



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,006 Newsy Stuff

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

September 27 2013



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USA, WI, FOND DU LAC, SEPTEMBER 11 2013. GAS SPILL SLOWS PRODUCTION AT MERCURY MARINE

A gas spill forced the evacuation of Plant 15 at Mercury Marine Monday night, delaying production for several hours. City firefighters were called to Plant 15 around 7:17 p.m. for the report of a gasoline spill inside the plant. Upon arrival crews confirmed that approximately 50 gallons of gasoline had been discharged into a large tunnel. Due to the extreme hazardous condition in a confined space and the threat of a possible ignition of the vapors, the building was evacuated and firefighters began to ventilate the area, said Troy Haase, Division Chief of Fire Prevention. "Mercury Marine contacted a remediation company who arrived on the scene to mitigate the spill," Haase said in a press release. "There were no reported injuries in the incident." Crews remained on the scene for several hours until the conditions inside the plant while the remediation company removed and cleaned the product until there were no flammable vapors or liquids detectable.

<http://www.fdlreporter.com/article/20130910/FON0101/130910004/Gas-spill-slows-production-Mercury-Marine>

USA, WA, SKAGIT COUNTY, ANACORTES, SEPTEMBER 11 2013. SEPT. 10 DRILL TO TEST OIL SPILL READINESS IN SAN JUAN ISLANDS

The Washington Department of Ecology (Ecology) will test how well BP Shipping can mount a rapid, aggressive and well-coordinated response on Sept. 10 to a simulated collision and oil spill near the entrance to Rosario Strait. No oil will be discharged during the large-scale equipment deployment exercise. Ecology representatives will observe and evaluate the planned drill near Lopez Island. BP Shipping is sponsoring the multi-party, oil-spill-readiness drill with its contractor, Marine Spill Response Corp. MSRC is a private, non-profit spill response company supported by oil terminal and shipping company customers. There also will be four oil tanker companies involved in the exercise: Alaska Tanker Co., Harley Marine Services, ConocoPhillips Polar Tankers, SeaRiver Maritime. MSRC will deploy oil-skimming vessels, response boats and oil barrier booms during the exercise. Local commercial fishing vessels and crews also will be safely integrated into the response as appropriate. The drill will test several geographic-based response plans designed to help reduce environmental damage if a spill were to occur. This includes setting out boom to help prevent oil from entering Watmough Bay. Since state law requires companies have the capability to extend the hours of oil cleanup operations in darkness and poor visibility, MSRC will also deploy special tracking devices in the vicinity of the spill to help determine how and where the oil is located when visibility is low. Washington law mandates that all oil tankers and oil barges, large commercial vessels, oil refineries, liquid fuel pipelines, and oil-handling facilities that transfer high volumes of oil over water have spill readiness – or contingency – plans to operate in state waters. Oil spill contingency plans help ensure companies are prepared to respond if they have a spill. Since BP Shipping, Alaska Tanker Co., Harley Marine, ConocoPhillips Polar Tankers, and SeaRiver Maritime all regularly transport and transfer large volumes of oil over state waters, Ecology requires the companies to have spill contingency plans for their operations. By participating in the drill, the five companies will fulfill part of Washington's oil-spill preparedness requirements.

For More Information:

- [Ecology Spills Program \(www.ecy.wa.gov/programs/spills/spills.html\)](http://www.ecy.wa.gov/programs/spills/spills.html)
- [Oil spill drills \(www.ecy.wa.gov/programs/spills/preparedness/Drills/Drills.html\)](http://www.ecy.wa.gov/programs/spills/preparedness/Drills/Drills.html)
- [Ecology's social media \(www.ecy.wa.gov/about/newmedia.html\)](http://www.ecy.wa.gov/about/newmedia.html)

<http://www.ecy.wa.gov/news/2013/228.html>

USA, WYO, CAMPBELL COUNTY, SEPTEMBER 11 2013. TANK FIRE SMOKE SEEN IN MONT.



A column of black smoke filled the air as far as Montana after a tank battery caught fire at 4:48 p.m. Monday on Barber Creek Road. Campbell County firefighters shut off two pump jacks that were feeding oil to the burning tank battery and extinguished the fire, according to the Fire Department. Powder River Energy disconnected electricity going to the oil field site due to fire damage to the power lines and power pole. An explosion in a 100 barrel oil tank caused the top of the tank to blow off and come to rest about 50 feet away, according to a press release. The oil in the exploded tank was lost to the fire. An adjacent tank received heat damage from the fire but the oil inside it was believed to be salvageable. The cause for the fire is undetermined. Preliminary fire damage estimate is \$12,000. There were no injuries.

A tank battery explosion near Barber Creek Road caused an estimated \$12,000



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worth of damage Monday afternoon. The explosion in a 100 barrel oil tank caused the top of the tank to blow off and land 50 feet away, according to the Campbell County Fire Department. Firefighters were able to shut two pump jacks off that were feeding oil to the burning tank battery and put the fire out. Fire damage to power lines and power poles prompted Powder River Energy to disconnect electricity going to the oil field location. The oil in the tank that exploded was lost in the fire, and an adjacent tank was damaged by the heat, but the oil is believed to be salvageable. There were no injuries, and the cause for the fire is unknown, according to a fire department press release. Smoke from the fire reportedly could be seen in Montana. It also prompted another fire call an hour later when someone saw smoke on Highway 50, according to the fire department.

http://www.gilletteNewsRecord.com/stories/Tank-fire-smoke-seen-in-Mont,96627?category_id=93&content_class=1&sub_type=stories,maps

USA, CA, SONOMA COUNTY, SEPTEMBER 11 2013. TANK EXPLOSION SENDS FLAMES 20M INTO THE AIR

A bystander has filmed the moment firefighters fled from an intense propane tank blast in a pallet factory fire in the US. Dramatic footage has captured the moment a 3700-litre propane tank exploded, sending flames soaring 20m into the air.

 **Watch the Video** [9RAW: Moment a '1000-gallon propane tank' explodes](#)



What started as a small brush fire quickly escalated when it spread to a neighbouring pallet factory in Sonoma County, California on Sunday, The Press Democrat reports. The explosion sent firecrews running for cover as they struggled to contain the blaze, which was fuelled by 40 stacks of wooden pallets stored inside the factory. The fire started about 1.30pm when sparks from a tow truck ignited dry grass on the side of the highway, Schell-Vista Fire Protection District chief Ray Mulas said. "Once it got into the pallets it became a very intense fire that was quite difficult," he said. No one was injured but as many as 1000 residents were left without power following the explosion. Heat from the fire blew out at least one overhead electrical transformer. In all, five structures were destroyed or damaged and about 10 cars burned.

<http://news.ninemsn.com.au/world/2013/09/10/11/52/tank-explosion-sends-flames-20-metres-into-air>

TAIWAN, TAIPEI, SEPTEMBER 11 2013. FPG UNDERREPORTS TANK NUMBERS BY MORE THAN 50% IN PETROCHEMICAL COMPLEX

zoe wei & scully Hsiao

- Pictures show 3,129 tanks storing petrochemical products around the 2,603-hectare complex, more than twice as many as that listed
- EPA demands that FPG provide details of tanks and their impact on the environment and industrial safety



Aerial images taken by environmental protection authorities have disclosed more than twice the number of storage tanks in Formosa Plastics Group's (FPG's) sprawling petrochemical complex in Yunlin County as reported by the group, the Environmental Protection Administration (EPA) said Tuesday. The images were taken during flights since May last year using unmanned aerial vehicles (UAVs) over the No. 6 Naphtha Cracking Complex in Mailiao Township to monitor whether FPG was meeting its environmental protection promises. The pictures show 3,129 tanks storing petrochemical products around the 2,603-hectare complex, which houses an oil refinery, several naphtha cracking plants and other facilities. The number was more than twice as many as that listed in a report on the project's environmental impact that FPG submitted to the EPA before the project began in 1991, according to Chen Hsien-heng, head of the EPA's team responsible for the monitoring mission. Chen said his administration has demanded that the group present a report detailing the contents of the tanks and the impact the tanks might have on the environment and industrial safety. The EPA started last year



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using UAVs equipped with high-resolution cameras and video recorders to monitor sprawling, far-reaching industrial projects that have passed local environmental reviews. The images also show that the group violated environmental laws by using the complex's green areas for development purposes and therefore incurred a NT\$300,000 (US\$10,108) fine, Chen said. From 2002 to the end of 2012, the EPA carried out 3,517 monitoring missions. Since the EPA increased penalties on violators in 2011, it has meted out 321 punishment fines totaling over NT\$572 million.

<http://focustaiwan.tw/news/aeco/201309100031.aspx>

USA, TX, AMARILLO, SEPTEMBER 11 2013. US 287 REOPENS AFTER HAZMAT SPILL

chelo rivera

 **Watch the Video** [Highway 287 Reopened after Chemical Spill](#)

According to Hall County Sheriff's Office U.S. Highway 287 is now open as of 7 a.m. Today. At approximately 9 p.m. Sunday night a truck tractor and semi trailer ran off the road and spilled hazardous chemicals on U.S. Highway 287 in Hall County. According to DPS, the truck was traveling west when it overturned and spill ditterbutyl and dicarbonate in the area. At this time U.S. 287 was closed and traffic was redirected to SH 256 in Memphis and to U.2/83 in Childress due to the potential hazards of these chemicals. No injuries were reported in the incident.

http://www.connectamarillo.com/news/story.aspx?id=944576#.Ui_vw8anp9U

CANADA, ONT, SARNIA, SEPTEMBER 11 2013. PIPELINE SOURCE OF DIESEL FUEL SPILL

Sarnia police say a leak in a Sun Canadian pipeline was the source of a low-sulphur diesel fuel spill, discovered just before noon Tuesday in the area of Churchill Road and Vidal Street. Police reported shortly before 1:30 p.m. the spill had been stopped and, in a press release issued later in the day, that fuel from the pipeline leak hadn't reached the St. Clair River. "Air testing by industry and by the city has been negative," said Const. Heather Emmons. The Chemical Valley Emergency Co-ordinating Organization (CVECO) issued a Code 5 Tuesday, indicating an incident outside of industry potentially requiring the organization's assistance. Roadblocks were quickly set up, diverting traffic away from the Chemical Valley intersection and police said the roads would remain closed until the cleanup was completed. Emmons said representatives from Ontario's Ministry of the Environment were at the site of the spill. "Containment and cleanup measures are underway and catch basins in the area are being monitored," said ministry spokesperson Kate Jordan. "As a precaution, containment booms are being placed in the St. Clair River." Jordan said Sun Canadian has stopped the flow in the pipeline and the ministry will continue monitoring the site "to ensure any impacts to the environment are mitigated and cleaned up." It wasn't known Tuesday, Emmons said, how much diesel fuel had spilled from the pipeline. Sun Canadian Pipelines is working with city officials, Sarnia Fire and Rescue and the ministry to clean up the site, according to police. Crews from local industry also responded to the area of the spill to assist, police said.

<http://www.theobserver.ca/2013/09/10/emergency-crews-responding-to-report-of-odour>

NORTHERN IRELAND, STORMONT, SEPTEMBER 11 2013. FUEL LAUNDERERS BEING TIPPED OFF, CLAIM MPS

drian rutherford



50% of all fuel bought in Northern Ireland can be traced back to smugglers.

A fuel laundering plant uncovered by HM Revenue & Customs pacemaker Criminals involved in the illegal fuel trade could be escaping justice because they are being tipped off by rogue officials ahead of raids, it has been claimed. Fuel smuggling is believed to have cost the UK government £70m in lost revenue during 2012. But despite hundreds of raids over the past decade, nobody has been jailed in connection with fuel fraud here for 11 years. Yesterday the [Northern Ireland](#) Grand Committee of MPs, sitting at Stormont, heard the scam described as "atrocious criminality". The committee heard 50% of all fuel bought in Northern Ireland can be traced back to smugglers. Concern was expressed by several MPs about the lack of progress in punishing the crime bosses involved in

laundering. East Antrim MP [Sammy Wilson](#) said it seemed some criminals had advance knowledge of raids. "Although we have a record number of raids on fuel laundering plants, we still don't have arrests," he said. "It almost seems that the smugglers are aware that these raids are going to occur and so they leave their booty behind but they themselves escape."



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North Antrim MP [Ian Paisley](#) junior (right) questioned if "insiders within the services" are tipping off smugglers. "Statistics show that 50% of all fuel bought in Northern Ireland has an illicit trace," he said. "That is an atrocious amount of criminality in terms of local fuel smuggling." Earlier this year it was claimed that former IRA chief of staff Thomas 'Slab' Murphy was tipped off four hours before he was to be raided in a major cross-border police swoop. Detectives found evidence that Murphy and his associates knew about the operation and destroyed computers and documents before the raids took place in March. Upper Bann MP [David Simpson](#) described the issue as "a running sore" in Northern Ireland. "I understand that as of last week 47 people have been interviewed by the police but no-one has yet served any time for this crime," he said. Minister of State [Mike Penning](#) said there had been some recent successes in closing down plants. Illicit sales in the province currently account for an estimated 12% of sales – down from a high of 40% six years ago but still much higher than the average in Britain of 4 or 5%.

<http://www.belfasttelegraph.co.uk/news/local-national/northern-ireland/fuel-launderers-being-tipped-off-claim-mps-29565338.html>

USA, TX, KILGORE, SEPTEMBER 11 2013. 18-WHEELER TANKER TRUCK OVERTURNED ON HWY 42 IN KILGORE

whitley walden



18-wheeler overturned Tuesday afternoon

An overturned 18-wheeler tanker truck is causing traffic delays in Gregg County Tuesday afternoon. According to Kilgore Police Department Assistant Chief Roman Roberson, the tanker truck overturned near the intersection of Highway 42 and Highway 259. The southbound lane of Highway 42, also known as Woodlawn Street, has been completely blocked. Drivers in the area are asked to take caution and to be aware of emergency crews on the scene. Crews report minimum leakage from the tanker. The condition of the driver is unknown.

<http://www.kltv.com/story/23394884/traffic-alert-18-wheeler-overturned-on-hwy-42-in-kilgore>

USA, N.Y, HERKIMER CO, MOHAWK, SEPTEMBER 11 2013. DEC: FUEL IN TRAIN WRECK DIDN'T REACH MOHAWK RIVER

edward munger jr.

Environmental contractors recaptured all but 1,600 gallons of an estimated 10,600 gallons of diesel fuel that gushed into a wetland close to the Mohawk River after two freight trains derailed west of Fonda on June 27, according to documents provided to the state. The massive cleanup effort began the day before torrential rainfall inundated the village of Fort Plain and other Mohawk Valley communities, but quick work prevented contamination from reaching the river, according to reports provided by the state Department of Environmental Conservation in response to a Freedom of Information Law request by The Daily Gazette. The trains' operator, CSX, last week issued a report to federal regulators, blaming human error for the derailment that sent four locomotives and 45 cars into a ditch and onto state Route 5 around 8 a.m. June 27. The company said a westbound train was switching from one track to another when the engineer in an eastbound train failed to stop at a red light and slammed into the other train while it was still on both tracks. Environmental cleanup contractors arrived that day and started a monthlong process that entailed building clay impoundments used as a barrier to capture fuel that continued to spill from the locomotives that couldn't be reached right away. Jeff LaRock, of CSX's Berne-based contractor, CTEH, declined to comment Monday on the cleanup. Another contractor, EP&S of Vermont, set up oil-absorbing booms around the leaking locomotives and began testing water samples to gauge the extent of leakage, according to the reports. There was a lot to clean up — not just the mess above ground, a tangled heap of locomotives and freight cars, but the ground itself. By the end of excavation, a pit near the road measured 75 feet long, 30 feet wide and 12 feet deep. Just over 3,000 tons of contaminated soil was removed and shipped away. According to periodic status reports submitted by CTEH, EP&S workers established six monitoring points around the wreckage and sucked out contaminated water. Soil and material contaminated with diesel fuel was trucked from the site on several occasions and taken to the High Acres landfill near Rochester. Two snapping turtles were found during the cleanup, captured and released away from the site, according to the reports. Heavy rainfall that filled the



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excavation pit forced contractors to capture and ship away a total of 76,600 gallons of rainwater. Though the post-crash cleanup is complete, a collection system and monitoring wells will be installed on the site to capture any of the 1,600 gallons of diesel fuel that seeps out from beneath the tracks. The collection system consists of perforated culvert pipe fitted with cleanouts in the event contaminated drainage has to be vacuumed out. The monitoring wells will be checked periodically to determine the extent of any leaching. The cleanup above ground continues. The crash kept an 11-mile stretch of state Route 5 shut down for 68 days, as workers used the highway as a foundation for heavy equipment to remove the wreckage. The roadway reopened Sept. 3 but it had been heavily damaged — a mile will need to be rebuilt. The cost of that work is unknown, but CSX will be responsible for that, as well. CSX told federal regulators the derailment itself caused about \$2 million in damage to equipment and another \$500,000 in damage to the tracks. The Federal Railroad Administration is investigating the derailment.

http://www.dailygazette.com/news/2013/sep/10/0909_train/

USA, MI, MERRILL, SEPTEMBER 11 2013. FUEL OIL COMPANY CLOSES DOORS, LEAVES CUSTOMERS HIGH & DRY

james felton

 **Watch the Video** [Fuel Oil Company Closes Doors, Leaves Customers High & Dry](#)



Melissa Hostetler is a Miles Petroleum customer. She buys fuel oil from the company to heat her home during winter. She pre-paid for 500 gallons of oil from the business in April at a cost of \$1,762. Last week she got a letter in the mail from Miles Petroleum that the company had closed. There was no refund check for the pre-paid oil. "I was shocked. This was not anything expected at all. I just don't understand how you can do this to people and not give anybody any additional information," Hostetler said. Hostetler is one of many customers who pre-paid more than \$1,700 to participate in what the company calls the pre-buy price protection program. Judy Magyar was another. "When I first got the letter,

my thoughts went to 'OK, what about our money?' I want some answers," Magyar said. She called the company to find out what was going on, but didn't get anywhere. "So I decided after I thought about it a little bit to call TV 5," Magyar said. Hostetler reached out to WNEM as well. They both appealed to us to ask the tough questions and get some answers. We went to Miles Petroleum in Merrill to try to get those answers. But when we knocked on the door no one answered, and all that was left was a sign that said closed for business. So we looked around town and after some investigating we found company president Barry Marlow. "I'm sorry that they had to find out from a letter in the mail. And wasn't able to give them anymore warning than we we're able to give them. Other than that I really can't say anything else, unfortunately," Marlow said. We asked Marlow about his customers' money. He said it was uncertain if anyone who pre-paid would see their money again. "I can't make any promises that I don't know. I don't know how things are going to shake out at this point," Marlow said. Marlow calls his customers his friends. He says he's fallen on hard economic times. He said he never imagined he'd be in this position where his family would be struggling to make ends meet. And he feels awful that many of his customers are, at least for now, out more than \$1,700. "My wife and I are devastated with how everything came down," Marlow said. Meanwhile Magyar and Hostetler say they'll take legal action. "That's money we're never going to see again if we don't pursue it," Hostetler said. Both Hostetler and Magyar say they have the money to heat their homes this winter but they worry about those who can't afford to write another check for fuel. "These people work hard and they need that money and going out to find another provider is not an option when you don't have the cash to pay for it," Magyar said.

<http://www.wnem.com/story/23393462/miles-petroleum-closes-its-doors-leaving-customers-high-and-dry>

PHILIPPINES, PALAWAN, PUERTO PRINCESA CITY, SEPTEMBER 11 2013. FOREIGN TANKER FINED 10M FOR REEF DAMAGE

victoria asuncion s. mendoza

MT Glenn Australia, a foreign tanker that ran aground at Panlaitan Island in Busuanga, is fined P10 million for damaging 833 square meters of the reef when it sought safe harbor at the height of bad weather two weeks ago. The fine is imposed by the Palawan Council for Sustainable Development (PCSD) after it conducted underwater assessment together with the experts of the Western Philippines University. The underwater survey reveals damage of approximately 833 square meters in the area where it was grounded. Alex Marcaida, Public Information Officer of the PCSD said that in computing the cost of the damage, the PCSD used the standard computation specified in Republic Act 10067 of the Tubbataha Reefs Natural Park Act which is



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P12,000 per square meter. The tanker is owned by Glenn Defense Marine (Asia) PTE Ltd. and is operated by Shokuyo Navigation Company based in Singapore. It is loaded with about 1,010 tons of palm oil from Malaysia and was enroute to Hongkong. Marcaida said the PCSD and the municipality of Busuanga are in touch with the owners of the foreign tanker for payment of the damage which will eventually be borne by the insurance company. In a telephone interview, Lt. Grenata Jude, PIO of Coast Guard District Palawan, confirmed that the tanker left Busuanga and is now in Batangas where it is being held under the custody of the Coast Guard station there. The PCSD needs to hold the subject vessel for custody until after the owner, through its insurance company, assumed the responsibility for the environmental damage that the multi-partite assessment team determined. The damage fee will be used for the rehabilitation, enhancement and protection of the damaged reefs.

<http://news.pia.gov.ph/index.php?article=711378708063>

USA, CA, SANTA BARBARA, SEPTEMBER 11 2013. HITCHHIKER HURT WHEN OIL TANKER OVERTURNS NEAR ORCUTT

gina potthoff,



A tanker truck overturned Tuesday on the Clark Avenue onramp in Orcutt, spilling oil and causing minor injuries for a hitchhiker in the area.

A hitchhiker sustained minor injuries Tuesday when an oil tanker truck and trailer overturned on a Highway 101 on-ramp near Orcutt and leaked several gallons of oil, according to the Santa Barbara County Fire Department. California Highway Patrol officers, who were already on scene, called county firefighters to assist in the single-vehicle accident about 10:20 a.m., after discovering a tanker truck and trailer owned by ERG Resources LLC had partially overturned on the southbound Highway 101 on-ramp at Clark Avenue, spokesman Mike Eliason said. The cab and front trailer remained upright, but

the second tanker had fallen on its side, causing a "minor leak" of about 20 gallons of crude oil, he said. Just by "happenstance," Eliason said, a hitchhiker who had been standing near the on-ramp was struck by a part of the trailer. The hitchhiker, who was not identified, was taken to Marian Regional Medical Center mostly as a precaution, he said. Eliason said county hazmat crews were called to the scene, although oil did not reach any storm drains. A truck from the Bakersfield-based oil company, which was initially misidentified, was en route to vacuum up the spilled oil, and was sending special equipment to help push the trailer upright after crews had trouble, he added. Clark Avenue was not affected by the accident, although the southbound on-ramp at Clark Avenue was expected to be closed most of the afternoon for cleanup. Eliason encouraged drivers to instead use the Santa Maria Way ramps during the temporary closure. CHP will be investigating the incident.

http://www.noozhawk.com/article/hitchhiker_hurt_in_oil_tanker_accident_near_orcutt_20130910

AUSTRALIA, NEW SOUTH WALES, GUNNEDAH, SEPTEMBER 11 2013. FUEL TANKS EXAMINED AS PART OF PILOT PROGRAM

lucy donoghue

Environmental consultants were in Gunnedah last week examining six sites as part of the Derelict Underground Petroleum Storages System (UPSS) pilot program. The sites, located on road reserves throughout town, were identified by Gunnedah Shire Council for assessment as part of the pilot program. The consultants from Parson Brinckerhoff examined the sites for details about each tank such as depth and width, and possible contents, before submitting a report to the NSW Environmental Protection Authority. Gunnedah Shire Council's Director of Planning Mike Silver said there was no risk to the public as a result of the works being carried out. "The UPSS auditing program is a significant first step in the management of derelict fuel tanks on public roads," Mr Silver said. "The idea of the UPSS Pilot program is to identify and classify sites. The pilot project has scope for the remediation of some of the sites. This is funded by the Environment Trust. "The preliminary work undertaken by council staff over the last 18 months in identifying potential UPSS sites has resulted in Gunnedah being one of six locations across NSW selected for this pilot program." Mr Silver said many regional communities have a high number of derelict sites and Gunnedah is generally on par with the rest of regional NSW. UPSS is a major environmental consideration for council's across NSW and Australia. The legacy of the placement of these tanks on road reserves during the last century is a matter that will require a whole of government approach. "The provision of funding by the Environmental Trust to support this auditing



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program is to be commended as a practical way to measure and determine how best to deal with this issue. "Council looks forward to continuing to work with the Environmental Protection Authority in addressing this matter for the benefit of the environment and the community," Mr Silver said. The pilot program is a mechanism to identify the magnitude and overall cost to the community of dealing with the issue of UPSS' in public land.

<http://www.nvi.com.au/story/1766627/fuel-tanks-examined-as-part-of-pilot-program/?cs=373>

AUSTRALIA, NEW SOUTH WALES - DIESEL EXHAUST EMISSIONS TECHNICAL REFERENCE GROUPS - WE NEED YOUR EXPERTISE



Mine Safety News

Nominations are closing for the diesel exhaust emissions technical reference groups. We need your expertise for Diesel emissions in mines.

Nominations closing Friday for technical reference groups.

If you would like to nominate yourself or another person for either the coal or metal industries diesel emissions in mines technical reference groups, your time is running out. We need a mix of people from across the industry to bring their experience to the reference groups, including manufacturers, maintenance, health, ventilation, plant operators, unions, consultants, mining industry and health experts. The first meetings will be held on 22 October 2013 for coal and 24 October 2014 for metals. Nomination confirmations, an agenda and location details will be sent out by 27 September 2013. For more information on the scope and core activities of the groups, see the [nomination letter](#) on the department's website. Nominations are sought before 13 September 2013. Please forward your nominations for either the coal or metals group to Mike Skeen on 02 6360 5335 or michael.skeen@trade.nsw.gov.au

Our mailing address is: NSW Trade & Investment, 516 High St, Maitland, New South Wales 2320, Australia

http://www.resources.nsw.gov.au/data/assets/pdf_file/0007/473254/Request-for-nominations-letter-16-August-2013.pdf

AUSTRALIA, NEW SOUTH WALES, SYDNEY, SEPTEMBER 11 2013. EPA NSW WORKING WITH INDUSTRY TO DEVELOP COMPLIANCE RESOURCE FOR SERVICE STATIONS

The Environmental Protection Agency (EPA) NSW has circulated an exposure draft of a new resource, Technical Note on the Investigation of Service Station Sites, that is expected to be released to industry by the end of the year. The resource will replace the current Guidelines for Assessing Service Station Sites (EPA NSW 1994) and seeks to clarify stakeholder roles and responsibilities in the assessment of service stations, in line with relevant legislation, policies and industry best practice. Industry peak body ACAPMA welcomes the engagement from the EPA on this matter, which is indicative of the consultative and informative approach that the EPA NSW has undertaken with the industry. ACAPMA CEO Nic Moulis explains, "The EPA in NSW has worked hard at developing their knowledge on the industry and the model of communication they have executed is rewarding. "ACAPMA recognises that by having the regulating authority consult with the industry, the quality, relevance and implementation of roles and responsibilities will be enhanced. ACAPMA and its members' are clearly able to assess what best practise entails and being provided the opportunity for consultation will make sure this is encoded into the technical note." ACAPMA is currently reviewing the exposure draft of the Technical Note and will provide comment to the EPA within the consultation period. The Association will ensure that the Technical Note is circulated to Members once it is published later in the year.

<http://tinyurl.com/pd89yck>

USA, WASHINGTON DC, SEPTEMBER 11 2013. SHELL SLAPPED WITH \$1.1M EMISSION FINE

Shell Offshore Inc. and Shell Gulf of Mexico Inc., the affiliates of Europe's largest oil company Royal Dutch Shell, have decided to settle matters with the Environmental Protection Agency (EPA) in the U.S. Per the settlement, both subsidiaries will pay roughly \$1.1 million to the EPA for violating the Clean Air Act while conducting drilling operations for two months offshore Alaska last year. In Jan 2012, the EPA permitted Royal Dutch Shell to carry on operations, conforming to the Clean Air Act. However, the EPA imposed a strict emission limit. In Jun 2012, following the request of Royal Dutch Shell, the EPA raised the upper level of emission for a short period of time. Despite the temporary relaxation of the limit, the subsidiaries of Royal Dutch Shell exceeded the maximum limit. Due to the breach, the EPA issued notices to the affiliates in Jan 2013. Afterwards, by Feb 2013, Royal Dutch Shell stopped its Alaska-based drilling activities. Following the notices and settlement with the EPA, Shell Offshore Inc. is expected to pay a roughly \$390,000 penalty for polluting above limits by its Kulluk Drill Barge, while operating



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

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at the Beaufort Sea. Shell Gulf of Mexico Inc. will pay \$710,000, for its Noble Discoverer drillship for violating pollution restrictions at the Chukchi Sea.

<http://www.nasdaq.com/article/shell-slapped-with-11m-emission-fine-analyst-blog-cm273519>

CANADA, ONT, OTTAWA, SEPTEMBER 12 2013. CRUDE THAT EXPLODED IN LAC-MÉGANTIC WAS MISLABELLED: OFFICIALS

jacquie mcnish, grant robertson & kim mackrael

Watch the Video

- [Quebec to send railway safety resolution to Harper and Obama](#)
- [Video: How will the MM&A bankruptcy affect the families of Lac-Mégantic victims?](#)

Photo's

- [Panoramic photo shows devastation in Lac-Mégantic](#)
- [These are the lost of Lac-Mégantic](#)



A tanker burns as fire fighters douse rail containers in downtown Lac-Mégantic, Que., on July 7, 2013.

The Transportation Safety Board is calling on Canadian and U.S. regulators to take pains to ensure that hazardous materials are accurately classified. The TSB, which investigates major transportation incidents, issued a safety advisory letter Wednesday morning, informing Transport Canada and the United States Pipeline and Hazardous Materials Safety Administration that the crude on a runaway train that devastated Lac-Mégantic was more volatile than its classification indicated. Canadian investigators say the oil was inconsistently described, raising questions about the regulation of crude shipments in North

America. TSB investigators wrote in a letter to the two agencies that the material safety data forms they examined "varied widely" and were sometimes contradictory with respect to the properties of the oil on the train. Stressing that its investigation is ongoing, the TSB called on regulators in Canada and the U.S. to review their procedures to ensure products are adequately described. "It's important that dangerous goods in transport be properly described," said Donald Ross, the TSB's lead investigator, noting that workers need reliable information to safely handle such goods. However, even if the oil had been properly classified, current rules do not require it to be transported in a different type of tank car. But Mr. Ross said the incident "calls into question" the adequacy of the rail cars used to transport such material. U.S. authorities have suggested the volatile oil should be shipped in smaller quantities in rail cars. Mr. Ross said proper classification would not have changed the way fire departments responded to the fiery train derailment. The oil came from suppliers from the Bakken Shale formation in North Dakota, TSB investigators said. It was moved by highway trucks to New Town, where it was loaded into rail cars. TSB investigators visited New Town after the accident in Lac-Mégantic and examined material safety data sheets from 10 different suppliers in the area. While all of the suppliers labelled the oil as a dangerous good, but they were not consistent in indicating how volatile it was. At least four of the suppliers indicated that their crude should be designated packing group 1 – indicating the highest volatility – and two indicated that it was necessary to determine the flash point of the crude to classify it accurately. Another four classified their crude as either packing group 2 or 3. Despite those differences, all of the shippers moving crude from the suppliers to a loading facility in New Town classified it correctly, as packing group 2. Finally, when the crude was loaded into a train, the shipper billed all of the tank cars as the less hazardous group 3. TSB officials concluded the lighter, more volatile crude should have been classified as group 2 oil – meaning it was as flammable as gasoline. Investigators said it would be up to the importer of the crude – Irving Oil, in the case of the train that crashed in Lac-Mégantic – to ensure the product being imported is classified correctly. Transport Minister Lisa Raitt issued a statement Wednesday saying she had directed Transport Canada officials to review the TSB letter "as quickly as possible." "If a company does not properly classify its goods, they can be prosecuted under the Transportation of Dangerous Goods Act," Ms. Raitt said in the e-mailed statement. NDP MP Olivia Chow, who is her party's transport critic, said Wednesday that the TSB revelations should be a "wake-up call" for the federal government. "We have to end years of federal neglect and mismanagement when it comes to the transportation of dangerous goods," she said in an e-mailed statement. Ms. Chow called for heightened testing and documentation requirements for dangerous goods and more spot checks and safety inspections by federal regulators. Earlier



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this summer, the Transportation Safety Board issued two other safety advisory letters related to the crash in Lac-Mégantic. The board called for more detailed rules on the number of brakes that must be set on parked freight trains and a halt to the practice of leaving trains hauling dangerous goods unattended on a main track.

Related Stories

- [U.S. officials were probing safety of Bakken oil months before Lac-Mégantic](#)
- [East-west pipeline will save Quebec refineries, Enbridge says](#)
- [Full coverage: Lac-Mégantic disaster stories, photos, video, commentary](#)

<http://www.theglobeandmail.com/news/national/crude-that-exploded-in-lac-megantic-was-mislabelled-regulator-says/article14239877/>

USA, PA, LYCOMING CO, PENN TWP, SEPTEMBER 12 2013. ATTORNEY GENERAL FILES CRIMINAL CHARGES AGAINST MARCELLUS GAS DRILLING COMPANY

donald gilliland



A drilling rig used to extract natural gas from the Marcellus Shale in Washington County, Pa.

Attorney General Kathleen Kane on Tuesday afternoon filed criminal charges against a Pennsylvania subsidiary of ExxonMobil for illegally discharging more than 50,000 gallons of toxic wastewater from a Marcellus Shale gas well site in Penn Township, Lycoming County. XTO Energy Inc., of Indiana, Pa., was charged after evidence and testimony was presented to a statewide investigating grand jury, which recommended the criminal charges be filed, according to a news release from Kane's office. XTO issued a news release shortly after Kane, indicating it would challenge the charges because they were "unwarranted and legally baseless because neither XTO nor any of its

employees intentionally, recklessly or negligently discharged produced water on the site." According to the attorney general, the grand jury found that XTO hired a company to recycle wastewater at its Marquardt site in Lycoming County from Nov. 4, 2010, through Nov. 11, 2010. After that one-week period, XTO directed the company to remove its processing equipment from the site and transport it to another XTO well site in West Virginia. However, XTO allegedly continued to transport and store gas well wastewater at the Marquardt site despite not having the proper equipment on site to safely store or process it. The illegal discharge of gas well wastewater was discovered on Nov. 16, 2010, when an inspector with the Pennsylvania Department of Environmental Protection made an unannounced visit to the Marquardt site, according to the attorney general. According to the grand jury, during that visit the DEP inspector discovered that a rear discharge valve on a storage tank was opened and a drain plug removed, causing gas well wastewater to flow out of the storage tank onto the ground. There also was evidence of prior wastewater discharges from other storage tanks at the Marquardt site. The grand jury found that between Nov. 12, 2010, and Nov. 16, 2010, more than 93,000 gallons of wastewater were transported to and stored at the Marquardt site, of which approximately 57,000 gallons were unaccounted for following the spill, according to the news release. Kane said the toxic wastewater flowed into and polluted an unnamed tributary of Sugar Run. As a result of the spill, DEP required more than 3,000 tons of contaminated soil to be excavated and removed from the Marquardt site. XTO allegedly failed to place a spill containment system under any of the storage tanks at the Marquardt site; failed to lock or otherwise secure any of the storage tanks on site; and failed to utilize any security measures to prevent unauthorized individuals from accessing the Marquardt site. XTO Energy Inc. is charged with five counts of unlawful conduct under the Clean Streams Law and three counts of unlawful conduct under the Solid Waste Management Act. XTO responded in its news release, saying, "The criminal charges filed by the Attorney General are unprecedented and an abuse of prosecutorial discretion. There was no intentional, reckless, or negligent misconduct by XTO. The incident did not result in significant or lasting environmental harm. Charging XTO under these circumstances could discourage good environmental practices, such as recycling. The action tells oil and gas operators that setting up infrastructure to recycle produced water exposes them to the risk of significant legal and financial penalties should a small release occur." The XTO news release said the company "has already agreed with federal authorities on reasonable civil penalties and preventative steps to avoid future accidents of this type. Without admission of liability, on July 18, 2013, a consent decree regarding the discharge was signed between XTO and the U.S. Department of Justice and the U.S. Environmental Protection Agency. The Department of Justice conducted a full investigation for more than a year and



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concluded that criminal charges were not warranted. An investigation by the Pennsylvania Department of Environmental Protection is ongoing."

http://www.pennlive.com/midstate/index.ssf/2013/09/attorney_general_files_crimina.html

KENYA, CHAGAMWE, SEPTEMBER 12 2013. REFINERY EMPLOYEES FEAR LOSING THEIR JOBS

charles mghenyi



Employees of the Kenya Petroleum Refinery Limited in Chagamwe have expressed fears of losing their jobs should the company close down. They said that the company has not received or refined any crude oil for more than a month. On Monday, the workers demanded an audience with the Chief Executive Officer, Brij Bansal, over what they referred to as 'weird happenings' at the facility. Bansal said the company is doing all possible and that workers should not panic. He said workers should be patient as the government and the company resolves the problems experienced at the facility in the last three months. "Everything will be resolved in a board meeting to be held in Nairobi on 20th of this month," Bansal said. He said an agreement between the government and the oil marketer has not yet been signed hence the company cannot receive crude oil for refining. Bansal said the company's management is still waiting for a response on an MoU forwarded to the Deputy President William

Ruto's office. He said the MoU will allow the company which won the supply tender to import and refine oil. A worker who sought anonymity said they do not trust the CEO's sentiments. "They are saying we wait for two more months. That is like telling us we find something else to do," he said. The workers have complained of lack of proper communication between them and the management hence they are still in the darkness about their fate. Last week, Chagamwe MP, Omar Mwinyi said plans to close down the company are politically instigated by certain power

<http://www.the-star.co.ke/news/article-135588/refinery-employees-fear-losing-their-jobs>

USA, CA, CONCORD, SEPTEMBER 12 2013. REFINERY MANAGERS APOLOGIZE FOR NOISE THAT SPOOKED NEIGHBORS

 **Watch the Video** [KTVU identifies rumbling noise that spooked locals](#)



Tesoro Refinery.

A rumbling accompanied by a loud noise put some people on edge in parts of Contra Costa County on Monday night, spooking some residents to the point that they called the police. The next day, KTVU traced the noise to the Tesoro refinery, where a manager there says crews had found a small leak and had to burn off excess gas, but that made a loud noise that lasted for hours. Tesoro manager Mike Marcy apologized Tuesday to the refinery's neighbors in North Concord for the disturbance the night before, which started when refinery workers discovered a pinhole-sized leak in a propane pipeline there. Crews went to work trying to fix the hole, setting up a process to burn off the excess

gas leaking from the tank that used extremely loud compressor. "We were not aware at the time that the sound was carrying as far as it did," said Marcy. The rumbling and other noises could be heard over two miles away in the garage of Jim Schnider, who at the time was there with his daughter Kate. "It was like a jet engine, a volcano and a locomotive all together at once," said Schnider. "It got to the point where it was so intense that I was quite concerned for my children and family's welfare, we were thinking we need to load up and get out of here!" Yet, Schnider and others say they couldn't get an explanation from anybody Monday night, neither from the local authorities nor the refinery. "We called Tesoro and were told they didn't know anything about it," said Schnider. "I can tell you, we take this very seriously." On Tuesday, Schnider and others neighbors said they wanted to know why a warning didn't go out to the community. Tesoro managers replied by saying the refinery alerted local authorities, but added that neither workers nor the public were in danger at the time.

<http://www.ktvu.com/news/news/local/refinery-managers-apologize-noise-spooked-neighbor/nZsbB/>



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USA, MT, CUT BANK, SEPTEMBER 12 2013. TANK HILL OIL SPILLS: LAWSUIT TO BE FILED AGAINST FOUR OIL COMPANIES



Rick Angell of the Parsons Behle & Latimer law firm's Environmental, Energy and Natural Resources Group, which is based in Salt Lake City, Utah, was one of the presenters at last week's informational meeting. They did not disclose the names of their clients or the oil companies they will be filing suit against, but they did share some information and pass out "attorney fee agreement" forms for those interested in joining the lawsuit.

Three law firms hosting the informational meeting on the decades-old Tank Hill oil spills estimate approximately 100 people attended the meeting on Sept. 4 at the Joe Meagher Civic Center. The firms mailed out approximately 600 informational letters, which were received by local property owners shortly before last week's meeting. "We're here to let the community know what is happening and why," said meeting moderator Michael Worel, who is considered "one of the nation's premier plaintiff's personal injury and medical malpractice lawyers," according to the informational packet presented to attendees. "We want to make

sure you all get the information...and are all on the same wavelength." The law firms involved include Burk, Lee & Bieler, PLLC, of Choteau; Cok Kinzler, PLLP, of Bozeman; and Parsons Behle & Latimer, of Salt Lake City. Rick Angell, who serves as chair in the Parsons Behle & Latimer law firm's Environmental, Energy and Natural Resources Group, which is based in Salt Lake City, Utah, presented a history of the Tank Hill oil spills and seeps. The first reports of petroleum odors and seeping from the bluffs above Cut Bank Creek date back to 1988, said Angell, noting "not a lot" has been done to clean up the area in the last 25 years. He told the crowd of concerned citizens a lot of data has been collected and there has been a lot of finger pointing, but not a lot done to get rid of the oil in the ground. Angell said the oil companies continue to stall and submit more information to the Montana Department of Environmental Quality (DEQ) and there are "walls of shelves of information and studies" of the area, which was ranked as a Montana SuperFund site by state officials in 1994. "We are not coming here to recruit you as clients," said Worel, who explained the three law firms would be filing a lawsuit against four of the major national and international oil companies involved in the Tank Hill Facility. The suit was scheduled to be filed in Federal Court in Great Falls on Friday, Sept. 6, on behalf of 11 plaintiffs, all of whom are Cut Bank residents. The Cut Bank Pioneer Press requested a copy of the lawsuit from the attorneys present at the meeting but had not received one as of press time. Questions posed to the attorneys regarding property values and disclosures, radon testing, possible impact of the city's water supply and follow-up informational meetings, were not answered as of press time. When asked to comment on the pending lawsuit, the oil companies involved provided the following written statement. "The complaint has not been served, therefore we are unable to comment. However, we can tell you that a group of companies has been working as members of the Tank Farm Hill Group to perform the environmental investigation and clean-up work as directed by the Montana Department of Environmental Quality in Cut Bank." As of Monday, Sept. 9, the lawsuit had not been filed. At last week's meeting, Worel pointed out the lawsuit is not a class action suit, which is where two or more people file a lawsuit on behalf of a group of people. Michael Cok, a trial lawyer from Bozeman whose practice includes claims involving large scale environmental and toxic pollution, said people in Cut Bank have a "legitimate claim" against the oil companies and "anyone with polluted property can be in the case...if your property has been damaged, you have a claim," he stated. The purpose of the suit is to ask a jury and the courts to "clean up the spill," continued Cok. When asked about the health issues that may be associated with the spill sites, the lawyers responded the case is for "restoration, not health concerns." Cok said the goal of the lawsuit is to "get this cleaned up...and then to get compensation to those people damaged by it." When asked the method that would be used to clean up the area and how long it would take, Cok replied, "I can't answer...a period of years..." Those in attendance questioned the ramifications of the lawsuit and its impact on property values, home sales and possible environmental quality disclosures that may now need to be included in future buy/sell and financing agreements. The lawyers stated seeking remediation for the properties affected by the Tank Hill Facility SuperFund Site "raises all property values." The law firms are operating on a contingency fee, they stated, so there is no upfront cost to people who join the suit. If compensation is awarded to their clients, they will take one-third of the total as their fee. They are also seeking to have their legal fees paid by the oil companies named in the suit. Cut Bank Mayor Doug Embody believes last week's meeting "certainly raised a lot more questions than answers" for many of those in attendance. "My primary concern as mayor is for the well being of the community and the environment we all share. I would



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first like to see another meeting that allows the residents more notification time," he said. "In addition, I would like the questions posed by the individuals at the meeting explored more fully by the representatives present. Although it's important that issues of this magnitude be addressed with as many of those who are or could be affected, I realize it would be too early to make any determinations related to this matter simply because the information presented does not offer a complete picture or solution." Embody would also "like some assurance that home sales and their prices would not be affected by this litigation. I also would hope those who have been damaged will receive just compensation and not just the attorneys." Embody concluded, "I would urge the community to remain together, and not let this become a wedge issue that divides the citizens of Cut Bank. As your elected Mayor, I will remain on top of the issue as it develops further."

http://cutbankpioneerpress.com/articles/2013/09/11/cut_bank_pioneer_press/news/doc522f88c4b4972323651993.txt

USA, N.J, METUCHEN, SEPTEMBER 12 2013. FUEL SPILL FORCES EVACUATION OF METUCHEN NEIGHBORHOOD

An 800-gallon fuel spill Tuesday night forced the evacuation of approximately 20 homes on Central Avenue in Metuchen, according to a [Star-Ledger report](#). The fuel spill happened at the Citco station at 209 Central Avenue when a safety valve malfunctioned as a tanker truck was dispensing fuel there, according to the report. The Metuchen Fire Department and Middlesex County Hazmat responded to the scene to contain the spill, which extended into the street, sewers, and a creek that feeds Dismal Swamp. Residents were allowed to return to their homes about two hours after being evacuated, according to the report.

<http://njtoday.net/2013/09/11/fuel-spill-forces-evacuation-of-metuchen-neighborhood/>

USA, N.J, CARLSTADT, SEPTEMBER 12 2013. WORKER PULLED FROM VAT OF SOLVENT AT CARLSTADT PAINT PLANT

jim norman & abbott koloff

A worker was overcome by fumes and fell into a large vat containing a solvent at the Hartin Paint plant on Broad Street on Wednesday afternoon, authorities said. The worker, who was unconscious when he was taken to a hospital, was pulled out of the vat by another employee, said Dennis Monks, spokesman for the [Carlstadt](#) Fire Department. The second worker, who also was taken to a hospital, was conscious and alert when emergency medical workers arrived at the scene. Monks said the vat contained a chemical called toluene and was capable of holding at least 500 gallons. The accident, which occurred some time after 4 p.m., took place in a tank located behind a two-story, gray concrete manufacturing building, witnesses said. Both men were taken to [Hackensack](#) University Medical Center, Monks said. A spokeswoman for the hospital referred questions about their condition to the [Carlstadt](#) police. The borough police said on Wednesday evening that they had no information to provide about the accident. Neither the victim nor the person who pulled him from the vat was identified by authorities. Hartin Paint was cited in 2007 for serious violations involving flammable liquids and the storage of materials that created a hazard, said Leni Forston, a spokeswoman for the federal Occupational Safety and Health Administration. She said Hartin also was cited then for "less than serious" violations involving flammable liquids and respirators, which are used to protect workers. The CEO of Hartin Paint could not be reached Wednesday night. Two OSHA investigators arrived at the site around 5 p.m. Forston said the agency was notified about the accident by the [Carlstadt](#) police sometime after 4:15 p.m. The borough Fire Department hosed down the two men to decontaminate them and emergency medical workers administered first aid, Monks said.

http://www.northjersey.com/news/Worker_is_pulled_from_vat_of_solvent_at_Carlstadt_paint_plant.html

USA, N.M, SANTA FE, SEPTEMBER 12 2013. NEW MEXICO, CHEVRON SETTLE CASE OVER CLEANUP COSTS FOR CONTAMINATION FROM GAS STATION TANKS

New Mexico officials say Chevron Corp. will pay \$5.2 million to settle the state's claims that the energy company improperly applied for money from an environmental cleanup fund. The state alleges Chevron falsely claimed it didn't have and didn't collect on insurance to pay for cleaning up petroleum contamination from the company's leaking underground storage tanks at gas stations around the state. The state says the company did get payments from insurers through secret settlements. The state says it paid \$4 million to Chevron after the company filed dozens of claims to tap into the cleanup fund. Some of the claims date back to the early 1990s. The settlement was announced Wednesday by Attorney General Gary King and the state Environment Department. A message seeking comment with Chevron officials wasn't immediately returned.

<http://www.globalpost.com/dispatch/news/the-canadian-press/130911/new-mexico-chevron-settle-case-over-cleanup-costs-contaminat>



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USA, KS, TOPEKA, SEPTEMBER 12 2013. K DHE OFFERS PLAN FOR TOPEKA CHEMICAL SITE CLEANUP >> CONTECH-AK STEEL REMEDIATION PROJECT COST PEGGED AT \$2.3M

tim carpenter



The state's environmental regulatory agency has determined that land under use by Contech Engineering Solutions on N.E. Seward was tainted by volatile organic compounds during the 1940s to 1960s. The site polluted by Reid Chemical Co. is the financial responsibility of Contech and AK Steel Corp., formerly known as Armco. Both companies are headquartered in West Chester, Ohio.

The state's environmental regulatory agency opened to public comment the comprehensive \$2.3 million plan for remediating soil and groundwater contaminated by chemicals dumped decades ago at a North Topeka industrial site now occupied by a corrugated steel pipe company, officials said Tuesday. Investigation determined land under use by Contech Engineering Solutions on N.E. Seward Avenue was tainted by volatile organic compounds during the

1940s to 1960s. The site polluted by Reid Chemical Co. is the financial responsibility of Contech and AK Steel Corp., formerly known as Armco. Both companies are headquartered in West Chester, Ohio. "Reid stored and formulated chemicals," said Ryan Weiser, site remediation unit chief for the Kansas Department of Health and Environment. "Supposedly, allegedly they disposed of some chemicals in a lagoon." Environmental damage from the lagoon and at a Reid building resulted in a decision to haul to a landfill 1,529 tons of soil from the site in October 2008. KDHE's plan calls for maintenance of a three-year-old network of vapor extraction devices that draw out residual chemicals through more than 30 wells, Weiser said. The plan includes injection of carbon substrate through a series of wells to accelerate degradation of pollutants leaching into groundwater. Weiser said active work at the site could continue for a decade, but contaminants might not be completely neutralized for 25 years. No one, at this time, is consuming groundwater from wells rendered unhealthy by discharge of the chemicals, he said. On Tuesday, Contech had no comment on KDHE's plan for addressing pollution at the site southwest of Philip Billard Municipal Airport. KDHE is gathering written comment on its "corrective action decision" for chemical contaminants at what the agency refers to as the Armco-Topeka site, 2707 N.E. Seward Ave. Public comment on a summary of the pollution investigation, alternatives for remediation and proposed remedies will be accepted by KDHE until Oct. 9. Information about the site is available at www.kdheks.gov/remedial. Cost of previous and future remediation at the site was estimated to be \$2.3 million, KDHE officials said. Armco purchased the property in the 1960s and 1970s from the railroad company now known as Burlington Northern Santa Fe. Reid Chemical had leased the property from Armco and the Atchison, Topeka and Santa Fe Railway Co. KDHE documents show Reid Chemical disposed of chemicals in a lagoon located near the center of the site. Other contamination was detected at the location of a building operated by Reid. The roster of contaminants in the soil and groundwater were acetone, 1,2,4-trimethylbenzene, naphthalene, trichloroethene, tetrachloroethene, vinyl chloride, cis-1,2-dichloroethene and trans-1,2-dichloroethene. Arsenic was detected in groundwater, but no source for that chemical was identified. According to KDHE documents, the cost of soil remediation would total \$1.2 million. Addressing the source site of groundwater pollution was to cost \$555,000, while remediation of the off-site groundwater plume was to be \$615,000. In 2004, Contech and AK Steel entered into a consent order with KDHE to participate in an investigation and corrective action at the site. Meanwhile, ATSF operated an oil disposal lagoon next to the Reid lagoon that is the subject of a separate KDHE remediation project. BNSF, AK Steel and Contech are working toward an agreement to address the former Santa Fe lagoon contamination, KDHE officials said.

<http://cjonline.com/news/business/2013-09-10/kdhe-offers-plan-topeka-chemical-site-cleanup>

MYANMAR [BURMA], MUAR, SEPTEMBER 12 2013. SIX MYANMAR WORKERS SERIOUSLY INJURED WHEN 15 GAS CYLINDERS EXPLODE

Six foreign Myanmar workers were seriously injured when 15 of 300 gas cylinders stored at a small industry building at Parit Bakar Darat Industrial Park exploded, here, Wednesday night. During the 8.40pm incident, the victims were believed to be illegally transferring the gas from 14kg cylinders to 50kg cylinders in the building where 300 gas cylinders were stored. District Fire and Rescue Department senior officer 1, Ismail Mahmod said 18 firemen in two fire engines were deployed to the scene after receiving a distress call at 8.52pm. "When we arrived, the fire was at its peak and was spreading quickly. We had to use



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chemicals to cool down the other gas cylinders to prevent them from exploding. We also cordoned the area to avoid any other untoward incidents. The fire was brought under control by 10.50pm," he said. The victims were rushed to the Sultanah Fatimah Specialist Centre (HPSF) for treatment in three ambulances. Meanwhile, HPSF director Dr Selahuddeen Abd Aziz said all the victims were in critical condition since they suffered about 50 per cent burns. "They are warded at the Intensive Care Unit (ICU) but we do not have any personal details about them because we have yet to receive identification documents from their employer," he told reporters here, Wednesday.

 **Related Stories** [4 Myanmar Illegal Workers Injured in Gas Tank Store Blast](#)

<http://www.bernama.com.my/bernama/v7/ge/newsgeneral.php?id=977073>

AUSTRALIA, NEW SOUTH WALES, PORT MACQUARIE, SEPTEMBER 12 2013. REPORT CRITICAL OF RMS HANDLING OF CONTAMINATED PACIFIC HIGHWAY WORK SITE NEAR HERONS CREEK

Map: [Herons Creek 2443](#)

Roads and Maritime Services (RMS) has conceded it could have better handled a contamination incident at Pacific Highway work site upgrade last year. Workers at Herons Creek become ill when a toxic chemical burial ground from a truck crash in 1980 was unearthed. An independent report into the contamination incident has been released. The RMS engaged consultant Brian Gilligan to independently review how it and its contractor BMD Constructions managed the incident, RMS spokesman Ben Tracey said one finding is the need for better communication. "A key outcome found that communication when reporting potential environmental issues needed to be improved," he said. "The report found confusion and misunderstanding could have been significantly reduced with proactive communication and explanation of the contamination issue from the project at various stages from the time of discovery." Workers at the Herons Creek site near Port Macquarie became sick when they uncovered a toxic burial ground. Contaminants were buried at the site after a truck carrying pesticides, radioactive material and other toxins crashed there in 1980. Mr Tracey said the RMS and its contractor, BMD Constructions are responding to the reports recommendations. "The Roads and Maritime have accepted all the report's recommendations and is working progressively to implement them," he said. "Ensuring the community is made aware of the issues affecting them is of the highest priority." "The Roads and Maritime take steps to ensure the environment and safety issues are communicated quickly to stakeholders."

<http://www.abc.net.au/news/2013-09-11/report-critical-of-rms-handling-of-contaminated-pacific-highway/4951172>

CANADA, QC, LAC-MÉGANTIC, SEPTEMBER 12 2013. IRVING OIL MAY FACE FINES OVER MISLABELLED CRUDE OIL ON LAC-MÉGANTIC TRAIN

scott deveau



The Transportation Safety Board says its tests show the oil, which was supposed to be a Class 3 flammable liquid, was actually a more volatile Class 2. Above, workers stand before mangled tanker cars at the crash site of a train derailment and fire in Lac-Mégantic, Quebec, in this Tuesday, July 16, 2013 file photo.

Irving Oil Co. could be facing some hefty fines after it was determined the crude oil involved in the Lac-Mégantic disaster had been improperly labeled. The Transportation Safety Board said Wednesday its investigation into the July 6 Lac-Mégantic derailment, in which 47 people died, determined the oil contained in the railcars was mislabeled and more flammable than previously thought. "The lower flash point of the crude oil explains in part why the crude oil ignited so quickly," said Donald Ross, the lead TSB investigator into the Lac-Mégantic disaster, at a press conference announcing the news. As a result, TSB called on

Transport Canada and U.S. authorities to review the processes they had in place for ensuring those transporting or importing dangerous goods are labeling and documenting their shipments properly. Mr. Ross said it was TSB's understanding the ultimate responsibility for the mislabeled crude lay with whomever was responsible for importing it into Canada. In the case of Lac-Mégantic that was New Brunswick's Irving Oil, he said. "It's our understanding that according to Canadian regulations, the importer of products into Canada would have that obligation to ensure that all the requirements of [the Transportation of Dangerous Goods Act] are being applied," Mr. Ross said.



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Under the Transportation of Dangerous Goods Act, a company or individual found guilty of transporting improperly labeled dangerous goods could face up to two years in prison and/or fines up to \$1-million. No responsibility for the mislabeling of the oil involved in the Lac-Mégantic disaster has yet been proven. "We continue to offer our full support to authorities as this tragedy is investigated," said Samantha Robinson, Irving Oil spokeswoman, in an email. "We are unable to offer further comment at this time," she added. Mark Rowan, a partner at Vancouver's Affleck Hira Burgoyne LLP law firm, said he believed the suppliers of the oil and carriers that transported it may also share in the responsibility for it being mislabeled. The TSB said the crude originated from 11 suppliers in North Dakota, where it was picked up by Canadian Pacific Railway Ltd., transported to Montreal, and transferred to Montreal, Maine and Atlantic Railway before the derailment. Mr. Rowan said he would expect prosecutors to pursue "substantial fines" for whomever was ultimately deemed responsible for the mislabeling. Transport Minister Lisa Raitt would not say what action the federal government was considering pursuing in the matter. But officials will be examining the issue on "an expedited basis," she said. Petroleum crude oil is considered a Class 3 dangerous good in Canada. But it is further subdivided based on the level of potential hazard it presents, ranging from Class 3 Packing Group I [PGI] product, which is the most flammable, to Packing Group III [PGIII], which is the least. TSB investigators determined the crude involved in the Lac-Mégantic disaster was mislabeled as PGIII product when in fact it was a more volatile PGII product. There are, however, no regulations currently in place in Canada that would have prevented a PGII product from being transported through Lac-Mégantic, or limited the amount of rail cars transporting it, Mr. Ross said. Nor would it have had any impact on the emergency fire response, he added. But it does point to a broader issue that mislabeled dangerous goods are potentially moving across the country with little oversight. Olivia Chow, NDP transport critic, urged Ottawa to follow the lead of U.S. regulators, which started a series of spot checks on dangerous goods being shipped to ensure they are properly labeled last month, among other measures to improve safety. Mr. Ross said the investigation continues, but the TSB found the material safety data sheets [MSDS] filed for the 72 rail cars involved in the Lac-Mégantic crash carried varied and contradictory information. Of the 10 MSDS the TSB reviewed for the cars involved in the derailment, at least four classified the product as PGI, and two others indicated that testing was required to properly label them, he said. The investigation revealed the oil was labeled PGII when it was transferred from the wellheads to the transloading facility, where it was loaded into the rail cars, and based on the shipper's information, labeled PGIII. The accident also drew into question the safety of transporting goods in older tank cars, the TSB said. The TSB has called for a more resilient type of rail car to be used in the country than the current 111A tank cars that are commonly used to transport goods across North America. Ms. Raitt said Transport Canada has accepted the TSB's recommendations on the 111A rail cars, and noted the new rail cars are being built to the new standards.

Related Stories

- [Canadian Regulator Says Oil Mislabeled in Rail Disaster](#)
- [Crude oil aboard train that derailed in Lac-Megantic was mislabelled: TSB](#)
- [Data safety sheets on Lac-Mégantic cars contained contradictory material: TSB](#)
- [Oil mislabeled? Oil in Quebec train disaster mislabeled as less volatile variety.](#)

<http://www.theprovince.com/business/a9gantic+train+mislabeled+less+dangerous+crude/8898333/story.html>

CANADA, ALBA, CALGARY, SEPTEMBER 12 2013. HOMES EVACUATED FOLLOWING TRAIN DERAILMENT AT ALYTH YARD

ryan white

 **Watch the Video** [Homes Evacuated Following Train Derailment](#)



Thursday afternoon train derailment in the Alyth industrial area.

Members of the Calgary Fire Department, Calgary Police Service and rail officials are on the scene of a train derailment near the intersection of 15 St. and Blackfoot Trail S.E. According to the CPS Duty Inspector Leah Barber, at around 5:00 p.m. Wednesday, several tanker cars left the rail, before coming to a rest on their side in the Alyth industrial area. CPS members are door knocking in the community of Inglewood, asking residents to evacuate the area. Duty Inspector Barber says there have been reports of a hissing noise emanating from the cars. CP Rail official Ed Greenberg say the derailment occurred while a northbound



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train was leaving the Alyth Yard at 4:55 p.m. As many as eight cars left the track. The tankers contained diluents, a diluting agent used in oil pipeline applications. The cause of the derailment is under investigation.

<http://calgary.ctvnews.ca/homes-evacuated-following-train-derailment-at-alyth-yard-1.1450837>

CANADA, B.C, SURREY, SEPTEMBER 13 2013. POLICE INVESTIGATING GAS STATION EXPLOSION IN SURREY



An explosion at the former site of a Husky gas station on King George Boulevard on Thursday morning shook nearby houses and shattered the glass of an on-site excavator.

An explosion at a gas station rocked a Surrey neighbourhood Thursday morning, causing windows to shatter and alarming nearby residents. Surrey assistant fire chief of operations Joe DeLuca said the blast occurred shortly after 8 a.m. on the corner of King George Boulevard and 62nd Avenue. He said crews were cutting into an old 10,000 gallon fuel tank when it's believed sparks ignited the fumes and cause the end of tank to explode. Firefighters were called and put out a small fire that resulted from the explosion. The blast shattered the window of an excavator that was sitting about nine metres away, and caused an undetermined amount of damage to some homes in the area. No one was injured and the crew

members were all wearing protective hearing devices, said DeLuca. "This is a very unusual event. They were very lucky," he said. The Surrey RCMP also attended, but officers have since left the scene. Surrey RCMP spokesman Cpl. Bert Paquet said the incident is not suspicious and WorkSafeBC has been called to investigate further. Donna Freeman, a spokeswoman for WorkSafeBC, said there were four gas tanks at the site and two had already been decommissioned. Two workers were spraying water on the third tank, she said, and using a cutting torch when gas vapor from the sludge ignited at the far end of the tank. She said staff members are still in the preliminary stage of their investigation, but it looks like the noise percussion from the blast blew out one window of a neighbouring house, and the window of the excavator. The blast blew some soffits off a house next door. "I heard the big kaboom," said resident Angele Schunke. There was a vacuum, she said, "and then like a whoomph. "I was just getting my dog ready for a walk so I think I'm lucky that the doors were already open, so none of the windows broke. It definitely moved stuff around the house. Crazy, eh?" Some tile fell from a ceiling inside a house Brian Vandenberg owns next door. "Life's too short to get hysterical, just fix the damage," he said.

Related Stories

- [Surrey residents shaken but not hurt after big blast at construction site](#)
- [Surrey explosion caused by deconstruction crew](#)
- [Explosion rocks Surrey neighbourhood](#)
- [Witnesses say no one hurt after reported explosion in Surrey](#)

<http://www.vancouversun.com/news/metro/Police+investigating+possible+explosion+construction+site/8903678/story.html>

AUSTRALIA, VICTORIA, GEELONG, SEPTEMBER 13 2013. SHELL RAISES HOPES OF REFINERY SALE

shane fowles

Shell has confirmed that it is in talks with potential buyers for its Geelong refinery. In encouraging signs for the 600 employees and contractors left in limbo by Shell's decision to sell its 59-year-old refinery, the company has revealed that it has held initial discussions with prospective suitors. "We have received good interest from prospective buyers and will continue to make every effort to achieve a successful sale," a Shell spokeswoman said. "We will make more information available at a later stage." Shell announced in April that if it could not come to certain terms for the sale of its refinery it would look at converting the site to a fuel import terminal. The company gave itself 12 months to find a suitable buyer, with the aim to complete any sales process by the end of next year. "Shell has consistently said the sale process is best served by employees, unions and the community working with the company to find a suitable buyer," the spokeswoman said. The proposed sale of the 120 kilobarrels per day refinery comes as Shell aim to focus on large-scale sites. Shell last September shut down its 79,000 barrel-a-year refinery in Clyde, Sydney, converting it into a fuel terminal.

http://www.geelongadvertiser.com.au/article/2013/09/12/372706_news.html



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USA, WASHINGTON D.C, SEPTEMBER 13 2013. VAPOR INTRUSION



This web site provides some key information on vapor intrusion for members of the public who may be interested in this topic, including teachers and students, homeowners, community leaders, and environmental professionals. On this website, you'll find [basic information about vapor intrusion](#), technical and policy documents that may be used to support environmental investigations, and

highlights of current and upcoming Agency activities related to vapor intrusion.


<http://www.epa.gov/oswer/vaporintrusion/>

NEPAL, KOSI ZONE, HIMALAYA, BIRATNAGAR, SEPTEMBER 13 2013. 100 PETROL PILFERERS HELD

Reports of pilfering of petroleum products by drivers of fuel tankers while ferrying petroleum products from Barauni of India, have finally prodded the state oil monopoly into action. Nepal Oil Corporation has taken action against 100 such drivers involved in fuel pilferage in the past one week. The drivers were fined and warned against pilfering petroleum products in future. "We have initiated the action after increasing reports of pilferage of petroleum products while ferrying from India," said NOC regional chief Jagannath Ghimire. Earlier, petroleum entrepreneurs had advised the oil corporation to take action against the fuel pilferers. "The crackdown is a part of the corporation's policy of internal improvement by minimising irregularities," said Ghimire, adding the action was taken after more than 120 tankers were checked. "In each tanker, we found 50 to 150 litres less fuel, hence we fined the drivers," he said. "We have fined the drivers and warned them, but if they are caught again, the vehicles might be prevented from ferrying fuel," Ghimire said. NOC ferries fuel from Barauni, Haldiya, Silgadhi, and Boigau of India. There are 460 petroleum product outlets and 265 tankers ferrying petroleum products in the region.

<http://www.thehimalayantimes.com/fullNews.php?headline=100+petrol++pilferers+held+&NewsID=390617>

USA, FLA, LEE CO, ESTERO, SEPTEMBER 13 2013. SOUTHBOUND I-75 IN ESTERO NOW OPEN FOLLOWING TANKER TRUCK FIRE

 **Watch the Video's:**

- [Southbound I-75 in Estero now open following Tanker Truck Fire](#)
- [Surveillance Video of Tanker Truck Fire](#)
- [SB I-75 Reopens hours after morning Tanker Truck Fire](#)
- [Tanker truck burns on I-75](#)

 **Photo's [11]** [Tanker Truck Fire on I-75 in Estero](#)



A tanker truck carrying around 4,000 gallons of fuel caught fire this morning on Interstate 75.

4:15 p.m. update

Interstate 75 has reopened nearly 6 hours after a tanker fire spurred the Florida Highway Patrol to close it, according to FHP Capt. Conner Cardwell. In a report from the FHP, the truck caught fire on 75 north of Corkscrew Road for unknown reasons, but the 26-year-old driver was able to bring the vehicle to a stop on the side of the road and escape safely. The tanker was carrying 3,000 gallons of diesel fuel and 500 gallons of unleaded gasoline, according to the report. After the blaze was extinguished, firefighters waited for the remaining fuel to cool before pumping it into another tanker. The interstate was closed for nearly 6 hours.

2:26 p.m. update

Southbound traffic on 75 is still closed between Exit 128 at Alico Road and Exit 123 at Corkscrew Road while fire crews work to remove the wreckage of a burned out fuel truck, said Capt. Conner Cardwell



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of the Florida Highway Patrol. Southbound lanes have been closed since 10 this morning after a fuel truck caught fire near the intersection of 75 and Corkscrew Road. No injuries resulted from the fiery crash, but crews remain and are still waiting to move the truck.

10:34 a.m. update

Southbound traffic is now using the emergency travel lane on Interstate 75 south of Alico Road after tanker fire on the roadway. No one has been reported injured since the truck, carrying roughly 4,000 gallons of fuel caught fire around 9:30 a.m. The accident sent clouds of black, acrid smoke into the air and spurred officials to immediately shut down the southbound lanes. Crews from Estero Fire and Rescue arrived shortly after 10 and have been hampered by a lack of fire hydrants at the scene, said spokeswoman Susan Lindenmuth. Traffic is still backed up on the southbound lanes. Drivers heading southbound on I-75 can exit at Alico Road.

<http://www.marcoislandflorida.com/article/20130912/NEWS0108/130912005/Southbound-I-75-in-Estero-now-open-following-tanker-truck-fire?odyssey=tab%7Cmostpopular%7Ctext%7CFRONTPAGE>

PHILIPPINES, CEBU CITY, SEPTEMBER 13 2013. COMPANIES URGED TO DONATE PROTECTIVE GEAR FOR OIL SPILL CLEANUP

rachelle m. nessia

Companies are urged to donate protective gear for personnel who are cleaning up the oil slick in affected coastal areas in the province. Rechele Ybanez, environmental education and information coordinator of the Department of Environment and Natural Resources (DENR-7), said the cleanup crew composed of members of the Coast Guard and the Philippine National Police (PNP) urgently need protective equipment, particularly masks with filter, to protect them from the hazardous oil spill fumes. Members of the cleanup teams have reported suffering from respiratory problems due to the bunker oil slick fumes, prompting some of them to stop joining the cleanup, said Ybanez. She explained that bunker fuel emits a foul smell when it reacts with water. Passenger ferry St. Thomas of Aquinas was carrying 20,000 liters of diesel, 120,000 liters of bunker or crude oil and 20,000 liters of lube oil, when it sank after colliding with a cargo ship in the waters off Talisay City on Aug. 16. "The Coast Guard crew urgently needs the protective gear to help accelerate the cleanup. They are doing the cleanup everyday and they need safety gear to protect their lungs from the fumes," said Ybanez. The cleanup have produced positive results in decreasing the presence of oil slick in the coastal waters of Cordova town. Results of the first water sampling done by DENR-7 on Aug. 19 in the sea collision area showed up to more than 10,000 milligrams per liter of oil in the coastal waters. Latest tests done on August 29 yielded only 7 milligrams per liter. Although a few companies have already donated protective gear for the cleanup teams, Ybanez said they need more are still needed. She admitted that the masks with filter are highly expensive and are difficult to procure easily.

<http://news.pia.gov.ph/index.php?article=1121378976296>

USA, N.Y, KINDERHOOK, SEPTEMBER 13 2013. SOME ROADS REOPEN AFTER KINDERHOOK ACCIDENT

 **Watch the Video's:**

- [Truck Carrying 8,000 Gallons of Fuel Overtakes](#)
- [Some Roads Reopen after Kinderhook Accident](#)
- [Tractor-trailer spills fuel](#)



A truck carrying fuel rolled over on Route 9 Thursday afternoon, forcing authorities to close the road, order the evacuation of nearby homes and businesses and declare a state of emergency for a two-mile radius.

The clean up was underway moments after the big rig carrying home heating fuel, rolled over onto its side at a round about near Kinderhook. Mounds of sand were bought in and dumped right in the middle of the intersection where Route 9 intersects with Route 9H, to contain the spill. "It's a major spill. It has some substantial consequences. Luckily the fire department was able to mitigate with their booming," said Matt Franklin from the Department of Environmental Conservation. You could see the fuel shimmering as a vacuum truck, hired by DEC, sucked up the fuel trapped by the sand piles. They were able to recover only five thousand of the eight thousand gallons that spilled out of the tanker.



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DEC said there's no threat to the drinking water in the area, at least for now. "The area is under municipal water. There's one well behind the plaza we'll be checking. But it doesn't appear to be any threat to the aquifer system," Franklin said. That part of Routes 9 and 9H is a major thoroughfare. It was shut down for hours for the clean up efforts. Homes and businesses were also evacuated, not good for business for Labella Restaurant nearby. "I missed the best of the day but we'll survive," Labella owner Felice Salvioli told Newschannel 13. "In business you also have to leave a day for a rainy day for Mother Nature and the events that just happened here." Right next door at Berkshire Eye Center, workers said they had a full schedule and were forced to cancel appointments because of the spill. "Definitely hurts business a little bit but looking at the great good hopefully they take care of this and we'll be back to business as normal," said Jeffrey Jibeault. And they're also happy to hear that no one was injured. Some roads are back open after State Route 9, 9H, and State Farm Road are all back open with detours. State Route 9H is still closed from the traffic circle, south to Keegan Road.

<http://wnyt.com/article/stories/s3157811.shtml>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, SEPTEMBER 13 2013. CALTEX PLANS TO

Caltex boss Julian Segal says the company has no plans to close its Lytton refinery in Brisbane, despite a move to import more processed transport fuel from Asia. The fuel supplier and retailer has announced it will close its Kurnell refinery in Sydney in mid-2014 and convert the facility into a fuel import terminal. The move will see the company import less crude oil from Africa and more finished fuel products like petrol or diesel from large-scale Asian refineries. Rival Shell is following a similar path, closing its Clyde refinery in Sydney and putting its Geelong refinery on the market. But Mr Segal said the company wasn't looking to close down its Lytton refinery, despite speculation from some analysts that it too could be scaled back or axed in the future. "We believe Lytton is important to our supply chain and hence why we are investing in it, modestly, to make it more competitive," Mr Segal told reporters following a business lunch in Sydney. He said it made sense for Australia to maintain an oil refinery industry, albeit on a smaller scale, to process crude oil coming from Australia. "I think what makes sense is to have maybe one refinery on the west coast and one refinery on the east coast to take advantage of the 15 per cent of crude that is still sourced from Australia," he said. Mr Segal also called on governments to investment more in infrastructure, for the sake of Australia's economy. "Investing in infrastructure is going to make Australia more productive and more prosperous and there is plenty of scope to do that," he said. "We know how many riches there are in the Pilbara, we know how important it is to Australia and yet if you go there there's no space on the road for two road trains and nasty accidents happen. "Why wouldn't we be investing in better infrastructure there?"

http://www.tradingroom.com.au/apps/view_breaking_news_article.ac?page=/data/news_research/published/2013/9/255/catf_130912_155700_2736.html

USA, ILL, PIPER CITY, SEPTEMBER 13 2013. QUICK ACTION PRAISED IN PIPER CITY CHEMICAL INCIDENT >> ALUMINUM PHOSPHIDE CANISTERS

 [Watch the Video Chemical Leak Forces Evacuations in Ford County](#)

 [Photo's \[4\] Chemical Plant fire in Piper City 9/12/2013](#)



Firefighters use CO2 extinguishers at the chemical fire at Precision Soy., Inc. in Piper City, on Thursday, Sept. 12, 2013.

The quick actions and coordinated efforts of multiple agencies averted what could have been a disaster Thursday when fumes from a soybean fumigant were released into the air during a warehouse fire in Piper City. No injuries were reported. Kevin Prater was just starting his day when someone knocked on his door shortly after 7 a.m. "(Authorities) said it wasn't an emergency, but you have to get out," he said. "They didn't really give us any more information then that, except that we could go to the community center downtown. ... It's the most people I've seen hustle toward the four corners." About 30 minutes earlier, an employee at Precision Soya Inc. found 12 pounds of aluminum phosphide, a chemical used to fumigate soybeans, smoldering inside a large shed. He immediately closed the door and notified the fire department. "The evacuations

were necessary because at the time of the evacuations, nobody knew for sure what was going on," said Champaign Fire Capt. Dave Ferber, whose department's hazardous materials team was called. "Some of the product was inside the building, but the



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

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immediate danger to the public that was any distance away was negligible." Internet sources say exposure of the chemical to moisture can generate toxic gas. A representative of Precision Soya, based in Fort Wayne, Ind., did not return Pantagraph calls. About 40 neighbors were allowed to return to their homes by early afternoon. Tri-Point schools were dismissed, precautions were taken at nearby Piper City Rehab & Living Center and U.S. 24 was closed for several hours. "We were walking to school and my friend got a text from his mother saying we didn't have to go," said seventh-grader Gage Swisher as he and friends watched firefighters. "There was a smell in the air, kind of like a mixture between fumes and bug spray." The chemical, used to fumigate soybeans before they are shipped overseas, began smoldering after it got wet during an overnight storm, said Mayor Dick Chandler. "Everything went very smoothly considering we were facing a lot of unanswered questions at the start," Chandler said. Ferber said the soybeans were packaged in paper and kept on pallets. The fumigant was in a bag placed atop the pallets, which were covered with tarps. Ferber said the process is common and had been done previously at the plant. The hazmat team pulled the pallets from inside the 40-by-60-foot building and used sand to smother the smoldering material. Local firefighters then continued to fight a smoldering fire inside the building. "These things can start out small, but they can get out of hand real fast," said Ford County Sheriff Mark Doran. "We just don't deal with this stuff, and that's why you have to call in a lot of agencies who know how to handle a situation like this." Ron Roberson watched from his yard as fire and rescue squads from Chatsworth, Gilman, Gibson City and Roberts-Melvin joined the Piper City Fire Department, Ford County and Illinois Emergency Management agencies, Piper City police, Ford County deputies, Champaign's hazmat team, Gibson Area Ambulance Service, Illinois Department of Transportation, Environmental Protection Agency and Illinois State Police. "We don't get much excitement around here," Roberson said. "We are a pretty small, little quiet town. But this is the big deal, today." Doran said he was impressed with the way the agencies worked together and thanked Piper City Convenience store, which provided food and water for the emergency workers. "The whole (emergency) operation went very smooth for no more than we have worked together in the past," he said. "In a small county, these types of situations don't happen very often but when you follow the protocols of the National Incident Management System, and do the right thing, you have success."

http://www.pantagraph.com/news/local/quick-action-praised-in-piper-city-chemical-incident/article_d2ae90e2-1bb0-11e3-bf48-0019bb2963f4.html

USA, N.Y, SPARTA, SEPTEMBER 13 1013. TRAIN CARRYING CHEMICALS DERAILS IN SPARTA

 **Photo's [4]** [3 Freight Train Cars Derail near Sparta](#)



Authorities are currently venting the tanks for removal. / Photo courtesy of the Sparta Police Department.

Sparta police are investigating a freight train derailment Wednesday night that overturned three tank cars carrying chemicals. Police received a call from New York Susquehanna & Western Railway (NYSW) officials at about 11:31 p.m. Wednesday night about the NYSW train derailed about three-quarters of a mile north of Route 15 and Houses Corner Road, said Sparta Sgt. John-Paul Beebe. Prior to derailment, the train had just departed the Linde North America Inc. plant, a gas and engineering company on Demarest Road. For reasons still unknown as of Thursday afternoon, three tank cars full of refrigerated liquid carbon dioxide derailed, and two of the three fell down a small embankment. The tanks did not rupture, said Beebe. The tanks were vented to lighten them for

removal, Beebe said. The tank cars were a total of 170 feet long and weighed a combined 395 tons. No injuries were reported and trains were able to continue running through the area Thursday during the removal process because there is a dual track at the site of the derailment, said Beebe. The train, which had three cars, was headed to the Linde location in Sparta, according to Amy Ficon, a spokesperson for the company which also issued a statement. "Linde is working closely with the railroad and local authorities to investigate the cause of the incident," it said. Refrigerated carbon dioxide is a colorless liquid used to freeze food, control chemical reactions, and as a fire extinguishing agent. It also is used in making carbonated beverages. Exposure of the container to prolonged heat or fire can cause it to rupture violently and rocket. The Sparta Fire Department was called to the scene Wednesday night, but dismissed once it was determined there was no threat of a hazardous materials situation, police said. There were no evacuations. No charges will be filed by the Sparta Police Department, Beebe said.

<http://www.dailyrecord.com/article/20130912/NJNEWS/309120063/Police-Train-carrying-chemicals-derails-in-Sparta>



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