

# Dangerous Goods - Hazardous Materials Group & Network

## Release 2010 – 633 Newsy Stuff

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

**August 20 2010**

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### CHINA, SHANDONG PROVINCE, YANTAI CITY, AUGUST 13 2010. CHINA MINE FIRE KILLS 16, WHILE GAS BLAST KILLS 1

cara anna

 **Watch the Video** [http://english.ntdtv.com/ntdtv\\_en/ns\\_china/2010-08-09/856084028536.html](http://english.ntdtv.com/ntdtv_en/ns_china/2010-08-09/856084028536.html)



A gas leak in a China coal mine killed at least one worker and trapped five more Saturday, just hours after a fire in a gold mine killed 16. The gas leak happened Saturday morning at the mine in Shifang city in the southwestern province of Sichuan, the state-run Xinhua News Agency reported. The report said the leak at the mine run by Hongda Red Star Mining Co., Ltd. was the third gas leak at a China coal mine this week. In a separate accident, a fire killed 16 at the Lingnan Gold Mine in Zhaoyuan city in the eastern province of Shandong. The fire initially trapped 50 miners, but the rest were rescued. China Central Television footage Saturday showed one rescued miner, shirtless, covering his eyes with a towel as he and others walked out of an elevator at the mine shaft entrance. An official who identified himself only by his surname Li said the fire was caused by an underground cable, and the owner of the mine was in police custody. Xinhua said 329 people were working in the mine when the fire started. China has the world's deadliest mining

industry with more than 2,600 people killed in mine accidents last year. Those figures represent a drop from previous years as the government has moved to close down smaller, illegal mines. This week 25 miners were killed in two separate accidents when lethal gas seeped into the mines where they were working. Nine workers were killed at a mine Monday in central Henan province, while 16 workers died Tuesday at a mine in southwestern Guizhou province. Mining deaths jumped again in the first half of this year. Coal mine deaths through June were 1,261, up from 1,175 in the same period last year. Earlier this month, a spokesman for the work safety administration told the China Daily newspaper the jump was caused in part by China's recovery from the economic crisis. Last month, Premier Wen Jiabao ordered mine managers and bosses to accompany workers down into mine shafts in a bid to improve safety. However, the approach has failed to produce any impact. More than 100 miners have died in the past month. None of those killed were mine bosses or managers—a fact noted with unusual criticism by the typically docile state media.

[http://www.mercurynews.com/breaking-news/ci\\_15752705?nclink\\_check=1](http://www.mercurynews.com/breaking-news/ci_15752705?nclink_check=1)

### INDIA, MUMBAI, AUGUST 13 2010. MASSIVE DAMAGE TO MANGROVES

vinaya deshpane

 **Slideshow** <http://www.thehindu.com/news/national/article564877.ece>



*A man walks among residues of oil spilled from MSC Chitra after its collision with MV Khalija III, at Karave near Mumbai on Friday.*

The oil spill from MSC Chitra has caused massive damage to the 25-km mangroves stretch in and around the city, Maharashtra Environment Secretary Valsa Nair Singh said on Friday. This is the first official assessment of the environmental impact of the oil spill, caused by the collision of MSC Chitra and MV Khalija-III off Mumbai coast last week. The department will submit further damage assessment report next week. "The contaminated sites have been noticed in two-three patches," Ms. Nair-Singh told The Hindu on phone. "Around 10-12 km coastline between Revas and Mandwa and 5-6 km coastline at Elephanta and Vashi have been found massively damaged," she said. Union Minister of State for Environment and Forests Jairam Ramesh is set

to visit the oil spill-affected area on Saturday along with the Maharashtra State Environment Department officials and researchers for a overview.

#### "A Conspiracy"

Meanwhile, the Akhil Maharashtra Macchhimar Kruti Samiti has alleged that the ship collision wasn't an accident but a conspiracy. "Water is just 12 metres deep where the ships collided. How did the ships reach there when there is a different channel marked for them?" samiti president Damodar Tandel said at a press conference here. He said the ships collided near the Colaba-Dandi lighthouse where there were no channels laid out for the passing ships. "Why aren't the police investigating that?" He alleged that the government was purposefully hiding details from people. "Why aren't we yet told what all the ship was carrying? We only know about the harmful substances," he said. Samiti vice-president Pradeep Tapke said the

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government should have come out with an elaborate notification about the harmful contents of the ship. Mr. Tandel alleged that during such passages, the speed of the ship was stipulated to be between 9 to 12 nautical miles an hour. "The speed of our trawlers is 12 nautical miles. It is so easy to control the ship at that speed," he said. He said MSC Chitra could have been secured within hours of collision. "But the reason they waited before starting the control operations could be to get complete insurance for the containers as well.

### Oil Slick Found in 4 More Areas

Four more places were found to be affected by the oil slick. "Further oil pollution has been sighted at Kalwa in Thane district, as well as in Navy Nagar [in Colaba], INS Shivaji [in Lonavala] and U.S. Club area [in Colaba]," a release from the Directorate-General of Shipping said. The movement of ships in the navigational channel increased. A convoy of 10 ships was piloted out of the Mumbai Port Trust and the Jawaharlal Nehru Port Trust. In addition, 11 ships, including one crude oil tanker and one LPG tanker, were piloted in the two ports. No new container was spotted in the channel, according to a naval survey. "No sunken container was observed at the bottom of the channel, except one. The sunken containers appeared to move due to tidal currents," the note said. As salvage operations continue, 27 floating containers have been retrieved and secured, while 56 have been "beached ashore at different locations." The Chitra's tilt has been reduced to 45 to 50 degrees. "From analysis of water samples, no contamination from hazardous chemical i.e. sodium hydroxide or pesticides has been noticed. The ID numbers of the 31 containers [with chemicals] have already been disseminated through district authorities and to the press for publicity. Fish samples tested by the Department of Fisheries and Mumbai Municipal Corporation have not revealed any contamination of the fish catch," the press note said.

### Related Links

- [Oil spill may trigger long-term environmental problems](#)
- [Oil spill contained, but cleaning will take time](#)
- [Chitra Captain blames it on Kahlia Master](#)
- [Oil spill: 'Slow poisoning has begun'](#)

<http://www.thehindu.com/news/national/article568761.ece>

### USA, TX, TEXAS CITY, AUGUST 14 2010. VALERO SAYS FIRE AT TEXAS CITY REFINERY OUT-FILING

janet mcgurdy

Valero Energy Corp. reported a fire in complex three of its 245,000 barrel per day Texas City, Texas refinery but said the fire was out within 45 minutes, according to a filing made Friday with state environmental regulators. A company spokesman was not immediately available to provide more details on units involved, possible damage and production impact.

<http://af.reuters.com/article/energyOilNews/idAFN1316976020100813>

### USA, PA, PHILADELPHIA, AUGUST 13 2010. LOCAL RESPONDERS IN THREE STATES LEARN EMERGENCY PREPAREDNESS ON DOW'S SAFETY TRAIN



*More than 700 firefighters, police officers and EMTs learned emergency preparedness on Dow's Safety Train.*

Dow's "Chemical Safety Train" just completed the Northeast leg of a tour to bring safety training to communities around the country. Making stops in Connecticut, New Jersey and Pennsylvania, the train offered first responders the rare opportunity to work on real equipment and learn about hazardous materials before facing a true emergency. The Safety Train is presented by Dow and TRANSCAER, a voluntary, national outreach effort co-founded by Dow and Union Pacific in 1986. It's outfitted with custom classrooms and a flat car with valves, fittings, housings, capping kits and other heavy equipment. In one lesson, the valves leak water and air, and the first responders have to troubleshoot and make corrective repairs. Rollie Shook, Leader of Emergency Services and Security for Dow is national chair of

TRANSCAER, which brings together chemical and transportation companies and associations committed to the safe and secure transportation of chemical materials. According to Shook, the Safety Train will make more than two dozen stops this year including national hazmat conferences in Baton Rouge, Louisiana and Houston, Texas. "It's all about planning for different scenarios," he said. "TRANSCAER trains more than 30,000 people a year nationally. It's a vital part of community safety and homeland security." Over seven days in the Northeast, more than 700 firefighters, police officers and EMTs from surrounding regions received free training at three of Dow's sites: Allyn's Point, Connecticut, Bound Brook, New Jersey and

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Bristol, Pennsylvania. Also attending the training were FBI agents as well as representatives from area Departments of Environmental Protection. Included were lessons on responding to toxic inhalation hazards and flammable gas emergencies, investigating and mitigating leaks, and the anatomy of locomotives and tank cars.

