

www.tanknology.com.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

POLICE. Fitzroy

The Argus (Melbourne, Vic. : 1848 - 1956), Tuesday 19 October 1875

At the Fitzroy Court on Monday, a larrikin named Wm. Cleary, and three larrikinesses named Alice Lacy, Bridget King, and Eliza King, were charged with disorderly conduct in Smith-street, Collingwood, on Saturday night. The prisoners, who behaved in an in-sulting manner to passers by, and to all of whom the police gave very bad characters, were sentenced to three months imprisonment.

<http://trove.nla.gov.au/ndp/del/article/7422703?searchTerm=Bridget%20King&searchLimits=l-title=13>

POLICE. FITZROY—MONDAY, JANUARY 31ST 1876.

Mercury (Fitzroy, Vic. : 1875 - 1877) Saturday 5 February 1876 p 5 Article

Bridget King, a girl about 18 years of age and only a short time out of jail was charged with making use of obscene language in the 'public streets. She was fined £5 with the alternative of a month in Jail. The same prisoner and her two younger sisters. Elizabeth and Louisa, a young man named Dixon, with no less than fifteen previous convictions recorded against him, and another young lad named Brooks were charged with resisting the police while in the exercise of their duty and also with assaulting constable Callender. After hearing the evidence, which was very conclusive, the bench awarded 6 months to Bridget King, 6 months Elizabeth King, 4 months to Louisa King, and 3 months to George Dixon, who said he would much prefer a fine. Brooks was let off with a fine of 10s. and 10s 6d costs, as it was his first appearance before the court.

<http://trove.nla.gov.au/ndp/del/article/58153400?searchTerm=%22Bridget%20King%22&searchLimits=l-title=122>

POLICE. FITZROY—MONDAY, OCT. 30th 1876.

Mercury (Fitzroy, Vic. : 1875 – 1877) Saturday 4 November 1876 p 5 Article

Before Messrs. Lyons, Marsden, Bennetts and Kidney. Bridget, Margaret, and Eliza King were charged with vagrancy. A Miss Walton stated that she had let a cottage to the parents of the prisoners. She said she had had occasion to turn them out, but ever since she had been annoyed by the three prisoners, who continually returned to the house and broke the windows, she could not get rid of them. A number of persons, among whom was one, Burnell, were called to give evidence of the character of the prisoners. Each of the prisoners was sentenced to twelve months imprisonment.

<http://trove.nla.gov.au/ndp/del/article/58154409?searchTerm=KING%20Bridget&searchLimits=l-title=122>

Payment I'ts not gunna happen with the “P” thing, prefer EFT'd funds, if you intend to use the “P” thing you need to contact me prior to bidding to discuss.



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

www.tanknology.com.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Payment: I accept Bank Deposit, Paypal and cash on pickup (NO E-CHEQUE'S PLEASE). Please wait till i send you a invoice before paying.

Postage: Please email for correct postage cost before you bid. I do not charge for packing & handling only what Australia Post charge me. Highly recommend Registered Post.

Up for auction is this pair of original glass SHELL wayne 605 single pump bowser adglass windows. These are Glass not perspex plastic material used in the 1960's only before changing to plastic beautiful condition considering their age, have only washed them down on soap and they stand out from the crowd. perfect for your original weathered or restored wayne 605 Shell pump or if your a SHELL collector Listing for the cost of getting only one made up reproduction... you cant beat the orginal glass versions. will be placed between two pieces of hard plastic or wood to protect them for the journey. Postage is set at \$15.00 via Auspost ... you can also pickup in Bulleen if you wish Payment must be made within 3 days of auctions end via bank deposit (preferred) or Paypal.