[http://www.marketwatch.com/story/local-responders-in-three-states-learn-emergency-preparedness-on-dows-safety-train-2010-08-12?reflink=MW\\_news\\_stmp](http://www.marketwatch.com/story/local-responders-in-three-states-learn-emergency-preparedness-on-dows-safety-train-2010-08-12?reflink=MW_news_stmp)

### USA, MI, KALAMAZOO CO, TEXAS TWP, AUGUST 13 2010. BOAT EXPLOSION ON EAGLE LAKE MAY HAVE BEEN CAUSED BY TOPPING OFF OF GAS TANK

rex hall jr.



*Five people were injured when this boat caught fire on Eagle Lake last month.*

Police believe a [boat explosion last month](#) that injured five people, including three children, was sparked by the boat's gas tank that had been topped off with gasoline, authorities said. Kalamazoo County Undersheriff Pali Matyas said the boat's owner told deputies he had filled the boat's gas tank just prior to going to Eagle Lake on July 17. Matyas said investigators were unable to pinpoint the exact cause of the explosion because of extensive damage to the boat but do believe that some of the gas traveled through a tube into an overflow containment area near the boat's battery. "What we believe is that a spark from the battery or an electrical component hit that overflow gas and that is what caused the fire," Matyas said. "We cannot rule out that the cause of the fire was lack of ventilation. But we tend to think it was more a spark in the overflow area." The explosion,

which was reported at about 4 p.m., injured Pam Collins, 37, of Kalamazoo, Heather Frost, 36, of Howe, Ind., and Frost's three children, Page, 14, Hayden, 7; and Cole, 5. Matyas said all five have since been released from hospital. "They're all doing fine," he said. Police said that the boat, a 21-foot 1985 Chris-Craft with an inboard motor, caught fire when someone tried to start the engine. Matyas said the fire and explosion have been ruled an accident.

[http://www.mlive.com/news/kalamazoo/index.ssf/2010/08/boat\\_explosion\\_on\\_eagle\\_lake\\_m.html](http://www.mlive.com/news/kalamazoo/index.ssf/2010/08/boat_explosion_on_eagle_lake_m.html)

### USA, CO, PARACHUTE, AUGUST 14 2010. STATE SET TO LEVY RECORD FINE [\$423,300] IN BENZENE-GUZZLING NATURAL GAS CASE

david o. williams

[Watch the Video http://www.nbc11news.com/regionalnews/headlines/100590119.html](http://www.nbc11news.com/regionalnews/headlines/100590119.html)



*Oil and gas drilling near the Roan Plateau.*

A dubious record will likely be set when the Colorado Oil and Gas Conservation Commission (COGCC) meets over the next two days in Adams County: the highest fine ever levied against an oil and gas company for a spill in the state of Colorado. Williams, the largest producer of natural gas on the state's Western Slope, has [agreed in principle to pay \\$423,300](#) in the 2008 spring-water contamination case of Ned Prather, an outfitter who chugged benzene-laced water from his drinking well on his 1,800-acre property northwest of Parachute. After a lengthy and expensive investigation, the COGCC – the state agency that permits and regulates natural gas drilling in Colorado – concluded nearby Williams drilling activity was responsible for the contamination. [Prather and his family have filed two lawsuits](#) against Williams Production RMT Co. and Nonsuch Natural Gas Inc. seeking a jury trial and damages. [Williams officials dispute the state's findings](#)

but reportedly want to settle to avoid incurring further legal costs. "While Williams does not agree with the findings of the COGCC, we have mutually agreed with the COGCC to settle this and move on. With the area's difficult geologic conditions and additional time and expense required to prove a source, Williams has agreed to pay the fine in lieu of paying legal expenses to fight the allegation," the company said in a prepared statement last week. If the state agrees to the terms of the settlement at its Adams County meeting, Williams would top an [April fine of \\$390,000 against Oxy USA](#) for pit-leak contamination in the Cascade Canyon area of Garfield County. Oxy also was hit with a \$257,400 fine for a separate spill in the Rock Springs area. The Prather Springs case has been particularly vexing for the state because it involved several operators in a volatile geological area and because there was a direct and immediate impact to human health when Prather guzzled

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benzene. The case was cited as a priority for COGCC director David Neslin and his staff in an interview with the Colorado Independent in May. [Neslin said at that time](#) there an unacceptable backlog of enforcement actions for various spills, some of them dating back several years. Enforcement was a priority for the state agency moving forward, he said at the time. In a more recent interview, Neslin said state staffing is catching up to drilling. "Certainly staffing has lagged behind industry activity over the past five years," Neslin said. "We've added additional permitting staff to catch up. We've also added inspection staff. I think it's probably accurate to say our compliance staff has lagged behind as the number of active wells has increased during this period." Neslin said inspection staff has increased from eight to 14 between 2008 and 2010 and environmental staff has increased from five to nine between 2006 and 2010. "We believe that the additional staff that was added was necessary and will benefit the state and all of our citizens in helping to ensure that energy is produced in a manner that protects public health, safety and welfare," Neslin added. Onshore drilling spills have also been [highlighted in the congressional debate](#) over regulatory reforms needed in the wake of the record offshore Deepwater Horizon spill by BP in the Gulf of Mexico. The Colorado Independent, reviewing the COGCC website, found 141 instances of self-reported produced water spills related to natural gas drilling by BP America in La Plata County (Colo.) alone. Neslin said enforcement remains a top priority for his agency, but admits some of the cases, involving multiple operators drilling deep underground, require an almost CSI-like investigative approach that can be costly and time-consuming. The operators themselves are statutorily responsible for cleanup costs if a culprit can be determined, but that often takes considerable time. The [politically charged amended oil and gas drilling regulations](#) pushed through by Gov. Bill Ritter and approved by the State Legislature in 2009 did increase bonding amounts from \$5,000 to \$10,000 per well for shallow wells drilled above 3,000 feet and \$20,000 for wells drilled deeper than that. But those bonds are only claimed by the state if the well is abandoned. The Williams fine would likely go into the Oil and Gas Conservation and Environmental Response Fund, which can be used for investigation or reclamation costs. In lieu of a fine, the state can require the operator to pay for an environmental study or some other program related to restoring the impacted resource, such as a water project.

<http://coloradoindependent.com/59528/state-set-to-levy-record-fine-in-benzene-guzzling-gas-drilling-case>

### USA, TX, TEXAS CITY, AUGUST 14 2010. BP TO PAY \$50.6M IN TEXAS CITY SETTLEMENT

The U.S. Department of Labor's Occupational Safety and Health Administration on Thursday announced that BP Products North America Inc. will pay a full penalty of \$50.6 million stemming from the 2005 explosion at its Texas City, Texas, refinery that killed 15 workers and injured 170 others. The agreement resolves failure-to-abate citations issued after a 2009 follow-up investigation. In addition to paying the record fine, BP has agreed to take immediate steps to protect those now working at the refinery, allocating a minimum of \$500 million to that effort. "This agreement achieves our goal of protecting workers at the refinery and ensuring that critical safety upgrades are made as quickly as possible," said Secretary of Labor Hilda L. Solis. "The size of the penalty rightly reflects BP's disregard for workplace safety and shows that we will enforce the law so workers can return home safe at the end of their day." Under the agreement, BP immediately will begin performing safety reviews of the refinery equipment according to set schedules and make permanent corrections. The agreement also identifies many items in need of immediate attention; the company has agreed to address those concerns quickly and to hire independent experts to monitor its efforts. Additionally, the agreement provides an unprecedented level of oversight of BP's safety program including regular meetings with OSHA, frequent site inspections and the submission of quarterly reports for the agency's review. Finally, in a step toward workplace safety corporate-wide, BP agrees to establish a liaison between its North American and London boards of directors and OSHA, which will allow the agency to raise compliance problems at the highest level. "Safer conditions at this refinery should result from this arrangement, which goes far beyond what can normally be achieved through abatement of problems identified in citations," said Assistant Secretary of Labor for OSHA Dr. David Michaels. "Make no mistake, OSHA will be watching to ensure that BP complies with the agreement and safeguards its workers." In September 2005, OSHA cited BP for a then-record \$21 million as a result of the fatal explosion at its Texas City refinery in March of that year. Upon issuance of the citations, the parties entered into an agreement that required the company to identify and to correct deficiencies. In a follow-up investigation in 2009, OSHA found that although the company made many changes related to safety, it failed to live up to several extremely important terms of that agreement. As a result, OSHA cited BP for "failure to abate" violations with penalties totaling a record \$50.6 million that BP now has agreed to pay. During that same 2009 investigation at the Texas City refinery, OSHA also identified 439 new willful violations and assessed more than \$30 million in penalties. Litigation before the Occupational Safety and Health Review Commission regarding those violations and penalties is ongoing and is not impacted by Thursday's settlement. To read materials related to Thursday's agreement, visit <http://www.osha.gov/dep/bp/bpagreement.html>. Under the Occupational Safety and Health Act of 1970, employers are responsible for providing safe and healthful workplaces for their employees. OSHA's role is to assure these conditions for

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America's working men and women by setting and enforcing standards, and providing training, education and assistance. In October 2009, OSHA announced \$87.4 million in penalties against BP resulting from its inspection of the Texas City plant earlier that year. The \$56.7 million penalty was levied for BP's failure to abate the hazards behind the fatal 2005 explosion. In November 2009, U.S. Department of Labor attorneys, in preparation for filing with the Occupational Safety and Health Review Commission, discovered that the department inadvertently had assessed 29 duplicate "failure-to-abate" violations totaling \$6.09 million. The penalty was therefore adjusted to \$50.6 million, still the highest fine ever issued by OSHA and paid by an employer.

[http://www.downstreamtoday.com/news/article.aspx?a\\_id=23727](http://www.downstreamtoday.com/news/article.aspx?a_id=23727)

### USA, OH, CANTON, AUGUST 14 2010. LAWSUIT ALLEGES BENZENE FROM LANDFILL CAUSED CHILD'S LEUKEMIA *shane hoover*

A former Bolivar couple says harmful chemicals released from the Countywide landfill caused their young son's leukemia. Brian and Jessica Tolloty, who now live near Columbus, make the claim in a lawsuit filed in Stark County Common Pleas Court against landfill owner Republic Services and its predecessor, Waste Management. The couple says their 3-year-old son, Tristan, was exposed before and after his birth in 2006 to cancer-causing compounds that were released or emanated from the landfill and developed acute myeloid leukemia as a result, according to the lawsuit. The landfill released benzene and other chemicals because it was improperly and dangerously operated, according to the lawsuit. The lawsuit doesn't explain how the boy was exposed to the chemicals or how it was determined that they caused the cancer. The family moved from Bolivar in 2008. Tim Vandersall, Countywide general manager, said he was unaware of the lawsuit and declined to comment. Randy Snow, a local attorney for the couple, said the complaint speaks for itself. He is working with an Illinois-based firm that specializes in cases involving benzene exposure. The lawsuit asks for more than \$25,000 in damages, plus punitive damages, costs and attorney fees. The case is assigned to Judge Taryn L. Heath. According to the Centers for Disease Control and Prevention, long-term exposure to high levels of benzene in the air can cause leukemia. In 2006, the Ohio Environmental Protection Agency ordered Republic to take steps to control odors at the landfill, where a chemical reaction involving aluminum waste had caused an underground fire. Weekly air monitoring began in May 2007 but is now done on a monthly basis. That "monitoring continues to show no exceedances of regulatory or health-based levels for the target pollutants," including benzene and other chemicals, said Ohio EPA spokesman Mike Settles.

<http://www.cantonrep.com/newsnow/x2092791282/Lawsuit-alleges-landfill-caused-child-s-leukemia>

### USA, ME, YORK, AUGUST 14 2010. OIL LEAK AT YORK APARTMENT BUILDING SPILLS UP TO 100 GALLONS >> 'NO ENVIRONMENTAL IMPACT,' CHIEF SAYS *nancy cicco*



A large fuel oil spill of approximately 100 gallons spilled inside and outside an apartment building located at 8 Ferland Street in York Friday morning. The oil delivered by the York Oil Company, was put into an open portal. Members of the York Fire Department and the Department of Environmental Protection safely contained the spill, according to York Fire Chief Chris Ballentine.

Gallons of home heating oil leaked from an outside tank and spilled onto a paved walkway outside a York Heights home Friday morning, bringing York Village firefighters, the oil company owner and Maine Department of Environmental Protection officials to the scene to clean up the mess. No one was hurt in the spill, which had "no environmental impact," according to York Village Fire Chief Chris Ballentine. An oil tank outside 8 Avon Ave. whose installation was incomplete was to

blame, according to York Oil and Propane owner Dave Woods. Woods' company was hired to fill the tank but is not responsible for the tank's installation, he said Friday. Ballentine estimated some 100 gallons had leaked from the tank onto a paved walkway, though Woods put that figure at less than 50 gallons. The incident occurred at about 9 a.m. Four tenants live in two apartments inside the home, according to landlord and property owner Arthur Berger of York. Berger on Thursday hired Woods' company to refill an oil tank at 64 Long Sands Road, the landlord said Friday. The address is the location of a separate apartment building owned by Berger that sits on the same parcel as the Avon Avenue building. On Friday morning, the York Oil delivery driver filled the tank at 64 Long Sands Road, but that tank only took 60 gallons, leaving the driver to doubt whether he was filling the correct tank, Woods said. The driver then began filling a separate tank outside the Avon Avenue home. That tank took on about 101 gallons and "the whistle was working," indicating it had room inside to receive the oil,

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Woods said. But then, the driver "started seeing oil seeping on the ground" and "immediately shut the nozzle off," Woods said. The driver then discovered the tank's installation had not been completed. "Protocol wasn't followed" in terms of the installation, Woods said. "The delivery bung hole was not connected to the boiler. The Firematic valve was not installed or connected to the delivery tubing to the boiler." Called to the scene, Woods put his finger where the Firematic valve should have been installed, he said. This stopped the flow of oil onto the ground for about 20 minutes while a plug was made. Woods praised the response of the York Village firefighters, who in turn called in the state DEP. Responders used absorbent pads, booms and SpeedyDry to clean the oil. "They took control of the location and said we did a fantastic job," Woods said. It's the first spill his company has been involved in since 2002, according to Woods. The DEP will hire a private company to wash and neutralize any remaining oil at the scene, Woods and Balentine said. DEP official Stephen Flannery could not be reached for comment before press time.

**Related Links** <http://www.seacoastonline.com/articles/20100813-NEWS-100819907>

<http://www.seacoastonline.com/apps/pbcs.dll/article?AID=/20100814/NEWS/8140312/-1/NEWSMAP>

### USA, GA, MACON, AUGUST 14 2010. ETHANOL IN GASOLINE COULD FUEL FUTURE DAMAGE

eleanor lissitzyn

**Watch the Video** <http://www.13wmaz.com/news/local/story.aspx?storyid=86369&catid=153>



Hadaway says you can see the ethanol damage in the fuel line on the right. Compared to an intact fuel line, the one on the right side is swollen and more flexible which means it easily detaches from the engine.

A Macon repair shop says they've seen a surge in business since going back about a year and a half, about the same time Georgian gas stations first began adding ethanol to their gasoline. William Hadaway is the service manager at Kenny's Repair Shop in Macon. Thursday he was working on a grass cutter with a faulty fuel line. He says the problem was caused by ethanol in the gasoline, which corroded the rubber line, making it swell and become fragile. "It's a solvent, like an acid, and it basically breaks down and eats the plastics and rubbers and glues," says Hadaway. Under a work bench sits a plastic paint bucket full of parts from small engines. Hadaway says most were damaged by ethanol, and since many product

warranties don't cover ethanol damage, that means costly repairs for consumers. "We have to tear it down, rebuild the carburetor, reseal all the welch plugs..." Kenny Robitzsch owns Kenny's Repair Shop, he says about 75% of their business has to do with damaged carburetors, and he attributes about half of that damage to ethanol. The Department of Energy ran tests on small engines like those on lawn mowers, chain saws, and grass cutters, and said they couldn't prove that the solvent caused engines to wear down. But Robitzsch says the situation is clear, "you can actually see the glue is melted away, and gasoline doesn't do that." Fortunately, it may be a problem with a easy solution. At Kenny's Repair Shop they sell a solution that contains an active enzyme that is supposed to help corrosion. It's supposed to work by stopping the ethanol from separating from the gasoline, which keeps it from becoming concentrated and therefore more a more powerful corrosive. But it won't stop the problem completely, and Robitzsch says the problem is sure to keep business in high gear.

<http://www.13wmaz.com/news/local/story.aspx?storyid=86369&catid=153>

### MALTA, DWEJRA, AUGUST 14 2010. ONE DEAD IN MOSTA FIREWORKS FACTORY BLAST

scott grech



*The Mosta explosion as seen from Zebbug.*

Mario Dimech, known as il-Bigillu, is being presumed as the sole victim of a fireworks factory explosion which occurred at around 3pm in Dwejra, limits of Mosta. The explosion of the Santa Marija 15 August fireworks factory saw scores of residents from Mosta and surrounding villages rush out of their houses, which shook after three loud bangs were practically heard from all over Malta. It is still unclear how the explosion happened, although witnesses who were present at the scene said that a group of men were loading some fireworks onto a truck which was intended to transport the fireworks to a nearby field, for the fireworks to be let off today or tomorrow evening, when the feast of Santa Marija in Mosta was expected to be in its pomp. The external celebrations marking the feast of Santa

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## Release 2010 – 633 Newsy Stuff

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

**August 20 2010**

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Marija in Mosta have now been cancelled. Just as the men were loading the fireworks, there was an explosion that was heard from several localities as far apart as Nadur and Marsascala. Trees which surrounded the fireworks factory fell, and debris flew, as the building collapsed into pieces. The streets leading to the area were clogged with traffic shortly after the explosion, amid fears that several fireworks enthusiasts, preparing for the feast were trapped inside the building. Mistaken reports on news portals, that at one point claimed that three people had died, added to the panic. The police tried everything to calm the situation down, and had several altercations with people who wanted to get as near the fireworks factory as possible to check whether their loved ones were safe, with mobile phone lines jamming at one point because of the large amount of people calling and sending text messages. Among those present on site there were Acting Prime Minister Tonio Borg, Deputy Opposition leader Anglu Farrugia, and MPs Michael Farrugia, David Agius and Edwin Vassallo, together with entrepreneur Zaren Vassallo, who is president of the band club associated with the fireworks factory in question. By 3.15pm, the fireworks factory was still churning out thick black smoke, and several small explosions were still taking place, making it difficult for the rescue people to work their way on site. At around 3.45pm, a man who was in the area at the time walked down from the site of the explosion – the fireworks factory is at the top of a hillock – and approached the crowd which had gathered at the foot of the hill. He said he was certain that several people were in the area at the time of the blast, but was unsure whether anyone was injured or not. Shortly afterwards, news filtered through that the only person who could not be traced was Mario Dimech, a fervent enthusiast of the Mosta feast. Several ambulances went on site but no one was reported to have been taken to hospital, police sources said. At 7.30pm police issued a statement saying that "probably there was a man inside the fireworks factory when the explosion occurred". At 9pm police issued another statement saying that searches in the area will resume this morning. This was the first time ever the Santa Marija 15 August fireworks factory took sole responsibility for the feast's fireworks for two years running. This was after another fireworks factory associated with the Mosta feast decided against producing fireworks after one of their most active members died in another fireworks factory explosion last October. Mario Farrugia, 26, was making fireworks for the St Mary's Fireworks Factory of Mosta in Ras il-Wied, in the limits of Bidnija, when the accident happened in October last year. He spent a number of days in hospital before succumbing to his injuries. This was the fourth fireworks factory explosion this year. Two people lost their lives in an explosion at the St Sebastian fireworks factory close to Qormi in February, and another man died in an explosion at a fireworks factory in an area between Zejtun and Marsaxlokk in May. There were no casualties in another explosion at the Gharghur fireworks factory in April.

<http://www.independent.com.mt/news.asp?newsitemid=110644>

### TRINIDAD, PORT-OF-SPAIN, AUGUST 14 2010. OIL LEAK THREATENS FARMLANDS IN TRINIDAD AND TOBAGO

A leaking oil pipeline belonging to state-owned Petrotrin has covered more than 30 acres of farmland in Trinidad and Tobago with some 200 barrels of crude, the country's energy minister said Thursday. "The leak developed on one of their (Petrotrin's) trunk lines from its main refinery in Pointe-a-Pierre", Trinidad's Energy minister Carolyn Seepersad Bachan said in a press briefing. "Because of the torrential rains across the country, the oil in that area had seeped into the Godineau river area", she added. Clean-up efforts have begun but contractors said it would be difficult to clear the crude from agricultural land and mangrove fields. Around 50 barrels have been recovered so far, but it was unclear whether the leak itself had been fixed. Seepersad said she has requested "a report with respect to the pipeline infrastructure to determine the structural integrity and the possible risk of any such event occurring again." The leak, which is believed to have occurred in old pipelines that had not been repaired or replaced for decades, has affected animals in nearby farms and caused thousands of dollars of damage to fishermen's nets, equipment and catch. There are reports of second leak that has spilled crude into the Gulf of Paria, but Seepersad and Petrotrin officials declined to confirm or deny the claims.

<http://www.google.com/hostednews/afp/article/ALeqM5j7fG36KSQC0OYuyIWjkw2MUSVkaQ>

### TRINIDAD, PORT-OF-SPAIN, AUGUST 14 2010. PETROTRIN PLUGS LEAKING WOODLAND VALVE

azard ali



*Oil Talk: Chief Executive Officer of State-owned Petrotrin Ken Allum, third from left shows Energy Minister Carolyn Seepersad-Bachan, centre.*

State owned Petrotrin has identified a leak on one of its oil pumps transporting crude to Pointe-a-Pierre as the possible cause of this week's oil spill into the waters of the Gulf of Paria which has affected several fishermen this week. The leak has since been plugged, Petrotrin's Chief Executive Officer, Ken Allum, assured during a tour yesterday with Energy Minister Carolyn Seepersad-Bachan of King's Wharf, San Fernando. Fishermen's boats and nets became smeared with oil last weekend. As a result, they had to curtail fishing activities,

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and have been counting losses of fish stock and equipment. During the tour, the minister said compensation would be paid to affected fishermen. The compensation regime is too low, she added, and the ceiling would be raised to facilitate the pay-out of larger sums in the future to fishermen affected by oil spills. Allum told the fishermen on the Wharf that heavy rains which caused flooding over the past week, resulted in seepage of oil in one of its storage tanks in Woodland. However, a tour was made of the Godineau River yesterday by the Petrotrin CEO and company personnel, but there were no signs of oil on the water. "We have plugged the line which transports crude from Woodland to Pointe-a-Pierre. But today, we went as far as the mouth of the Godineau River, but we have seen no oil," Allum said. Seepersad-Bachan said that while the compensation scheme would be revised to increase the amount fishermen could claim for damage due to oil spills, the Energy Ministry intends to reactivate the use of equipment to "finger-print" oil in order to determine its source. Sources of oil spills could be far and wide, Seepersad-Bachan said, and the blame must be laid in the right place. Testing with certain types of equipment can determine whether the oil is locally produced, or from a foreign source. "Yes, we intend to compensate the affected fishermen, but the ministry intends to re-introduce the use of equipment to "finger-print" oil in order to determine the source. What we have seen here indicates there is no widespread oil spill," Seepersad-Bachan said.

<http://www.newsday.co.tt/news/0.125760.html>

### **USA, TX, HOUSTON, AUGUST 14 2010. BP, OSHA SETTLE 270 CITATIONS AT TEXAS CITY**

BP Products North America Inc. agreed to pay \$50.6 million in a settlement with the US Occupational Safety and Health Administration to resolve 270 of 709 citations issued to BP at its 455,790 b/d refinery in Texas City, Tex. In citations issued in October 2009, OSHA alleges BP failed to fulfill an agreement following a Mar. 23, 2005, refinery explosion and fire that killed 15 people and injured 170 others. BP contested the citations, maintaining the refinery undertook extensive actions to enhance worker safety since 2005 in full conformance with the 2005 agreement. In addition to the \$50.6 million, BP agreed to spend \$500 million during 2010-16 in a program designed to implement process safety practices and address potential hazards identified through engineering reviews. The US Chemical Safety and Hazard Investigation Board issued a series of recommendations during a 2-year period. The recommendations were made to BP, the American Petroleum Institute, OSHA, and others (OGJ, Sept. 8, 2008, p. 20). In settlement announced Aug. 12, BP and OSHA established a schedule for refinery activities that are to be verified by independent experts and OSHA. The \$500 million is in addition to the more than \$1 billion that BP spent on safety and infrastructure improvements at the Texas City refinery during 2005-09. Iain Conn, BP's global head of refining and marketing, said, "BP and OSHA are jointly committed to workplace safety, and a strong relationship with OSHA is of great importance to BP."

[http://www.ogj.com/index/article-display/4046983220/articles/oil-gas-journal/general-interest-2/hse/2010/08/bp - osha settle 270.html](http://www.ogj.com/index/article-display/4046983220/articles/oil-gas-journal/general-interest-2/hse/2010/08/bp-osh settle 270.html)

### **PUERTO RICA, SAN JUAN, AUGUST 14 2010. CAPECO [CARIBBEAN PETROLEUM] FILES FOR CHAPTER 11 BANKRUPTCY, BLAMES PR EXPLOSION**

*patrick fitzgerald*

Caribbean Petroleum Corp. filed for bankruptcy protection Thursday about 10 months after a massive explosion destroyed the company's storage facilities in Puerto Rico. The privately held oil and gas distributor, which is controlled by Israeli businessman Gad Zeevi, filed for Chapter 11 protection in U.S. Bankruptcy Court in Wilmington, Del., with a plan to auction off its assets. The catastrophic explosion on Oct. 23, 2009, and resulting fire destroyed much of the company's Bayamon storage facility and rocked the San Juan area, according to court papers. The explosion, which registered 2.8 on the Richter scale, dealt the company a blow from which it never recovered, according to Chief Financial Officer Nicolas Lopez Pena. "Collectively, the effects of the explosions have caused the virtual shutdown of the debtors' operation," Pena said in court papers. It also left the company on the hook for significant environmental liabilities and clean-up costs. The Environmental Protection Agency has barred the company from using its surviving facilities pending an inspection. The company is also facing numerous lawsuits for property damage and injuries. It estimates that plaintiffs in these suits are seeking more than \$455 million. Caribbean Petroleum is selling its assets--among which are a network of Gulf-branded service stations, six pipelines and a deepwater dock in San Juan Harbor--without the benefit of a stalking horse, or lead bidder. Stalking horse bidders, which set a floor price for the assets on the block, are a common feature at many bankruptcy auctions. However, the company owes Banco Popular de Puerto Rico \$137 million, and the bank holds a lien on virtually all the company's assets. Caribbean Petroleum said it will allow the bank to "credit bid" its secured debt, meaning the bank debt could serve as a de facto stalking horse bid. All told the company listed assets of less than \$500 million and debts of somewhere between \$500

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million and \$1 billion in its bankruptcy petition. The company's Chapter 11 case is being handled by Cadwalader, Wickersham & Taft. The case number is 10-12553. Judge Kevin Gross has been assigned the case.

<http://www.automatedtrader.net/real-time-dow-jones/11625/caribbean-petroleum-files-for-chapter-11-bankruptcy>

### USA, WI, BROOKFIELD TWP, AUGUST 14 2010. MAN'S SUICIDE ATTEMPT HOSPITALIZES TWO OFFICERS

tom murray

[Thanks to Jetty in NL]

■ **Watch the Video** <http://www.620wtmj.com/news/local/100485059.html>



A young man attempted suicide early Wednesday morning using a method that put his family and police officers in extreme danger. Toxic fumes overwhelmed Officer Adam Breyer at a family home in a Town of Brookfield neighborhood. "That's when I started to realize, we've got to get out of here," Breyer told Today's TMJ4 reporter Tom Murray. A 20-year-old man mixed an often lethal household chemical blend in an apparent suicide attempt. "It's the first time in my life I can say I actually tasted a smell," Breyer explained. "A real metallic taste." Breyer, his partner, the young man and his father all went to the hospital. "It's a selfish act that could have taken several lives," said Capt. Tim Imler, Breyer's supervisor. The man used a fatal recipe that's become common in Japan suicides and is spreading online. The mix is often done in the closed confines of a car. The fumes are invisible but can be deadly with just one whiff. Some people out to take their own lives have put bio-hazard signs on their windows to warn anyone approaching. "Unexpected

personnel can open the door of a car or go into a residence and be immediately overcome," Imler said. The Town of Brookfield Police Department recently got a nationwide law enforcement alert about so-called 'detergent suicide.' Officer Breyer immediately remembered that bulletin when he walked into that basement. "It's nasty stuff," he said. Breyer, his partner and the father were treated at Waukesha Memorial Hospital and released. The young man who attempted suicide remains under medical care.

<http://www.620wtmj.com/news/local/100485059.html>

### USA, PA, COWANSHANNOCK, AUGUST 14 2010. CHLORINE BLEACH TANK BREAKS AT SAGAMORE TREATMENT PLANT



A tank containing sodium hypochlorite or chlorine bleach ruptured while it was being filled Thursday afternoon at the Cowanshannock Township Water Authority's Sagamore water treatment plant. An employee for Barber's Chemicals of Sharpsville, Mercer County, was at the remote CTWA treatment plant, along Clark Avenue, to fill the 150-gallon plastic tank around 3:30 p.m. Thursday when it ruptured and spilled into an adjacent containment pond. After the spill, the employee contacted the water authority's secretary, who phoned 911 and contacted water authority workers. Water authority employee Frank Eckman said he and employee George "Red" Wranich were out looking for a leak in another waterline when they received the call about the spill. "We were told it was 150 gallons, so we rushed over to the plant and found the guy from Barber's inside," he

said. "We made sure he was OK and began to assess the spill." Eckman said the aging tank was almost empty, which was why it was being refilled. He estimated that between 20 and 30 gallons of the water conditioning solution was spilled on the floor of the building. "Basically it drained out to the containment pond behind the building and from my understanding, it will just evaporate in the sun," Eckman said. "It turned out to not be that big of a deal really." Armstrong County Hazmat Coordinator Vince Cappo agreed with Eckman, saying the spill was not as bad as originally thought. "When I got the call, I was told it was a chlorine tank that was leaking. Chlorine gas is toxic and can be very hazardous if it is inhaled," Cappo said. "When we found out it was sodium hypochlorite, we were able to downgrade the incident." Cappo said Rural Valley Fire Department and the county Hazardous Operations Support Team, or HOST, were dispatched to the incident, but hazmat crews were called off while on their way to the scene. As crews were wrapping up, Cappo showed a piece of the tank to Eckman and was able to break the piece in half with little effort. "The problem is that this tank and the other one they have are both old and because the bleach is a corrosive material, it has deteriorated the plastic to a point where it is very brittle," Cappo

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said. "It's not really a surprise that the tank failed." Eckman said the authority would purchase new tanks as soon as possible to replace the existing tanks. The treatment facility, located at the end of a dirt road about a half-mile from Sagamore Road, serves the Sagamore neighborhood of the township. Wranich said the water comes from wells in Sagamore and along Fisher Farm Road and is treated and sent to holding tanks near Sagamore. The gravity system then allows water to flow into the homes as needed.

[http://www.pittsburghlive.com/x/leadertimes/news/s\\_694764.html](http://www.pittsburghlive.com/x/leadertimes/news/s_694764.html)

**USA, GA, ATHENS, AUGUST 14 2010. CHEMICAL FIRM ORDERED TO BEGIN CREEK CLEANUP >> COMPANY ALSO AGREES TO CONTAIN RUNOFF AND MONITOR WATER QUALITY**

 **Photo Gallery [28 PIC'S]** <http://athenscms.com/oa/zenphoto/072810-athens-chemical-fire/>

 **Photo Gallery [10 PIC'S]** <http://athenscms.com/oa/zenphoto/073010-trail-creek-runs-blue/>



*Contaminated waters from Trail Creek pour into the North Oconee River on Thursday. The water in the east fork of the stream was contaminated Wednesday when a J&J Chemical Co. plant burned.*

The state Environmental Protection Division has ordered an Athens chemical company to begin cleaning toxic chemicals out of an Athens creek contaminated by runoff from a July 28 fire at the company's factory off Olympic Drive. Todd Boyd, president of J&J Chemical Co., also agreed to prevent any more contaminated runoff from trickling into a nearby tributary of Trail Creek, according to a consent order signed Thursday. A private company hired by J&J Chemical began pumping water out of Trail Creek at Olympic Drive and Athena Drive on Thursday. Machines pass the water through big activated carbon filters before returning it to the creek. Under the consent order, J&J Chemical also will begin demolishing the burned building in Athens Technology Park, identify what chemicals are in the debris and properly dispose of the material. Boyd also agreed to continue monitoring water quality in several locations along Trail Creek twice a week until contaminants are no longer detected in the water. Meanwhile, lab tests show the level of contaminants in Trail Creek continue to decline, the EPD announced Friday. In water samples taken earlier this week where Trail Creek empties into the North Oconee River at Dudley Park, paradichlorobenzene was measured at 14 parts per billion, the EPD said. On July 29 at about the same place, scientists measured a concentration of 407 parts per billion. Samples taken July 29 and later

farther downstream in the North Oconee and Oconee rivers show no detectable paradichlorobenzene, the EPD said. Firefighters poured about 740,000 gallons of water on the fire as they tried to save part of the building July 28. Much of the runoff wound up in Trail Creek, including the benzene compound, perfumes, formaldehyde and dye that colored the water blue for miles downstream. J&J Chemical used the chemicals to make products like toilet bowl disinfectant and graffiti remover. The runoff killed nearly 16,000 fish, along with frogs, turtles and many other creatures - almost all life in the stream, according to state Department of Natural Resources scientists. People who lived downstream also worried that their health could be affected by the toxic blue water. The EPD has recommended that people and pets stay out of the creek until tests show the contaminants are gone.

### Related Links

- [Fire destroys chemical plant](#)
- [Chemicals foul creek after fire](#)
- [Response to fire and chemical spill fell short, most agree](#)
- [State: 15,000 fish died after spill in Athens creek](#)
- [Officials: Avoid contaminated creek](#)

[http://www.onlineathens.com/stories/081410/new\\_695012352.shtml](http://www.onlineathens.com/stories/081410/new_695012352.shtml)

**INDIA, HIMACHAL PRADESH, SHIMLA, AUGUST 15 2010. TWO DIE AS OIL TANKER FALLS INTO SATLUJ RIVER**  
*himvani*

Two persons were killed as an oil-laden tanker rolled down into Satluj river at Talai area near Rampur this afternoon, police said. Driver of the ill-fated vehicle, Shaish Ram (40), and another person, Mukesh (19), succumbed to their injuries on the spot

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and their bodies were retrieved later in the day. The tanker was owned by HIMFED and was on its way to Tapri of Kinnaur district. Police said oil spilled into the river within few minutes polluting water to a great extent.

<http://www.himvani.com/news/2010/08/14/two-die-as-oil-tanker-falls-into-satluj-river/6465/>

#### USA, PA, PLAINFIELD TWP, AUGUST 15 2010. PEN ARGYL COUPLE ALLEGE COMPANIES RESPONSIBLE FOR GAS TANK EXPLOSION THAT KILLED THEIR SON, LAWSUIT SAYS

bill wichert



*Firefighters battle a fire and explosion at the Cherry Hill Tree Farm on Creamery Road in Bushkill Township.*

The Pen Argyl couple whose 12-year-old son died last month in an explosion at a Bushkill Township farm is suing two companies they claim are responsible for the underground propane tank that set off the blast. Kraig and Dana Hahn claim the tank was defective and had been installed negligently, leading to the explosion that killed their son, Luke, and left Kraig Hahn with severe burns on more than 80 percent of his body. The legal challenge is being brought against Cumberland

County, Pa.-based American Welding and Tank Co., the tank manufacturer, and Missouri-based Inergy Propane, LLC, which installed the tank, according to the lawsuit. A separate lawsuit against the same companies is slated to be filed within the next two weeks on Luke's behalf, according to Mark Altemose, the attorney representing the Hahns. Kraig Hahn remains in an induced coma at Lehigh Valley Hospital. "They're taking it day by day," Altemose said of the family. "That's all they can do." Ted Reilly, vice president of sales & marketing for American Welding and Tank, declined to comment Friday and referred questions to company President Terry Ross. Ross did not return a call late Friday afternoon for comment. Debbie Hagen, an Inergy spokeswoman, also did not respond later Friday afternoon to a phone call and e-mail seeking comments. The accident occurred July 5 at the Cherry Hill Tree Farm when Kraig and Luke Hahn were working to expand the play area near a swimming pool, according to the lawsuit. Luke Hahn was driving a dump truck over the area of the underground propane tank and knocked into the tank, causing a propane gas leak, the lawsuit states. Luke Hahn got out of the truck and Kraig Hahn, who was operating a backhoe, turned toward the dump truck as the tank exploded, according to the lawsuit. The 1,000-gallon tank burned for two more days. Altemose said two of the primary problems with the tank were the fact that its cover was painted green and a barricade was not placed there to guard against vehicular traffic. These types of housing covers are not designed to withstand the weight of heavier vehicles, he said. "We believe you don't camouflage hazardous tanks," Altemose said. The Hahns want to make sure a similar situation doesn't happen again, their attorney said. One of the goals of the litigation is to convince manufacturers and installers to take the appropriate precautions and inform the public of the potential dangers posed by these systems, Altemose said. "Notification needs to be made to the public," he said.

<http://www.lehighvalleylive.com/slate-belt/index.ssf?/base/sports-0/1281758946196940.xml&coll=3>

#### USA, N.Y, BINGHAMTON, AUGUST 15 2010. RAILROADS' GUARDED SECRET: NOT EVEN HAZMAT TEAMS ARE TOLD WHAT'S ON TRAIN >> POTENTIALLY LETHAL CHEMICALS ROLLING THROUGH OUR BACKYARDS

julia hunter



*A tanker leans off the track near Crandall and Thorp streets in Binghamton after a June derailment of a Norfolk Southern train. The railroad didn't notify local officials of the incident, even though there were residual amounts of chlorine and ammonia in the cars that derailed. Above, members of the Chemung County HAZMAT team practice sealing a tanker valve in a simulated chlorine-release incident.*

Trains carrying deadly chemicals rumble through our backyards every day, but railroad companies hauling them refuse to publicly disclose exactly what those substances are, or how often they travel through the area. Only the railroads are required to know what's in the cars they're shipping, said Federal Railroad Administration spokesman Warren Flatau. Local emergency workers, who would respond to a leak, spill or fire, have no knowledge of what's being transported on those cars until an accident happens. So what's behind all the secrecy? And can local HAZMAT teams adequately prepare for emergencies if they aren't sure which

chemicals are being brought through and with how much frequency? Railroad authorities say it's a matter of national security. But advocates for the public argue the rail cars are clearly marked, and if terrorists wanted to find a car full of hazardous

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material, they easily could. An Emergency Response Guidebook, used by first responders during derailments and other HAZMAT incidents, provides a list of codes and their corresponding chemicals. The information can also be found with a quick Internet search. "They think that having the public know about the shipments of these cargoes is somehow a security breach," said Fred Millar, a Washington D.C.-based consultant on HAZMAT transportation issues and national security. "That is absolutely ridiculous. ... These are gigantic tank cars with placards on the side going to and from the same places. "The only people being kept in the dark are the American public." The FRA said while they don't disclose specifics, they make an effort to keep emergency workers informed. "Upon request, local officials will be provided ... the top chemicals transported on an annual basis," Flatua said. He noted they aren't required to provide a list of every chemical transported, or the quantity -- something Broome County emergency workers have been concerned about since a derailment of hazardous chemicals in June. Two of three railroad companies that travel through Broome County, including the one that travels through Chemung and Steuben counties, refused to disclose a list of chemicals they transport when asked to do so by this newspaper. The smaller company -- New York Susquehanna & Western Railway, which carries less hazardous chemicals -- showed this newspaper its HAZMAT profile. The most dangerous chemical it transports is propane, supervisor Joe White said. Norfolk Southern and Canadian Pacific -- both bigger railroads that routinely carry deadly inhalants such as chlorine and ammonia -- wouldn't release such information. If chlorine or ammonia were to escape from a punctured tanker -- in an accident or derailment -- it would form a toxic cloud. A compromised 90-ton rail car of chlorine could create a plume 15 miles long by 5 miles wide, according to The Chlorine Institute. The result could be deadly. "It hugs the ground. It's a perfect killing cloud," Millar said. "And the reason that we know it's a perfect killing cloud is it was used in WWI to kill soldiers on all sides. "It is a well-known terror weapon and we ship it through our communities like it was peanut butter." But only the railroads know when these chemicals are loaded on a train. "Norfolk Southern does not make public details of specific hazardous commodities moving through any communities," spokesman Rudy Husband said. "If Broome County would like to make a request, they can provide that information (to the public). That's their decision. We feel that it's better from a security standpoint to keep that information non-public." Canadian Pacific said the U.S. Department of Transportation and the Department of Homeland Security "bar railroads from making that information public through media." A spokesman could not cite specific directives in which this was communicated to railroads.

### A Close Call

Disclosure was a concern for Broome emergency personnel on June 2, when a car carrying residual amounts of chlorine and anhydrous ammonia derailed in the center of Binghamton, at Crandall and Thorp streets. When the cars derailed, Norfolk Southern did not alert local emergency officials because it didn't believe there was any potential danger to the public, Husband said. Emergency personnel learned about the derailment two hours later when someone at a nearby senior citizen's center called concerned, asking if the senior center should be evacuated. "We should immediately be notified of a derailment involving hazardous materials and serious derailments, and not wait for (the railroad) to size up and investigate the whole thing and decide whether there's a hazard to the people," Broome County Emergency Manager Brett Chellis said. "We need to know immediately so we can be prepared to move people if we need to, especially in a populated area like Binghamton. That's our biggest concern." Though the tanks were "effectively empty," according to railroad officials, tank cars carrying residual amounts of chemicals can still hold up to a few hundred gallons of product, Chellis said. Four cars derailed during the incident. There was minor damage to the outside of at least one car, and though the cars remained upright, they leaned slightly. Though local officials weren't called, Norfolk Southern brought in a private environmental monitoring company. "I questioned them," Chellis said. "I said 'if you were so sure there was no release, and you didn't need to call, why do you have these people here?' And they were like, 'well, we like to document the fact that there was no release in case someone questions it.'" "This was such a minor incident," Husband said. "The cars remained upright, there were no leaks. They were empty. There really wasn't any obligation on our part to notify local officials." He said Norfolk Southern would have contacted the locals had there been a leak, or if the cars had been on their side. Federal Railroad Administration spokesman Rob Kulat was surprised to hear the incident wasn't immediately reported to local emergency personnel. While the decision is a judgment call, a major factor in deciding whether to contact local officials -- even if there isn't a leak -- is where the derailment occurs, Kulat said. In this case, the hazardous material cars came off the tracks in the middle of the city. "If it's in a downtown or residential area, yes, but if it's in the middle of nowhere, no," Kulat said. First Ward councilwoman Teri Rennia said those who live in the area, which includes senior citizens centers and is in the middle of a residential neighborhood, were alarmed by the incident. "I think that it's very unnerving for my constituents who live in that neighborhood," Rennia said. "They were quite upset that no one had reached out to them. Cause the next time, it might be something to be concerned about."

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# Dangerous Goods - Hazardous Materials Group & Network

## Release 2010 – 633 Newsy Stuff

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

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### Less Concern Elsewhere

Railroad tracks run right through the middle of heavily populated areas in Chemung and Steuben counties, but local emergency officials say they aren't overly concerned about a toxic spill. If a derailment and major spill occurred in downtown Elmira or other population center, the main responsibility of local authorities would be to get people out of harm's way, said Michael S. Smith, Chemung County fire and emergency services director. "It would be beyond our capability to deal with locally," he said. "Our (Elmira) fire department has a material response team that is competent and well-trained. But they don't operate at a level that would allow them to do remediation on something of that magnitude. We would look to the railroad to quickly bring in hazardous material companies. What we would be looking for would be to get people out of harm's way." Officials say they have a general idea about the types of materials that come through, but they have no idea what or how much is coming through at any given time. Smith said one of the most common and volatile materials shipped through the area is propane. Knowing hazardous materials are shipped through the area on a daily basis is not a major cause for concern, as long as there is a plan to deal with it, he said. "Not any more than it does knowing that the river goes through the area. It's a hazard we know exists and we live with it," Smith said. "We keep an eye on them, and I guess awareness is the key. We know it's beyond our capability to deal with. The issue is appropriate response." Fire departments in Schuyler County are also trained to handle small hazardous material spills, but would have to call in reinforcements in the event a major spill involving rail cars, said county emergency management coordinator William Kennedy. "Part of our response plan is if it's in a populated area, evacuate to a distance and then the railroad would bring in a team to clean up the mess," said Kennedy, who said he isn't aware of much toxic material passing through Schuyler. With several major highways, Steuben County is more likely to have a hazardous material spill from a truck than a train, said county emergency services director Michael Sprague. Steuben County did have an incident a few years ago when a Norfolk Southern railcar carrying butane went off the track at the Gang Mills rail yard. That incident was reported by a passerby, not the railroad, but there was no actual spill or leak, Sprague said. "We need an actual spillage before the railroad needs to call us," he said. "In this case, the railroad felt they had it under control so they weren't telling anybody. It's debatable, but if there's a release (of chemicals), they notify us right away. "We know it's there every day," Sprague said. "There's the potential. It's always there."

### Are We Prepared?

While most emergency responders across the region say they're appropriately prepared for a hazardous materials derailment, some admit there is only so much an agency can prepare for. "We have trained and we try to make ourselves as prepared as possible, but I don't think anyone is fully trained and prepared for a multi-train derailment of the worst case scenario," Elmira Fire Capt. Carlo Masia said. Elmira's fire department serves as the HAZMAT team for Chemung County. It's comprised of 48 members. Chemung, as well as HAZMAT teams in Steuben and Broome counties, are equipped with air-tight suits that allow them to walk into toxic clouds, and equipment to help repair a rail car leak. Still, the equipment has its limits. Steuben, Chemung and Broome counties each have a kit to repair chlorine leaks, but they each have only one. The kits are specifically designed to fit over the valve at the top of the tanker, where most leaks occur, said Binghamton Asst. Fire Chief Richard Allen Jr., who is also the training instructor for the department. He noted it would be extremely uncommon to have more than one rail car leaking from their valves. "If you end up with a rupture on the side of the tank itself, which is extremely hard to do ... you're probably not going to stop that type of leak," Allen said. The HAZMAT team would make evacuation a top priority and attempt to stop or slow the leak with other equipment, he said. They have airbags and material to wrap around a train car with a leak on the side.

### In the Case of a Chemical Inferno?

"Usually with types of things like that, unfortunately, the reality is a lot of times you just have to stand back and let the product just burn off," Allen said. "... Sometimes the fire actually helps detoxify the chemical." But exactly what chemical is leaking is extremely important. It's why Chemung County's team has a chemical hazard intervention team, comprised of chemists from local industries. "They advise us how to respond to different chemicals," Masia said. Broome's team also has members from Binghamton University and former IBM workers with knowledge on the subject. Because the response to each chemical is different, and the wrong response can exacerbate the situation, Allen said teams could benefit from newly developed equipment that helps HAZMAT teams distinguish what they're dealing with. With a price tag of \$40,000, the equipment is cost-prohibitive for most departments. Though HAZMAT crews can determine the contents of rail cars labeled with a placard, Allen noted the possibility exists that the train crew could die or placards could be hidden or fall off in a serious disaster. "I think it'd be something that would be great, but I think it's something that neither (the city) or the county can afford," Allen said. This is exactly why it's so important for local emergency workers to be kept in the loop as to what's going through the county, Chellis said. The June derailment has made the Broome County emergency planning committee consider more closely what's coming through the rails on a daily basis. Chellis said in the three years he's been emergency manager, the committee hasn't

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requested a log of the products that are being brought through on the rails and the approximate frequency, but he is working on making requests to Norfolk Southern, Canadian Pacific and New York Susquehanna & Western Railway. The logs could help the city and county HAZMAT teams assess the equipment necessary and use Homeland Security funds to better prepare for an emergency, Chellis said. "If we can get a list of the products they're bringing through, and we can get a list of the approximate frequency, we can review that, compare it to our planning, look at our capabilities of our HAZMAT teams, and see whether there's any additional resources that they need," Chellis said. "This stuff does have to get moved, obviously. But we certainly think the railroad should be proactive in keeping us informed."

**Chemicals on Railcars** - Top 15 chemicals carried by rail in the U.S. [Tonnage Chemical Carloads (millions) % total]

1. Ethanol, anhydrous 214,998 20.61 12.9 %, 2. Polyethylene 186,684 17.24 10.8 %. 3. Sodium carbonate 101,527 10.48 6.6 %, 4. Potassium chloride 88,547 9.22 5.8 %, 5. Polypropylene 82,644 7.89 5.0 %, 6. Caustic soda 52,740 5.13 3.2 %, 7. Sulfuric acid 41,354 4.06 2.6 %, 8. Ammoniated nitrogen fertilizer 41,182 4.04 2.5 %, 9. Polyvinyl chloride 41,584 3.85 2.4 %, 10. Urea other than liquid 34,711 3.38 2.1 %, 11. Diammonium phosphate fertilizer 33,216 3.18 2.0 %, 12. Monoammonium phosphate fertilizer 30,902 3.02 1.9 %, 13. Anhydrous ammonia 33,448 2.63 1.7 %, 14. Liquefied chlorine gas 25,316 2.26 1.4 %, 15. Phosphatic fertilizer 22,696 2.16 1.4 %, Source: 2008 Surface Transportation Board Waybill Sample

### Related Links

- [Notable rail accidents involving chemicals](#)
- [Binghamton ordinance unenforceable](#)
- [Database of train derailments across the country](#)

<http://www.pressconnects.com/article/20100814/NEWS01/8140340/112/Railroads--guarded-secret--Not-even-HAZMAT-teams-are-told-what-s-on-train>

## USA, GA, SOUTH BIBB CO, AUGUST 15 2010. OLD JET FUEL SPILL SPARKS WATER CONTAMINATION FEARS IN SOUTH BIBB

s. heather duncan



Heidi Aldridge points out neighbors who are using wells in her community across from Middle Georgia Regional Airport in south Bibb County. Aldridge and her family are drinking bottled water because they became concerned about possible contamination to the groundwater in the area.

A soil and groundwater cleanup at the site of a 30-year-old jet fuel spill in south Bibb County has alerted neighbors for the first time to the water contamination in their community. A pipeline supplying Robins Air Force Base with jet fuel from a bulk fuel storage terminal in south Macon has leaked several times in past decades, said Mark Smith, chief of the land protection branch for the Georgia Environmental Protection Division. The company that now owns the pipeline, San Antonio-based

NuStar Energy LP, has installed a system to extract fuel contamination from soil and groundwater at Feagin Road, which is across Ga. 247 from Middle Georgia Regional Airport. The company is not cleaning up a second old leak on Barnes Ferry Road, but it is testing the well water of nearby residents monthly, Smith said. The EPD has no estimate of how large either of the spills were, he said. Smith said state environmental officials thought that because residents in the Feagin Road area have access to city water, they were all using it. But members of this rural community say many residents still drink from wells or use well water for their livestock and gardens. Heidi Aldridge learned at a recent birthday party in her neighborhood that her water might be unsafe to drink. She moved into her home on McArrell Drive about 10 years ago, and initially her family used Macon Water Authority water. But during the current recession her husband lost his job, and the family sought to reduce their bills. So they started using their well again, Aldridge said, and would now have to re-plumb to switch back. "If anyone had told us (about the water), we wouldn't have done that, or we would have tested the water first," said Aldridge, drinking bottled water in her backyard as chickens and a turkey pecked in the shade at her feet. "My concern is I have four children out here and I have animals. Should we get our water tested? Whose responsibility was it to tell us, or were we even supposed to be notified?" Smith, with the EPD, said, "If we were aware of it, we would notify somebody." But he said the state doesn't check periodically to see if people have moved from city water to well water. Smith said the state has not issued any guidelines for use of the water for gardens or animals. With this kind of contamination, he said, "You can usually tell by the smell and the taste." He said residents using well water can provide the EPD with a map showing their well location, and the agency can let them know whether testing is needed. EPD could ask NuStar to conduct the testing. "Deeper wells are likely to be impacted, whereas shallow wells might be," Smith said. Lonzy Edwards, who represents the area on the Bibb County Commission,

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called the EPD's response "a scandal." "It's shameful to see how lax they've been at protecting the people who rely on that water," he said. "It's an outrage that more has not been done to let people know. ... That really hacks me off. To call themselves the Environmental Protection Division is laughable when you have this kind of gross disregard." Edwards said he had heard rumors over the years about high cancer rates in the area and now wants to investigate further. He said he plans to file a Freedom of Information request with the EPD.

#### **Spill Details Sketchy**

Although Georgia law requires that leaks from underground fuel storage tanks be reported and cleaned up, it does not require the same of pipelines, Smith said. EPD has asked NuStar to clean up the old spill at Feagin Road, and the company agreed to do so voluntarily, he said. Chris Cho, a spokesman for NuStar, wrote in an e-mail: "NuStar is committed to environmental stewardship and being a good neighbor, so we have already invested more than \$2.2 million to remediate the areas that were affected by the historic leak(s), and our investment in this effort continues." The jet fuel pipeline was installed in 1963 and was owned by ST Services at the time of the spills, Smith said. It has twice changed hands in the past five years, he said. Cho said that by the time NuStar bought the pipeline, most of it had been replaced, and the new line was coated and equipped with protection to prevent corrosion. NuStar still performed a comprehensive integrity test on the line, which revealed no problems, he said. The company continues to monitor the pipeline regularly and inspect safety systems, such as emergency isolation valves. The Feagin Road leak happened in 1980, Smith said. He said the EPD does not know when the Barnes Ferry leak occurred, but it was probably before 1994 because of the type of fuel involved: Jet Propulsion-4, the primary fuel used by the Air Force from the 1950s until 1995. This type of fuel was a half kerosene-half gasoline blend. Smith said the chief pollutant of concern now is benzene. According to the federal Agency for Toxic Substances and Disease Registry, ingesting kerosene or benzene can cause stomach irritation, dizziness, convulsions and death, depending on the amount. Benzene exposure can cause cancer. Smith said the EPD is working with NuStar on both release sites. He said he does not know why the company is cleaning up the Feagin site but not the Barnes Ferry leak, nor why water is being tested at Barnes Ferry but not Feagin. He did not know how long NuStar had been conducting the well water testing, nor what it had found. At one point, Smith said the Barnes Ferry spill was of comparable size with the Feagin spill, but later said it might be smaller. He said the Barnes Ferry spill affects an area east of the railroad tracks where the road runs east/west. Cho explained that NuStar has spent \$834,000 investigating the impact of the Barnes Ferry spill, and once enough information is collected, the company will propose a cleanup remedy to the EPD. He said the contamination there goes as deep as 86 feet. Cho said NuStar's testing had shown no contamination in Barnes Ferry residents' wells, but "out of an abundance of caution, NuStar has worked with some residents with domestic water wells to help them obtain connection to the municipal water supply." The EPD first learned of the Feagin Road contamination in 1997, when its underground storage tank division was notified of a spill that could not be traced to an underground storage tank, Smith said. In 2002, the EPD asked for ST Services to create a work plan for cleaning up the site, and the company complied, he said. Much of that spill was on property owned by Magnolia McLendon on Feagin Road. It contaminated her well at the time, so she had another well drilled deeper and eventually moved to city water when given the chance, she said. Edwards said McLendon's property extends to the Ocmulgee River, and he expressed concern about whether the polluted groundwater might flow downhill toward it. In 2007, NuStar collected 4,300 gallons of the contaminant from the surface of groundwater beneath the pipeline on Feagin Road, Smith said. Cho said the maximum depth of the contamination there is 120 feet. Late last year, a NuStar contractor took 25 core samples and drilled 42 monitoring wells, most on McLendon's property but some also to the north toward Ga. 247, Smith said. He said the test wells move along the pipeline, but he did not know whether groundwater farther south on Feagin Road had been tested. It's unclear whether the test sites were chosen based on underground water flow and topography. John Bufford has lived on Feagin Road south of McLendon for about 15 years, and he relied on well water until his pump gave out during the recent drought. He says he's not concerned about the pollution because the topography indicates groundwater would flow away from his property. NuStar conducted a pilot test of a new system for extracting the underground chemicals by creating a vacuum above the water table. The full system was installed in February, and it could run for two or more years, Smith said. Cho said NuStar has spent \$1.4 million on it so far.

**Related Links** [Other pollution, distrust of government cloud water issue](#)

<http://www.macon.com/2010/08/15/1229614/south-bibb-residents-fear-contamination.html>

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