Dianne & Ken Skidds
Margi & Barth Wysong
Aggie
Gordon Crooks
Susan McIntyre
Mary Stewart
Linda & Dwight Holley
Anita

Washington State kskidds@ultraplix.com
Ohio margi@wysong.com
Massachusetts akyvelos@comcast.net
Maryland gordoncrooks@verizon.net
Michigan sbmc2@chartermi.net
Massachusetts conestew@cox.net
North Carolina ljholley@gmail.com
squirrelwhisperer@comcast.net

Prestige Labels Pty Ltd
2 Garrick Road
St Ives NSW 2075
Tel: +61 2 9144 1700
Fax: +61 2 9488 8430
Email: sales@prestigelabels.com.au

Asset Label.com.au
P: 03 9532 1488 | F: 03 9532 1055 | sales@testtags.com

SL & CS Promotions
CENTRAL COAST OFFICE GOSFORD OFFICE
14-16 Arizona Road, Charmhaven, NSW, 2263
1/215 Albany St North, Gosford, NSW, 2250
Phone: (02) 4393 2220 Fax: (02) 4392 0123 Phone: (02) 4323 4115
Fax: (02) 4323 3903 Email: charmhaven@slcspromotions.com.au

Email: gosford@slcspromotions.com.au



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Ampol cast steel Cover plate - A Very Original [In Fact, so Original it's Original!!!]

These are what's called a "Fill" or "Dip" Box lid, a covering plate or lid for the original 3 inch or 2 inch riser pipe from the underground storage tank at Ampol Service Stations. They were essentially a traffic protective lid.

I say original cause I'm not yet aware that these are being copied and created in those countries where similar and on-going manufacturing is happening, and being passed off as "Original" by some low-life's trading in enamel signs and the like.

Nope this is original because I literally picked them up, in the course of my work, they came from all over country Vic and I've kept them thinking I'll modify them into book-ends and chrome them as well, but I've too much on my plate.

Make no mistake they're cast steel and as such have a bit of weight, they're small enough to be a weight for a mud crab net [wouldn't try em on the end of a Surf Rod though ☺]. They'd look great on a wall, even mounted into a brick or bluestone path, not ideal for a necklace pendant for the lady though....

They measure 200mm in diameter [8 inches] and 15mm in thickness [abt 5/8"]

As you all are aware, Ampol is now a historical entity, a name of the past, never to exist again, the Chinese won't even resurrect it, this indestructible piece of cast steel is a bit of history and, an investment - I just saw one sell for an incredible \$161.00 plus postage, I'd be more than happy with a reality and lesser figure than that, but you never ever know eh?

I'm imagining that postage in an AU Post package could be around \$12-14.00 as a guide.

a heavy little item

ORIGINAL EMBOSSED AMPOL CAST IRON COVER PLATE

On offer an original Ampol Cast cover.

Displays nice deep embossing.

No cracks or chips.

Postage at cost.

Pick Up will be from Cheltenham, it is towable but will need lights or I can assist loading it onto another trailer.

Please contact prior to making ANY payment, I would prefer cod or eft.

APICS The Australian Petroleum Industry Contractors & Suppliers Association



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

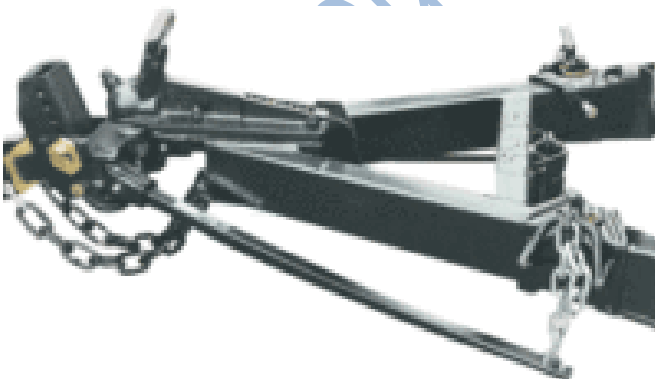
www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Karen.Urlic@easternhealth.org.au
nick.sheers@nicorp.selfip.biz

www.dangerousgoods.tel

Have you been contemplating buying a .tel domain? Before you just in and spend the \$20 odd dollars to buy a domain that you think will suddenly give your website a boost, there's a few things you need to know.

How Google Views .tel

One the big selling points of a .tel domain is the fact that all your information is directly stored in the DNS server settings. That appears to an attractive feature as you don't need web hosting. The fact remains that as Google crawls sites, they are looking for fresh updated quality content with the right keywords are added to be listed within the appropriate search criteria by users. Quite simply, a dot tel domain does not do this. So why have one? It really depends on what your objective is.

What's Your Objective?

If you have a .tel domain, it's likely that you'll be promoting it more offline then online. Since Google isn't going to do too much with it, the real purpose of having a .tel domain is offline.

The question to ask yourself is, "how many businesses, domains, phone numbers do I have?" If you're involved in a lot of different businesses, online or offline, and you want people that you meet to know about everything that you do, then a dot tel would be the way to go. If you have a primary business that you're promoting, then I suggest that you don't bother. The real idea behind owning a dot tel is to eliminate a hundred different business cards then deciding which one to give people when you meet them. Having a single card that has myname.tel on it can be much more effective and efficient. I encourage you not to give into the hype. Google isn't going to help you. You're not getting the "juice" you think you are. Use it smartly, and it can be effective.

<http://www.randydueck.com/is-a-dot-tel-worth-the-hype/>

dot TEL Registry

Welcome to dottedregistry.com - the online directory of dot TEL domains after registration.

The .tel is a unique service that allows individuals or any business organization to store and manage all their contact information, such as phone numbers and web links, directly in the DNS without the need to build, host or manage a website. And this information can be universally accessible.

Buy a dot TEL today and let others get connected to you. Remember that the .tel enables you to protect your private data, allowing it to be seen only by people you authorize.

Tickets of leave

Issued to convicts having served about half of their sentences with good behavior. These tickets allowed convicts to seek employment as they wished, limited their movement to a certain district for the remainder of their sentences. Prior to 1828, bench magistrates granted tickets of leave and approved applications for convicts to



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

marry. The actual ticket of leave was issued to the convict; the government retained the ticket of leave butts. Ticket of leave butts listed the convict's name, ship, and date of arrival, native place, trade or calling, date and place of trial and sentence, a physical description, and the district to which he or she was confined.

Certificates of Freedom

A document stating that a convict's sentence had been served and was usually given to convicts with a 7, 10 or 14 year sentence or when they received a pardon. Convicts with a life sentence could receive a Pardon, but not a Certificate of Freedom. The Certificate of Freedom number was sometimes annotated on the indent or noted on a Ticket of Leave Butt. Colonial [Certificates of Freedom](#) relate to sentences received for offenses committed after arrival in the colony. The government retained certificates of freedom butts, which were similar to ticket of leave butts.

Pardons

Both conditional and absolute, were generally granted to convicts with life sentences. Conditional pardons required that the ex-convict never return to the British Isles or his or her pardon would be void. Absolute pardons allowed an ex-convict to return to the British Isles if he or she wished. Pardons contain information similar to tickets of leave.

Ellis, Eilish. Free Settlers in New South Wales in 1828. The article lists those convicts whose good conduct had entitled them to apply to have their wives and children sent out to join them in N.S.W. at the expense of the Crown, and the names of those returned as having actually embarked for Australia. The article gives Name, Ship, wife's maiden name, number of children, residence to who known, covers most counties of Ireland. years 1828-1855. Article in The Irish Ancestor, vol. XI, no. 2, 1979, pages 95-107, Family History Library Ref. 941.5 B2i vol. 10-11.

Convict indents

Lists that were made when convicts arrived on transport ships. Information given in indents is similar to that in tickets of leave but also includes a convict's marital status and number of children and whether the convict was literate.

New South Wales index to convict indents for 1788–1842 is held by the [Archives Office of New South Wales](#).

Tasmania received more than 60,000 convicts from Great Britain in addition to convicts from other colonies. The ticket of leave butts and certificate of freedom butts for the over 67,000 convicts sent to Tasmania have not survived. The main records for Tasmanian convicts are the convict conduct registers. Information contained in these registers are similar to the tickets of leave and certificates of freedom. Description lists are also available for Tasmanian convicts and give detailed descriptions of the convicts. See [Index to convict applications for permission to marry 1829-1857](#).

Western Australia [Swan River Convicts 1850-1868](#).

South Australia never received convicts. See [South Australian transported convicts 1837-1851](#) and [Adelaide Gaol executions](#).

Victoria and Queensland did not become separate, self-governing colonies until after convict transportation to eastern Australia ceased. Thus, these areas do not have convict records. Technically, during the transportation era, no convicts were transported to the Port Phillip District of New South Wales, however convicts did find their



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 983 Newsy Stuff

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

July 25 2013



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

way to the District. Please observe the copyright requirements for the following site: [PRO Victoria - Convict Records](#).

Dangerous Goods - Hazmat Group



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk