



## Dangerous Goods - Hazardous Materials Group & Network Release 2010 – 592 Newsy Stuff

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

**April 17 2010**



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### **USA, KY, COVINGTON, APRIL 9 2010. FIREWORKS DEALER SENTENCED TO 4 MONTHS IN PRISON**



A northern Kentucky businessman who said he wanted to be the largest pyrotechnics seller in the state was sentenced to four months in federal prison after pleading guilty to one count of distributing explosives without a license. Forty-five-year-old Sam Droganes of Fort Mitchell was sentenced Wednesday in U.S. District Court in Covington. The Kentucky Enquirer reported Droganes told Judge David Bunning his enthusiasm to grow the family fireworks business from a small storefront into the largest pyrotechnics seller in Kentucky clouded his judgment. Droganes had been caught selling commercial-grade fireworks to an undercover federal agent posing as a consumer. Forty-four tractor-trailer loads of pyrotechnics were seized from Droganes' business, Premium Fireworks, in July 2007. The company had offices and a store in Covington in addition to a warehouse in Taylor Mill.

**Previous Stories:** July 2, 2007: [ATF Raids 2 Businesses In Illegal Fireworks Bust](#)

<http://www.wlwt.com/news/23090015/detail.html>

### **USA, AZ, PHOENIX, APRIL 9 2010. ARIZONA COURT OF APPEALS UPHOLDS CONVICTION OF FAR WEST CO >> 2 MEN DIED IN AN UNDERGROUND SEWAGE TANK AFTER THEY WERE OVERCOME BY HYDROGEN SULFIDE GAS.**

*chris mcdaniel*

After nearly five years of court proceedings, the Arizona Court of Appeals has upheld the conviction and sentences of the Far West Water and Sewer Company in the death of two men in 2001. The original conviction was made by a jury in the summer of 2006, but was appealed. The charges arose from an incident that occurred on October 24, 2001 at a sewage collection and treatment facility owned and operated by Far West. At that time, Santec Corporation was a subcontractor of Far West. A Far West employee, James Gamble, and a Santec employee, Gary Lanser, died in an underground sewage tank after they were overcome by hydrogen sulfide gas. Another Far West employee, Nathan Garrett, suffered severe injuries when he attempted to rescue Gamble from the tank. Far West, the company as a whole, was found guilty for one count of negligent homicide, one count of aggravated assault, two counts of endangerment and one count of violating a safety standard or regulation that caused the death of Gamble. The court placed Far West on four years' probation for negligent homicide, five years' probation for aggravated assault and three years' probation for each count of endangerment and for violating a safety standard or regulation that caused the death of an employee. It also imposed fines and penalties totaling \$1,770,000. Far West's lawyers appealed the conviction based on the argument that the company was not a "person" for purposes of imposing criminal liability for manslaughter. The lawyers also claimed the dismissal of a juror during proceedings was grounds for dismissal, court documents reveal. After intense scrutiny, Judges Sheldon Weisberg, Donn Kessler and Lawrence Winthrop affirmed Far West's Convictions. Gamble's step-father, Ed Thrasher, is glad the Arizona Court of Appeals has upheld the convictions. "They killed him — it was cut and dry," he said, but added he doesn't believe in closure. "When I hear that word, it is a misnomer. You never have closure. Seriously, honest to God, Jimmy is out there in the Foothills buried, and I go out and clean his gravestone once a month." According to court documents, prior to the incident, Far West acquired the Mesa Del Oro Plant and hired Santec to renovate equipment in a 3,000 gallon underground sewage tank called the Mesa Del Oro Tank, which was nine feet underground. The interior of the Tank could only be accessed by descending down a ladder into a manhole approximately four feet wide. Two sewer lines fed into the Tank. The gravity line carried sewage downhill by gravitational force. The force main line carried sewage by way of force main pumps from another tank or lift station, approximately one mile away. On October 24, 2001, Far West and Santec began work on the tank. The Far West crew included Gamble and Garrett with Connie Charles supervising. The Santec crew included Lanser and two other employees. After the force main pumps at the lift station were shut off, Gamble and Garrett pumped out the sewage from the surface and cleaned out the remaining sewage from inside the tank. As part of this process, Gamble inserted a plug into the gravity line to stop the flow of sewage. Normally, the crew would pull the gravity line plug and exit the tank before turning on the force main pump. On this occasion, however, Charles drove to the lift station, turned on the pumps and sewage began flowing into the Tank. When the tank was about half full of sewage, Gamble climbed inside to unplug the gravity line. When the lower part of his body was in the tank, he passed out and fell into the sewage. Garrett saw Gamble floating facedown in the Tank, and in an effort to rescue him, Garrett tied a rope around his waist and climbed down a ladder into almost waist-deep sewage. Not able to get Gamble out of the Tank, Garrett tried to climb up the ladder but passed out before he reached the top. Lanser then climbed down the manhole in an attempt to rescue both Gamble and Garrett, passed out and fell into the Tank. Charles rushed back to the tank and entered

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it in an effort to rescue Gamble, Garrett and Lanser. She, too, passed out, but eventually regained consciousness. Emergency personnel arrived at the scene and found Charles near the top of the ladder, but unable to get out. With assistance, he pulled her to the surface. Garrett was tied to the ladder below Charles and unable to move. The paramedic put on a self-contained breathing apparatus, climbed into the tank, and with the help of others, pulled Garrett out. The Yuma Fire Department later recovered the bodies of Gamble and Lanser. The Yuma County medical examiner concluded that both were overcome by inhalation of sewage gas but the immediate cause of death was asphyxia due to drowning. Although Garrett survived, he suffered life-threatening respiratory distress syndrome and aspiration pneumonia and sustained injuries to his lungs and eyes. Court documents reveal Far West's employees were not even generally informed about the hazards caused by gases found in tanks and the potential life-threatening dangers involved in entering tanks. Far West superintendent Rex Noll indicated that Far West's policy was that employees should "train themselves" and "learn to be safe on their own." Shortly before the incident, Garrett, Gamble and Charles took an examination for certification as wastewater operators, documents said. Far West did not provide any training or classes to assist them but gave them books and told them to study on their own time. Although they all failed the exam, Far West allowed them to continue working without proper training.

<http://www.yumasun.com/news/west-57574-court-count.html>

### INDIA, WEST DELHI, MAYAPURI, APRIL 9 2010. RADIATION LEAK INJURES FIVE IN WEST DELHI SCRAP SHOP



Five persons were admitted in AIIMS on Thursday evening with burn injuries and other ailments after continuous exposure to radiation at a scrap dealer's shop in Mayapuri Phase-II, West Delhi. A 1-kilometre radius around the shop has been cordoned off as a precautionary measure, a senior officer said. According to the officer, the five victims slept at the scrap dealer's shop, where some radioactive material, reportedly medical waste equipment, was dumped some five days ago in West Delhi. The Police Control Room received a call from the scrap dealer's shop at 8.30 pm. According to officials, skin of two men had turned black due to exposure to the radioactive material — all five victims have burn injuries and rashes on their bodies. "This is not an immediate impact — they have been subjected to the radiation for the last five days," the officer said. "They were sleeping in the room

where medical waste equipment had been stored. They have shown allergic reaction and are vomiting continuously." The victims are being examined at AIIMS, according to the officer.

<http://www.indianexpress.com/news/radiationleakinjuresfiveinwestdelhiscrapshop/602131/>

### USA, MS, HINDS CO, APRIL 9 2010. \$19M AWARDED IN TEXACO SUIT >> 5 MISS. WOMEN SAY GAS FUMES HARMED KIDS

*jimmie e. gates*

In one of Hinds County's largest jury verdicts in recent years, five Jefferson County women were awarded \$19 million Thursday in a lawsuit alleging an oil company is responsible for their children born with disabilities and illnesses, including mental retardation. All the women were pregnant when they worked in the old Jefferson County office building in Fayette, which previously was a gas station affiliated with Texaco Inc. The women sued Texaco, which merged with Chevron Corp. in 2001, saying they were exposed to leaded gasoline fumes from tanks left in the ground when the former gas station was renovated. Loraine Simon's 20-year-old daughter, Rosalyn, is severely mentally disabled, and the children of the other women suffer from respiratory conditions and learning disabilities. After the two-week trial, the jury awarded Simon, the lead plaintiff, \$15 million. The trial was moved from Jefferson County to Hinds County on a change of venue request by Texaco because the women were known or worked in the county. "Texaco intends to appeal today's verdict, which we believe is contrary to the evidence and law," Texaco attorney Bill Jones III said. "Texaco never owned, operated or controlled the service station or the underground storage tanks at issue. We believe there is no evidence that in any way links Texaco to claims made by plaintiffs." When the verdict was announced, Simon and the other women cried and hugged each other and their attorneys. In the courthouse hallway, Simon said the victory is bittersweet because of her child's condition. "She has to be taken care of 24 hours a day," Simon said of Rosalyn, who she said has the mental capabilities of a 3-year-old. Simon testified during the trial that she and her husband, Robert Simon, had taken their daughter to several physicians trying to determine the cause of her condition. They have two older children who do not have any mental defects. She did not work in the building when she was pregnant with the other two children. "It's just good for them to get some relief," said Dennis Sweet, one of the attorneys for the plaintiffs. The other plaintiffs didn't have children with mental disabilities, but all suffer from asthma. Their attorneys argued that

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each of their children, who now range in age from 11 to 20, has some learning disability. The state Department of Environmental Quality had the tanks and contaminated soil removed in 2000. One expert said Simon was exposed to 46,000 times the safe level for exposure to leaded gasoline fumes. But an expert for the defense said no medical records substantiate the claims of the women being exposed to dangerous levels of leaded gas fumes. During the trial, the women testified about smelling a foul odor in the building, especially after a heavy rain. Each said she would get headaches. In a passionate closing argument to the jury, Sweet said there was no doubt that Texaco exposed the women to dangerous levels of leaded gas fumes. "They should have removed the tanks," Sweet argued. But Texaco attorney Barry Ford said he was sorry for Rosalyn's condition, but the company was not to blame. "It's an act of God," Ford said of her condition. Ford also said there is no evidence of the other four children having cognitive problems. Texaco will file a motion asking Jefferson County Circuit Judge Lamar Pickard to throw out the jury award or as an alternative to lower the amount of the award. If Pickard denies the motion, the next step is to file an appeal with Mississippi Supreme Court.

<http://www.clarionledger.com/article/20100409/NEWS/4090342/1001/news/19M-awarded-in-Texaco-suit>

### USA, WA, SEATTLE, APRIL 9 2010. PLANE'S WING PUNCTURES FUEL TANKER, TRAPS DRIVER AT BOEING FIELD

 **Watch the Video** <http://www.nwcn.com/home/Jet-wing-crashes-into-fuel-tanker-truck-at-Boeing-Field-90321122.html>

 **Watch the Video** <http://www.kirotv.com/news/23097725/detail.html>

 **Slideshow** [Driver Trapped When Plane Hits Fuel Tanker](#)

 **Photo's** <http://blog.seattlepi.com/aerospace/archives/201181.asp>



*A Grumman G-1159 Turbo jet crashed into a fuel tanker at Boeing Field on Thursday, trapping the truck driver inside.*

A jet making a U-turn on a runway at Boeing field punctured a fuel tanker with its wing and trapped the truck driver Thursday night, reported KIRO 7 Eyewitness News. A business jet with five passengers on board was taxiing on the runway at shortly before 7 p.m. when the crash happened. According to an eyewitness, the pilot missed a turn on the taxiway and tried to make a U-turn. A fuel tanker truck was about a 100 yards behind the plane. "So when the jet came around the fuel tank, the end of the plane's wing struck right in the front of the cab. The driver at the very last second tried to back out of the way," said witness Ian Maddox. The plane's wing impaled the cab on the driver's side of the fuel truck. Maddox, who is

a pilot himself, ran over to help. "He ducked out of the way just in time. It would have creamed him if he hadn't ducked. He was moving and he seemed ok," said Maddox. The truck driver was trapped inside the cab. Four fire departments responded at Boeing Field to try to extricate him the man. "We had to cut the cab of the truck apart in order to gain access to the driver," said Bryan Field of the King County Fire Department at Boeing Field said. The fixed wing turbo jet is owned by Jetstar based in Beverly Hills, California. It left Van Nuys, Calif. earlier Thursday, flew to Vancouver, B.C., and then to Boeing Field. "I didn't expect the plane to be pulling a full U-turn, and apparently, the fuel truck didn't either," said Maddox. Though no fuel was spilled, hazmat crews put foam on the runway as a precaution. The truck driver suffered non life-threatening injuries. The Federal Aviation Administration is investigating the incident.

<http://www.kirotv.com/news/23097725/detail.html>

### USA, WA, TACOMA, APRIL 9 2010. BOATERS FEAR ETHANOL BUMP WILL HURT THEIR BOATS

 **Watch the Video** <http://www.nwcn.com/news/washington/Boating-Group-Fears-Ethanol-Bump-90279512.html>

The nation's largest boat owners' group wants the federal Environmental Protection Agency to slow down on plans to increase the ethanol content in the nation's gasoline supply. U.S. gasoline currently contains about 10 percent ethanol and most drivers don't even notice it. But boaters, especially those owning older boats, say they are experiencing performance and safety problems. At least one group is deeply concerned about plans to bump up the ethanol level to 15 percent. "To add 50 percent more ethanol to every gallon of gas without first knowing what it will do older vehicles and other gasoline engines we currently is own is simply irresponsible," said Margaret Podlich of BoatUS. BoatUS says its members are concerned about the effects of ethanol on fuel lines, gasoline tanks and other critical features of older boat engines. EPA officials tell KING 5 News they are only considering the increase to 15 percent and this is the kind of input they are asking for before making a decision later this year.

<http://www.nwcn.com/news/washington/Boating-Group-Fears-Ethanol-Bump-90279512.html>

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### USA, MA, MATTAPOISETT, APRIL 10 2010. MATTAPOISETT RESIDENTS WIN OIL SPILL LAWSUIT

In the first environmental class action ever to go to trial in Massachusetts, a 13-person jury agreed Friday morning that Bouchard must pay eight Mattapoisett residential property owners substantial damages for oil that polluted their beaches for months or years following the April 27, 2003 Buzzards Bay oil spill. These eight residential property owners were randomly selected to have their claims decided in the first phase of the class action trial involving 1,100 Mattapoisett property owners. Among the eight were two shore-front properties and six properties with easement rights in neighborhood beaches impacted by the spill. These representative shorelines ranged from "very lightly" oiled to "heavily" oiled, according to Bouchard's own "Maximum Degree of Oiling" maps. The awarded damages range from \$3,150 to \$45,300 after being doubled in accordance with state law. In addition, the plaintiffs will receive 12 percent annual interest going back to the filing date of the lawsuit in September 2004. In the suit, Bouchard admitted that, as a result of negligence on the part of Bouchard, its subsidiaries and employees, thousands of gallons of No. 6 oil were spilled into the Bay. The suit was filed by three Mattapoisett homeowners against Bouchard Transportation, Inc., seeking damages for pollution of their property from the 2003 oil spill in Buzzard's Bay. The lawsuit was filed in Plymouth County Superior Court on September 29, 2004.

<http://www.wanderer.com/blogs/index.php?blog=2&title=mattapoisett-residents-win-oil-spill-lawsuit&more=1&c=1&tb=1&pb=1>

### USA, PA, NORTH EAST, APRIL 10 2010. CHEMICAL SPILL AT NORTH EAST PLANT SENDS 20 EMPLOYEES TO HOSPITAL

mike maciag



*Rescue crews and the Erie County HazMat team responded to a chemical spill at The Electric Materials Company in North East on April 8.*

Floyd Johnson Jr. was in the melt room at Electric Materials Co. on Thursday morning when he heard an intercom message ordering employees to evacuate the building. When Johnson, 41, of Erie, stepped into a hallway and glanced toward the plant's plating area, he saw an orange, yellowish, brown cloud of vapor drifting toward him. Johnson, who operates a furnace, ran for the exit after he briefly inhaled what he said smelled like sulfur. "It was from the ceiling to the floor, coming up the hallway," Johnson said. "When

you see that coming at you, you know it's not good. I didn't want to stick around." One man was critically injured and another 19 employees of the North East manufacturing plant were treated for exposure after a chemical spill Thursday morning. The accident occurred when an employee in the plant's plating department dumped a mixture into a barrel containing other chemicals about 6:30 a.m., causing a reaction. "It set off a cloud that went throughout the plant," said North East Fire Chief Dave Meehl. The vapor slowly swept through the majority of the 440,000-square-foot plant at 50 S. Washington St., exposing numerous workers to the chemicals. The man dumping the mixture was in serious condition at Hamot Medical Center early Thursday afternoon. His name was not released. Meehl, who is also employed as the plant's fire chief, said some of the liquid spilled onto the man's chest. The man was the only employee to have direct contact to the chemicals. In all, 20 plant workers and one medic were treated at area hospitals. Ten plant workers were treated at Saint Vincent Health Center, a hospital spokeswoman said. Eight workers were treated and released at Saint Vincent and two were admitted for observation, including Johnson. "I'm feeling all right," Johnson son said Thursday afternoon. "When I got a smell and a taste of that cloud, I hurry up and put my shirt over my nose. I took off running and the rest of the people were walking pretty fast to get out of there." Johnson said the vapors burned his eyes. "Outside the plant, I was all right," he said. "On the ride in the ambulance, my nose started burning a little bit and my face felt like it was flushed. Basically, most of the guys had headaches." Despite what occurred Thursday, Johnson said Electric Materials is a safe place to work. "This was a one-time thing," Johnson said. "I don't want our plant to get a bad rap. Our shop is a good place to work. It's the best place I've ever worked at." Ten plant workers and one medic were treated at Hamot Medical Center. One person was in serious condition in the intensive-care unit at Hamot on Thursday night, a hospital spokeswoman said. Another patient was in fair condition, and all other patients were treated and released, she said. Saint Vincent's environmental services crew decontaminated three ambulances and medical personnel and three fire crews as a precautionary measure. Fire Chief Meehl said the plating department employee thought the barrel he was dumping into was empty. But hazmat crews later determined the barrel contained residue of another chemical, setting off the reaction. "It was just a freak accident," Meehl said. The spill was contained to a small area around the

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barrel. The company is investigating the incident to determine if all procedures were followed. An estimated 50 to 60 employees immediately evacuated the plant. First-shift workers were later sent home. Electric Materials, which employs more than 300 workers, manufactures products made of copper and other alloys. The Erie County Hazmat team and four fire crews responded to the spill. Hazmat crews spent the morning taking air samples inside the building and conducting tests. Erie County Emergency Management Coordinator Dale Robinson said they found a trace amount of nitrous acid fumes inside the plant that is not considered to be dangerous. Most of the contamination had dissipated by the time they arrived. "The major threat was the inhalation into the lungs," Robinson said. Doug Ebert, a biologist with the Erie County Department of Health, said the mixture used in metal plating consists of nitric acid, sulfuric acid, sodium hydroxide and potassium silver cyanide. No dangerous amounts of chemicals were detected in the area outside the plant. Doug Winner, president of Electric Materials Co., could not be reached for comment. Meehl said the plant reopened Thursday about 3 p.m. for the start of the second shift. Robinson said similar industrial accidents involving acidic reactions are rare. "Workers for the most part know what they're handling," he said. "If you treat the chemicals with the proper respect, that risk goes way down."

<http://www.goerie.com/apps/pbcs.dll/article?AID=/20100409/NEWS02/304089888>

### **USA, MN, GARRISON, LOVELAND PASS, APRIL 10 2010. FUEL TANKER ROLLS ON LOVELAND PASS, SPILLING FUEL >> INJURED DRIVER RELEASED FROM DENVER HOSPITAL**

robert allen

 **Slideshow** <http://www.summitdaily.com/article/20100409/NEWS/100409708/1078&ParentProfile=1055>



*Hazardous materials workers with Colorado State Patrol secure a line to pump gas out of a tanker that rolled off the road on Loveland Pass near Arapahoe Basin Ski Area on Friday. The driver was injured in the wreck but released from the hospital later this afternoon.*

A tanker carrying 7,000 gallons of petroleum rolled over a westbound Highway 6 embankment above Arapahoe Basin Ski Area on Friday morning, spilling about 500 gallons. Bernell Begay, 28, was flown to St. Anthony Central Hospital in Denver with serious injuries after the tanker overturned and the cab "crunched over the guardrail," said Steve Skulski, assistant chief and fire marshal with Lake Dillon Fire-Rescue. Begay was later released, according to a hospital spokeswoman. The leak from the tanker was contained without any fuel igniting. Hazardous materials crews with Colorado State Patrol used booms and pads to contain and remove the gas that drained below the embankment before it reached

the Snake River's north fork. The wreck occurred at about 10:30 a.m. and left the tanker — from Gilco Transportation, Inc. of Rifle — hanging as far as 10 feet beyond the barrier. A-Basin general manager and COO Alan Henceroth said he could hear a "very loud" sound of "screeching metal" as the tanker slid toward the guardrail. "I thought it was going all the way over," he said, adding that he could see the wreck occur from outside the ski area's guest services building. The ski area remained open despite road closures Friday and is to continue normal operation through the weekend, he said. Gilco Transportation owner Keith Gilstrap said the tanker was traveling from the Front Range to the Western Slope. He declined to release more information about the incident. A tow truck used winch lines to secure the tanker from rolling the down the steep embankment, and an empty tanker was taken to the scene to pump fuel from the wrecked tanker's five compartments. LDFR dispatched two engines and a total of about 11 people. Summit County Ambulance dispatched two ambulances, and Colorado State Patrol as well as Summit County Sheriff's Office assisted with the scene. The rollover occurred at a hairpin turn above the ski area, not far from where a similar fuel tanker exploded last August.

<http://www.summitdaily.com/article/20100409/NEWS/100409708/1078&ParentProfile=1055>

### **USA, WA, SEATTLE, APRIL 10 2010. COMPANY FINED \$21,000 FOR OIL SPILL**

The Department of Ecology (DOE) has fined Seattle-based [K-Sea Transportation](#) \$21,000 for an oil spill last year. According to the DOE, ten gallons of diesel fuel spilled into Salmon Bay on March 31, 2009. The DOE says the diesel fuel overflowed during fuel transfer between two tanks on board the K-Sea tug Tiger and the company responded immediately and conducted an effective cleanup. Investigators determined that the chief engineer did not follow the company's policies for planning and supervising tank-to-tank fuel transfers, a release from the DOE states. "Our emergency response procedures and drills enabled us to conduct an effective cleanup and remove all visible oil from the environment," John Lawrence, K-Sea's Vice President of Health, Safety, Quality and Environment says. "We conducted a full investigation of the incident which led us to

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take additional actions, including engineering modifications and revision of certain operating procedures, in order to prevent future occurrences." This is the third fine for K-Sea. In 2008, the company was fined \$2,000 after the Tiger lost 120 gallons at a dock in Ferndale. That same year, a different tug spilled 25 gallons into Bellingham Bay, leading to a fine of \$500.

<http://www.myballard.com/2010/04/09/company-fined-21000-for-oil-spill/>

### **USA, MD, BELTSVILLE, APRIL 10 2010. MD. FIREFIGHTERS TACKLE WAREHOUSE FIRE WITH EXPLOSIONS**

*mark e. brady*



Firefighters encountered more than heavy smoke and fire at a Beltsville warehouse Thursday, April 8, 2010. Fire/EMS units were dispatched to Precision Cycle Works at 11323 Old Baltimore Pike, Beltsville, Md., for 911 reports of an explosion and fire at about 1:45 p.m. First arriving firefighters from Beltsville Fire/EMS Station 831 and Greenbelt Fire/EMS Station 835 observed heavy smoke from the roof area toward the rear of the structure - a one-story brick, middle of the row, commercial warehouse. These units established a water supply and entered the structure with charged hose lines in attempts to extinguish the fire. Firefighters were updated that there was a quantity of handgun ammunition and re-loading supplies in the area where the initial explosion occurred. There were rapid and continuous sounds ammunition discharging, and larger sounds of explosions with percussions felt by everyone inside or near the structure. An exterior examination of the structure revealed bulging of the front garage door and rear wall, and found that the roof assembly displayed signs that it had shifted. All of these observations indicated that a significant explosion had occurred. With heavy, blinding smoke on the interior and a maze of walls and obstacles, firefighters could not immediately locate the seat of

the fire. Due to the inherent dangers of a fire in a large automotive repair warehouse and the report of the structural instability, incident commanders ordered the evacuation of all firefighters. Master stream devices from four ladder trucks and ground-based monitors flowed thousands of gallons of water into the burning structure. A second alarm was sounded, bringing about 80 firefighters and paramedics to the scene. Firefighters from Montgomery County assisted. The fire extended into another automotive repair shop in the attached warehouse at 11325 Old Baltimore Pike before the blaze could be extinguished. It took about 90 minutes to knock down the bulk of the fire. Safety considerations prevented firefighters from entering the structure for overhaul and complete extinguishment. Extensive overhaul and the investigation into the cause and origin of the fire were delayed until equipment could be brought to the scene to secure the structure and allow firefighters and investigators to enter the building. The building occupant of 11323 Old Baltimore Pike was an ATF licensed federal firearm dealer and had a significant amount of ammunition and firearms in a secured area in the rear of the shop. He is cooperating with fire investigators. The Fire/EMS Department Hazardous Materials Team was called to the scene due to a quantity of petroleum products coming from the two affected warehouses, and entering the sewer system along with the thousands of gallons of water used to extinguish the fire. The Haz-Mat Team deployed an absorbent boom across a creek where the water was entering. The cause of the fire remains under investigation with fire loss estimated at \$1 million. No civilian or firefighter injuries were reported.

<http://www.firehouse.com/stateprovince/maryland/md-firefighters-tackle-warehouse-fire-explosions>

### **USA, CT, RI, PAWCATUCK, APRIL 10 2010. PAWCATUCK RIVER OIL SPILL PROVING HARD TO PINPOINT**

**Watch the Video** <http://www.youtube.com/watch?v=ig10cXt7FLM>

State and federal environmental officials are trying to determine the origin of an oil spill in the Pawcatuck River. The Rhode Island Department of Environmental Management said it was notified Thursday of the spill and worked with the local fire department to put up booms Thursday afternoon and again Friday morning. The department characterized the spill, which it said is possibly a waste oil spill, as "somewhat contained." Stonington First Selectman Ed Haberek contradicted the idea that the spill is contained, saying Connecticut officials told him the river is running too fast to put out booms to try and stop the substance from going down the river. "There's nothing they can do to stop it right now," Haberek said. "The smell is horrible." The Environmental Management department said it determined that that section of the river is under the jurisdiction of the federal Environmental Protection Agency and is awaiting EPA's arrival. Haberek said Connecticut divers heading into the river Friday to further inspect the Pawcatuck River Bridge discovered the substance and called authorities about 9:45 a.m. Haberek

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said town and state officials from Connecticut and Rhode Island investigated and traced the substance to a catch basin on Canal Street. Canal Street was submerged for many days during last week's flood.

<http://www.theday.com/article/20100410/NWS01/304109930/-1/NWS>

### **USA, N.C, GREENSBORO, APRIL 10 2010. THIEVES CAUSE FOUR OIL SPILLS IN HIGH POINT**

Four spills of home heating oil have occurred in High Point this year because of stolen oil tanks and lines, the Guilford County Department of Public Health said today. The thieves may be stealing the tanks for the oil left inside and stealing the lines to sell the copper, according to a news release. During the thefts, heating oil is being spilled on the ground, which could lead to major environmental contamination of the soil, surface water or ground water. Contaminated ground water endangers our drinking water supply. The liability and cost of the environmental clean-up when an oil spill occurs falls to the property owner. The costs of clean-up could amount to thousands of dollars, which most homeowners' insurance policies will not cover. The health department offered some suggestions to prevent oil spills from heating oil tanks:

- If your home heating system includes an above-ground heating oil tank, regularly check the tank (including the legs that support the tank) for leaks and rust. Rust will cause the legs to collapse and the tank to fall or leak. This check should be done yearly, before the tank is used for the season. Some heating oil companies will do this tank check for an additional fee.
- If you have converted to a different heating system and no longer use the above-ground oil tank, have the oil pumped out and dispose of the tank properly. The oil company may buy back the remaining oil or will properly and safely dispose of the oil for you. The tank can be disposed of at a local scrap metal dealer, or you can find a company that will haul the tank away and dispose of it.
- If you no longer live on the property but still have an above-ground heating oil tank, it is imperative that you properly empty and dispose of the tank. These properties are the most easily targeted by vandals and thieves. Property owners are financially responsible for any costs if the tank is damaged or stolen. If the tank is damaged or stolen and the oil leaks on the ground or runs into a stream or other water source, clean-up costs will amount to several thousand dollars.

If you have questions about home heating oil tanks, oil spills or environmental issues caused by oil contamination, call John Nantz of the Guilford County Department of Public Health at 641-3771.

[http://www.news-record.com/content/2010/04/09/article/thieves\\_target\\_heating\\_oil\\_tanks\\_in\\_high\\_point](http://www.news-record.com/content/2010/04/09/article/thieves_target_heating_oil_tanks_in_high_point)

### **USA, ILL, WINNEBAGO CO, APRIL 10 2010. ILLINOIS POLICE RELEASE VIDEO SHOWING TRAIN TRACK MOMENTS BEFORE DEADLY 2009 DERAILMENT**

**Watch the Video:**

<http://www.examiner.com/x-42484-Environmental-Health-Examiner~y2010m4d9-Illinois-police-release-video-footage-of-train-track-moments-before-deadly-2009-derailment-VIDEO>

**Watch the Video** <http://www.wifr.com/andyandaaron>



*A train carrying 420,000 gallons of ethanol derailed in Rockford, Ill., June 19, 2009, killing one.*

Police in Winnebago County, Ill., have released a squad car video that shows the condition of a stretch of Canadian National Railroad track moments before a 114-car train derailed at the site last June. The accident occurred on Mulford Road in Rockford, Ill., June 19, 2009. Fourteen cars were carrying 420,000 gallons of ethanol which exploded, killing a Rockford woman and injuring about a dozen others.

#### **Monumental Fish Kill**

After the explosion, approximately 60,000 gallons of ethanol was washed into a nearby Kishwaukee River tributary. The Kishwaukee River flows into the Rock River in the southern part of Rockford. A few days later, and what some still called a coincidence, dead fish started to emerge along the shores of the Rock River. Officials later scooped up truckloads of big carp, catfish, bass, northern pike and other species some 30 miles down-river near the town of Grand Detour, Ill. Dead fish were found as far south as Dixon, Ill. and the Quad Cities near Iowa. Some were recovered still alive, gasping for air. While dead fish, which eventually totaled about 72,000, continued to float south, water samples were tested for ethanol, but showed no signs of the fuel. Some those close to

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the investigation continue to claim the Illinois Environmental Protection Agency did not respond in time and only tested surface water taken from the tributary near the derailment. After an investigation, however, the IEPA announced Canadian National Railway was responsible for the derailment and likely to blame for the largest fish kill in Illinois history. Thursday, June 18 and Friday, June 20, 2009, the Rockford area was hammered with about three inches of rain. Runoff washed out the tracks at Mulford Road and caused tributary and Kishwaukee River water to rise rapidly. Officials said the Kishwaukee was flowing about three times its normal speed as the ethanol leaked into the water. By the time it reached the Rock River, the fuel made its way to the bottom quickly, scorching the gills of thousands of fish. Because of the rapid flow of both rivers, dead fish near Rockford did not surface until they reached calmer waters south of the city. Not until fish reached Grand Detour, Dixon and the Quad Cities was the full impact of the carnage unveiled. Initially, Canadian National was accused of not alerting police soon enough when the tracks were discovered to be washed out. The railway argued that Winnebago County Sheriff's deputies were lax in responding to 911 calls and failing to stop the train from reaching the flooded area. A slew of lawsuits have been filed against Canadian National, including one by the family of the woman burned to death at the scene. A reported gag order, however, has halted attempts to obtain updated information. The Illinois Attorney General's office has been involved in the case since last year while Canadian National is expected to ante-up and cover damages. The railway voluntarily reimbursed hundreds of displaced families, forced to remain out their homes for more than a week. There is no word whether it will be forced to pay for massive fish re-stocking efforts done in weeks following the spill.

### **Future Fishing**

With the amount of record-size catfish, carp and other game fish now gone from the rivers, time will only tell what future fishing might be like in the region. Some of the dead catfish were 20-, 30-, and 40-pounders. These are old and sought-after fish, many taking up to 10 or more years to mature and reach optimum size. The IDNR released more than 50,000 smallmouth bass into the Rock River since the kill was declared over by biologists last year. More than 3,500 young northern pike also were restocked. It was originally announced DNR officials were taking a pass on restocking musky, relying on more to make their way south from Minnesota and Wisconsin. Public pressure subsequently prompted officials to release a supply of the popular game fish in the Rock. According to documents, the total cost to restock the river reached \$272,000. The accident is still under investigation by Illinois Attorney General Lisa Madigan's office and the National Transportation Safety Board.

<http://www.examiner.com/x-42484-Environmental-Health-Examiner-y2010m4d9-Illinois-police-release-video-footage-of-train-track-moments-before-deadly-2009-derailment-VIDEO>

### **CANADA, WINNIPEG, APRIL 10 2010. CLEAN-UP UNDERWAY FOR OIL SPILL FROM PIPELINE NEAR VIRDEN**

**Watch the Video**

[http://winnipeg.ctv.ca/servlet/an/local/CTVNews/20100407/wpg\\_virden\\_oil\\_100407/20100408/?hub=WinnipegHome](http://winnipeg.ctv.ca/servlet/an/local/CTVNews/20100407/wpg_virden_oil_100407/20100408/?hub=WinnipegHome)



*Officials brought in equipment to deflect oil from a nearby creek outside Virden.*

A pipeline leak has led to an oil spill near Virden and a clean-up is underway. The leak was discovered on April 1. The pipeline moves crude oil to an interprovincial pumping station. Enbridge, the company responsible for the line, shut it down when the leak was noticed. Officials estimate about 16 barrels of oil was leaked. A spokesperson for Enbridge said Thursday that environmental crews are focusing on a 40 metre by 40 metre area around the leak and hope to remove at least 99 per cent of the oil, if not all of it. Officials brought in equipment to deflect oil from a nearby creek. A cause has not yet been determined for the oil leak. An investigation and water-quality testing will be conducted once the clean-up is finished.

Virden Mayor Bruce Dunning said he has confidence in Enbridge's response to the spill.

[http://winnipeg.ctv.ca/servlet/an/local/CTVNews/20100407/wpg\\_virden\\_oil\\_100407/20100408/?hub=WinnipegHome](http://winnipeg.ctv.ca/servlet/an/local/CTVNews/20100407/wpg_virden_oil_100407/20100408/?hub=WinnipegHome)

### **USA, MD, BALTIMORE, APRIL 11 2010. CLASS ACTION AGAINST TEVIS OIL TO CONTINUE NEXT WEEK >> CARROLL COUNTY RESIDENTS SUED OVER CONTAMINATION IN WELLS**

*brent jones*

A Carroll County jury is expected to continue hearing evidence next week in a class action lawsuit accusing a local oil company of polluting water wells with an additive linked to cancer in lab animals. At least a half-dozen Finksburg residents are suing Tevis Oil Inc. after methyl tertiary butyl ether, or MTBE, detected in gasoline at a company-owned Shell station at Suffolk Road and Route 140 was found to have affected 23 neighboring wells in 2002. Witnesses for the plaintiffs were called this

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week in the case, which accuses Tevis of negligence, trespass and nuisance. The plaintiffs say Tevis knew for years that the hazardous chemicals were present at the Shell station and had escaped as liquid and vapor.

[http://articles.baltimoresun.com/2010-04-10/news/bal-md.wells10apr10\\_1\\_reportable-level-cancer-in-lab-animals-mtbe](http://articles.baltimoresun.com/2010-04-10/news/bal-md.wells10apr10_1_reportable-level-cancer-in-lab-animals-mtbe)

#### UK, SUSSEX, APRIL 11 2010. WOMAN DIES IN STORRINGTON TANKER CRASH

*alex jenkins*

A woman has died after the pick-up she was driving collided with a petrol tanker last night (Friday, April 9). The accident between the Hilux pick-up and the empty fuel tanker happened on Amberley Road, Storrington, at 8.35pm yesterday. The woman driver died from her injuries at hospital while her passenger was seriously injured in the impact and is being treated at Worthing Hospital. The driver of the tanker suffered minor injuries. The road was closed for five hours while Sussex Police dealt with the scene. The fuel tanker was empty so there was no fuel spillage. Police are investigating the accident and is asking any witnesses to call them on 0845 6070999 and quote Operation Whitebarn.

<http://www.worthingherald.co.uk/worthing/BREAKING-NEWS-Woman-dies-in.6217501.jp>

#### USA, ALA, MONTGOMERY, APRIL 11 2010. GASOLINE ODOR SHUTS DOWN SECTION OF DOWNTOWN



*City officials and emergency workers stand by as roads are closed Friday in downtown Montgomery because of a gas odor near the city water works building.*

Streets were closed in downtown Montgomery near the Montgomery Water Works building Friday afternoon because of a gasoline odor. Personnel with the Montgomery fire and police departments and hazardous material teams, Water Works employees and city officials, including the mayor, responded to the building at the corner of Coosa Street and Madison Avenue at 2:30 p.m. Friday, said Assistant Chief William Davis, a fire department spokesman. The odor, caused by gasoline

poured down a drain, originally was thought to be from a gas leak. "We secured everything and started trying to find a source," Davis said. "We found that the source was the sewer." Water Works General Manager Buddy Morgan said the contaminated water will be going to a treatment plant and not the river. Morgan said that if the person who poured out the gasoline can be found, criminal charges will be pursued. The case can be prosecuted as a terrorist act under the Homeland Security Act, Morgan said.

<http://www.montgomeryadvertiser.com/article/20100410/NEWS01/4100315/Metro+briefs++Gas+odor+shuts+down+section+of+downtown>

#### USA, CA, BAKERSFIELD, APRIL 11 2010. ALL IN A DAY'S WORK: HAZARDOUS MATERIALS TEAM RESPONDS TO RISKY, UNUSUAL INCIDENTS



*Vicky Wun Kiu Furnish, County of Kern Environmental Health Services worker, shows off many devices that are used in the field when their team is called to hazardous material incidents, including the air monitors in the foreground.*

*Their work involves dealing with substances that can dissolve flesh or blow up in a spray of chemicals and flames. Sometimes they wear airtight suits that leave them drenched with sweat after only a few minutes on even a relatively mild day. And they think that's a pretty cool job. While most people have a clear idea about what police officers or firefighters do, the job duties of the county's Environmental Health Services hazardous materials crew may not be as apparent. But on several recent high-profile incidents, including the train derailment on the Tehachapi Loop and the evacuation of Meadows Field because of an unknown substance later identified as honey, the hazardous materials crew has been among the first to respond. "The biggest problem I've got is slowing (the team) down," said Chief Environmental Health Specialist Brian Pitts. In many situations where police or firefighters are involved, the hazardous materials team is there too. They might be needed to investigate a drug lab and make sure there aren't chemicals about to explode, or they could be called to analyze a spill on the highway and decide how to deal with it. The team uses an array of tools that would make Batman jealous. They have night-vision goggles, an infrared spectrometer that analyzes substances and determines their chemical makeup, Geiger counters, which determine the amount of radiation in an area, a thermal imaging device that reads the heat of items it's*

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pointed at and handheld equipment that samples air quality. The thermal imaging device comes in handy, for example, when the team is called to a drug lab. If the device reads a container as having a temperature of several hundred degrees, it's probably best to stay back until it's determined what exactly it is. Night-vision goggles may seem like an unusual tool, but the hazardous materials crew also does investigative work. They might be checking out a chemical company after dark to see if there's any wrongdoing. Hazardous Materials Inspector Marty Brownfield said a lot of their work involves inspecting the thousands of businesses in the county that use chemicals in some fashion or another. "We inspect everything from little mom and pop businesses to rocket labs," Brownfield said. A lot of it is hands on work, but sometimes you have to step back until the situation stabilizes. Hazardous Materials Specialist Dan R. Starkey said such a situation happened a few years ago with a truck traveling along Highway 99. The truck was carrying nitric acid, which is highly corrosive. The driver pulled over after noticing that pressure was building inside the tanker because the protective lining was failing, Starkey said. The driver, along with a few others who had stopped to help, tried to figure out what to do. The group eventually moved away from the truck, which is fortunate for them because fuming nitric acid started pouring out. Pitts said that nitric acid is so corrosive that it basically will dissolve a human body. Starkey said the team had to wait until the truck drained, and then the acid was neutralized and suctioned into vacuum trucks that had the proper lining to contain the substance. While that's among the most dangerous situations Starkey could remember, Environmental Health Specialist Vicky Wun Kiu Furnish recalled the 2008 explosion at the Mojave Air and Space Port. Employees of Scaled Composites were conducting a propellant test of nitrous oxide when the explosion happened, killing three people and injuring three others. And the crew also encounters plenty of bizarre situations, such as when they had to deal with a massive group of wild turkeys that wandered near a highway. If the turkeys had gotten on the highway, they could have caused numerous accidents, Starkey said. Then there's the time a man was holding a pipe bomb between his legs when the bomb went off, Pitts said. He lost his life. With the wide variety of incidents they handle, the team is constantly evaluating their performance and what could be done better, Pitts said. There's no ego during those meetings, he said, just input on how to do their job the best -- and safest -- way. Pitts said even the most recent high-tech equipment isn't always reliable, so the team needs to approach every situation alertly and intelligently. "You learn to never trust instruments 100 percent," Pitts said. "You need really smart, well-trained people."

<http://www.bakersfield.com/news/local/x735122002/All-in-a-days-work-Hazardous-materials-team-responds-to-risky-unusual-incidents>

### AUSTRALIA, QUEENSLAND, BRISBANE, APRIL 11 2010. SHIP IN RESTRICTED AUSTRALIA REEF



*Authorities said stricter rules will stop ships from cutting through the marine park [EPA]*

Three foreign crew of a Panama-registered cargo ship have been charged for sailing through a restricted part of the Great Barrier Reef, Australian police have said. The men allegedly took the MV Mimosa bulk carrier through the reef marine park on April 4 using an unauthorised shipping route in a region between the tourist hotspots of Magnetic Island and the Whitsunday Islands. The three, a 63-year-old South Korean and two Vietnamese aged 26 and 32, have been charged with offences under the 1975 Great Barrier Reef Marine Park Act, and face fines of up to A\$220,000 (\$205,000). The three crew members were arrested in Bowen on Saturday, and will be brought to court on Monday in the northeastern city of

Townsville. Police said the Mimosa did not register with authorities and ignored attempts to make contact, and was headed for Abbot Point Coal Terminal near the town of Bowen in Queensland. "Federal agents... executed a search warrant on the vessel yesterday at Bowen, Queensland," a police statement released on Sunday said. "Navigational equipment and charts were seized and the three men were arrested."

#### Short-Cut Route

The ship's owners were not named. Just days earlier another bulk carrier, the Shen Neng 1, ran aground with over 70,000 tonnes of coal in the same marine park off the northeastern state of Queensland. Australia vowed a major overhaul of shipping regulations after the Shen Neng 1 incident led to claims that vessels were using the reef as a short-cut. The Shen Neng 1 strayed off-course and crashed into a shoal at full speed last week, leaking tonnes of oil and sparking fears of an environmental disaster at the World Heritage-listed marine park. Emergency teams are now engaged in the delicate task of pumping nearly 1,000 tonnes of heavy fuel oil from the stricken, 230-meter carrier, which is not expected to be refloated and towed away for several days.

<http://english.aljazeera.net/news/asia-pacific/2010/04/2010411533623924.html>

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### **USA, PA, DIMOCK, APRIL 11 2010. CABOT CITED AFTER SPILL CONTAMINATES SPRING, WETLAND**

*tom wilber*

State regulators have cited Cabot Oil & Gas for violating environmental laws after finding a dark fluid running from a drilling operation into a spring and wetland. In a notice dated April 8, the Department of [Environmental Protection](#) cited the company for violating the Clean Streams Law, the Oil & Gas Act, and the Solid Waste Management Act. The violations stem from an inspection from March 22 to 24 that found "black fluid originating at the A&M Hibbard drill pad was not properly contained in a pit or tank," according to the citation. The fluid flowed into a hand-dug well, a spring near the location, as well as a wetland downstream, the document states. Kenneth Komoroski, a spokesman for Cabot, said the company's analysis of samples collected at the site in Dimock Township show the pollution is unrelated to Cabot drilling. "We don't know what it was, but we know it's absolutely clear it's not related to Cabot operations," he said. The company sent a vacuum truck to the area to collect the suspicious fluid, inspected the lining of a waste pit on site and found no leaks, he added. The citation from the DEP puts the company on notice, but it is not an official enforcement action. The violations each carry the potential of up to \$30,000 in criminal and civil penalties, plus \$1,000 for each day they go uncorrected, according to the document. The notice from DEP requires a written explanation from Cabot, along with steps to fix the problem, within 10 days. Cabot has paid more than \$200,000 in penalties for environmental violations related to drilling in Dimock, and operations were suspended for a several weeks after a series of spills in the area contaminated surface water last year.

<http://www.theithacajournal.com/article/20100411/NEWS01/4110373/1124/Cabot-cited-after-spill-contaminates-spring--wetland>

### **IRELAND, DUBLIN, APRIL 11 2010. NEW HANDBOOK OF ISAA-ACCREDITED OIL SPILL RESPONSE CONTRACTORS IN NORTHERN IRELAND & THE REPUBLIC OF IRELAND**

Re posted with permission of the International Spill Control Organization. <http://www.spillcontrol.org>

The International Spill Accreditation Association (ISAA) has just published a free 24 page handbook giving information about oil spill response organisations in Ireland that have gained accredited status under the "All Ireland Accreditation Scheme". The purpose of the accreditation scheme is to raise standards of performance within the oil spill response industry and thus give service users confidence that they will receive a high standard of professional and cost effective performance from contractors who have taken the trouble of seeking and achieving accredited status. The accreditation assessment process involves a detailed assessment of candidates in regard to their conduct of operations and to their competency and preparedness in relation to different types of spill scenarios and capability levels at which accredited status is sought. ISAA adopts a pro-active approach in helping responders to improve performance by providing advice, technical support and by organising training events and seminars. Copies of the new handbook are being distributed to a broad spectrum of interested stakeholders, including government authorities, ports and harbours, insurance interests, fuel distributors and major handlers of petroleum products. ISAA is working with governments and other parties to establish similar Accreditation Schemes in other countries. Interested government agencies and others can get more information through the ISCO Secretariat, from whom copies of the new handbook are also available. Contact

[info@spillcontrol.org](mailto:info@spillcontrol.org)

### **AUSTRALIA, QUEENSLAND, BRISBANE, APRIL 11 2010. STATE GOVERNMENT INCREASES FINES FOR OIL SPILLING AS RE-FLOAT BID DUE TO START**

*anna caldwell*



*This photo shows oil leaking from the Chinese coal carrier the Shen Neng 1 after the vessel ran aground on the Great Barrier Reef.*

Authorities hope to re-float the stricken Shen Neng 1 on high tide tonight. The attempt is slated to begin at 6pm, ahead of the 8pm high tide, but authorities acknowledged plans were subject to change. Maritime Safety Queensland general manager Patrick Quirk admitted conditions weren't ideal, but said this evening's high tide provided a window of opportunity to ramp up the salvage effort. "With all things being equal, and given a stroke of luck this is a good chance of getting it off the reef," Mr Quirk said. "But no guarantees." Authorities had always planned to refloat the ship in daylight, but a tropical low headed for the Capricorn Coast in the next 48 hours has pushed tonight's re-float effort. Mr Quirk admitted the salvors would not be able to pump as much air into the ship's

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tanks as initially hoped, because of several tanks and pipes still being contaminated with oil. Salvors have only been able to pump about half the oil off the boat. Mr Quirk said if any oil leaked in the dark tonight, authorities would be aware of it, with search lights and the Australian Maritime Safety Authority Dornier aircraft called in to provide aerial surveillance. "These salvors save ships in the middle of north Atlantic storms – I'm sure we can get this ship off," Mr Quirk said. If the ship is re-floated, authorities will leave it sit for an hour to ensure its structural integrity and confirm no oil has spilled. From there, it will be turned to the west, and taken to a safe anchorage 5 nautical miles north west of Great Keppel Island. Authorities were set to have telephone hook ups in the next two hours to make the final decision on tonight's attempt to re-float. If tonight's attempt fails, another attempt could be made at 8am tomorrow. "Doing nothing is not an option," Mr Quirk said. Meanwhile, shipping companies spilling oil in Queensland waters will face fines of \$10m as the Bligh Government moves to get tough with polluters. Premier Anna Bligh today announced plans for a five-fold increase in existing corporate penalties for firms whose ships spill oil onto Queensland's pristine coastline. Ms Bligh announced the maximum penalty for corporations involved in oil spills in Queensland waters will increase from \$1.75m to \$10m while the maximum fine for individuals will increase from \$350,000 to \$500,000. But the fines will not be retrospective, meaning the Shen Neng 1 which is currently stranded on the Great Barrier Reef will not be liable for the increased fine. The proposed fines will be introduced to State Parliament this week.

### Related Coverage

- [Oil: Spill major environmental disaster - Bligh](#)
- [Back to sea: Oil spill skipper can leave](#)
- [Compensation: Bligh to demand oil spill clean-up cost](#)

<http://www.couriermail.com.au/news/state-government-increases-fines-for-oil-spilling/story-e6freon6-1225852772023>

### USA, TN, CLARKESVILLE, APRIL 11 2010. EPA CONSIDERING INCREASE IN ETHANOL - PROBLEM: IS ETHANOL IS A SOLVENT, AND IF THERE IS ANY GUNK OR RESIDUE IN FUEL TANKS, ETHANOL MAY DISSOLVE THEM AND CLOG THE FUEL FILTERS.

The Boat Owners Association of The United States reports the Environmental Protection Agency is considering a 50 percent increase in the amount of ethanol that can be blended into the nation's gasoline supply. The decision is expected this summer. Most gasoline sold in the United States today is a 10 percent ethanol blend (E10) and the new ruling being considered by the EPA would increase the percentage to 15 percent (E15). BOATUS concern with the ethanol increase is EPA testing data has only been completed on a small group of 2001 and newer automobiles. Owners of older cars, boats, off-road vehicles and other gas-engine powered equipment may find the new blend is not compatible or safe for use. The problem, according to the Tennessee Wildlife Resources Agency, is ethanol is a solvent, and if there is any gunk or residue in fuel tanks, ethanol may dissolve them and clog the fuel filters. Ethanol can cause additional problems with water craft. Most fiberglass fuel tanks do not resist ethanol and it can break down the resin and create a sludge that bypasses the fuel filter and wrecks the engine. Unless the boat manufacturer can confirm their fiberglass fuel tank was built to withstand the effects of ethanol, the TWRA recommends the tank be replaced with another tank made from material such as aluminum, stainless steel, or polyethylene. Also, not all fuel hoses are compatible with ethanol, especially pre-1990 systems. Boaters need to check and make sure their fuel hoses are marked J-1527. Another problem with blending ethanol in gasoline is ethanol attracts moisture and as a result, when the motor sits idle for a long time and the fuel tank is only partially filled, the water and gasoline could separate, leaving the water and ethanol at the bottom of the fuel tank where it is sucked up into the engine when you try to start it. The U.S. Coast Guard Office of Boating Safety has also expressed concern about the higher levels of ethanol and the lack of independent testing. Accelerated deterioration of fuel system components could cause them to fail and increase the level of risk for fire or explosions. Growth Energy, a pro-ethanol lobbying organization, and 54 ethanol producers are petitioning the EPA to approve the ethanol increase. Boat owners should be aware most recreational boat warranty documents and manufacturers owner manuals currently advise boaters not to use gasoline containing more than 10 percent ethanol, and the use of E15 in marine engines could void engine warranties. For additional information, visit the BOATUS Web site [www.BoatUS.com/gov](http://www.BoatUS.com/gov).

<http://www.theleafchronicle.com/article/20100411/COLUMNISTS11/4100346>

### USA, GA, SAVANNAH, APRIL 11 2010. SAVANNAH LOSES PERMITTING, SPILL RESPONSE OFFICE >> EPD CONSOLIDATES TO SAVE MONEY

*mary landers*

The Savannah office of the state Environmental Protection Division will close at the end of June. In a cost-cutting move, the 11-employee southside Savannah office will combine with its larger sister office in Brunswick. No jobs will be lost, though one

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

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Savannah employee is expected to retire, said Allen Barnes, EPD director. "The point is to try to keep people employed," Barnes said. EPD, which issues permits and enforces laws and regulations about air, water and land use and pollution, is facing huge state budget cuts. If the currently proposed 2011 budget is approved, the division will experience a 43 percent funding drop over 2008 levels, Barnes said. That's a drop from \$50.3 million to \$28.6 million for the division, which has already seen a loss of more than 100 compliance and permitting officers statewide. The situation is getting dire, Barnes told a state senate appropriations subcommittee Tuesday. Georgia has been a business-friendly, one-stop-shopping state for permits, many of which are mandated by federal law such as the Clean Water and Clean Air acts. But the federal government could take back the administration of those programs if EPD gets too lean. "We're making these cuts to make sure we can continue those delegated programs in a timely and appropriate manner," Barnes said. The Columbus EPD office is also closing, with its employees headed to Macon and Albany. Savings from the two consolidations are expected to amount to more than \$200,000 a year. "When it's budget times like these, it makes sense to combine offices that are relatively close," Barnes said. The Savannah office administers about 600 permits covering industrial and municipal facilities in Chatham, Bryan, Effingham, Liberty, Evans, Toombs, Screven and Candler counties, said Program Manager David Lyle. It houses two emergency responders who spend much of their time in the field, like they did during last week's fuel spill in the Savannah River and sewage spill in Hinesville. EPD will try to find ways to keep their travel costs to a minimum, so as not to offset the savings produced by consolidation, Barnes said. For environmentalists such as Ogeechee Riverkeeper Chandra Brown, the move to Brunswick means a possibly slower response time in exchange for questionable savings. It will also make the division's files less accessible when she questions a polluter. The closest offices to the Ogeechee basin will be a satellite office in Augusta and the Brunswick office. The only silver lining would be if the move pushed EPD to convert to all-electronic files that would be available remotely to EPD staffers and the public alike. "It could save a lot of money and time if they would electronically post everything in their files," she said.

<http://savannahnow.com/news/2010-04-10/savannah-loses-permitting-spill-response-office>

### **USA, WYO, CASPER, APRIL 11 2010. COMPANIES SAY THEY ARE TAKING MEASURES TO IMPROVE SAFETY, STANDARDS >> OIL REFINERS UNDER SCRUTINY**

*dustin bleizeffer*

If you've lived next to a refinery in Wyoming in the past 10 years, then you may have had residual oil rain down on your home, car and head. Or you might have been caught in a rain of brownish silica catalyst, or been overwhelmed by a rotten-egg smell for days, or seen dramatic flares of toxic emissions streaming off the smokestacks like giant orange banners. On March 30, a cloud of smoke from one of these flares raced over neighborhoods in Newcastle. "I was getting family members out of the line of the smoke because who knows what's in the smoke," Newcastle resident Diane Baird Hudson said.

#### **Fires, Spills**

During the past year, the Sinclair Refinery near Rawlins had a major fire and at least 14 reportable releases and spills, including one incident in which 3 million gallons of a highly flammable gasoline-grade fuel spewed from a tank and breached secondary containment structures. "These are not in-the-middle-of-nowhere refineries. These are right in communities. We need to take a harder look at how we protect public health in the state," said Shannon Anderson of the Powder River Basin Resource Council. State regulators say the industry's recent performance has captured their attention. The Wyoming Department of Environmental Quality is seeking \$660,000 from Sinclair for violations related to its fuel spill of 3 million gallons in May 2009.

#### **Thorough Inspections**

"With Sinclair, we have made more frequent inspections and more thorough inspections as well. And on (violations), we have stepped up the penalties via settlement agreement," said DEQ spokesman Keith Guille. Federal regulators are interested, too. In September, the U.S. Environmental Protection Agency levied a \$7 million fine against Frontier Oil Corp.'s Cheyenne refinery for allegedly dumping toxic wastes into a storm water pond. Refinery officials said they would fight the fine. Also in 2009, Wyoming Refining Co. signed a cooperative agreement with EPA settling alleged violations related to "past performance" at its refinery in Newcastle. The refiner agreed to pay \$14 million for new pollution control equipment and pay an "assessment" of \$150,000 under the cooperative agreement. Many of the recent toxic releases from Wyoming oil refineries were due to flaring — or burning — a mixture of gases emitting toxins, such as sulfur dioxide and nitrogen dioxide. Those in the industry say flaring gases is a common safety procedure because the gases would otherwise pose an explosion and asphyxiation hazard. Refiners say they must flare gases upon restarting certain operations after there has been a malfunction or, most commonly, after there's a power outage. None of the refineries have enough backup generation to support 100 percent of their needs when there's a power outage. An external power outage wreaked havoc on operations at the Sinclair refinery in December,

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then lingering cold temperatures complicated processes at the refinery for weeks. As for the pollutants released during these restart flaring events, there is no penalty and no limit to how much pollution can be released, according to DEQ. The flaring events don't even count toward a refinery's annual allowable emissions limit for particular constituents. "It's recognized that those events will occur. There's going to be a buildup of gas that they have to do something with, and it's recognized that flaring is the better option," said Bob Gill, compliance program manager for DEQ's Air Quality Division. But others say that view is in direct opposition to federal regulations. Andrea Issod, staff attorney for the Sierra Club's Environmental Law Program, said the EPA objected to an operating permit for a BP refinery in Whiting, Ind., due in part because the state-issued permit did not count emissions from flares. "The law is for best available control technology. So this needs to be done on the front end before ever issuing a permit," Issod said. Issod argued the Sierra Club's case against an emissions permit for DKRW Advanced Fuel's proposed coal-to-gasoline plant to be built near Medicine Bow. Even in this case in which state regulators had the chance to scrutinize emissions controls pre-construction, Wyoming DEQ still declined to count flare emissions. "The whole idea behind pre-construction permitting is to figure out the best available control technology so you don't have these emissions in the first place," Issod said.

### Refinery Efforts

Sinclair Refinery is working with Rocky Mountain Power to increase its access to the grid to provide added electrical reliability. It is also making several expensive upgrades, including new boilers equipped with nitrogen dioxide abatement technology to minimize the need to flare gases. These investments are in addition to upgrades to meet federally mandated emission reductions for transportation fuels and refinery emission. "Both of Sinclair's refineries in Wyoming have either implemented or are implementing redundant backup power systems for steam and electric power supplies," the company said in a prepared statement. "Sinclair continues to make major investments at its Wyoming refineries in Casper and Sinclair." Bob Neufeld, vice president of environmental and government relations for Wyoming Refining Co., said his company is spending about \$23 million over a four- to five-year period to make several upgrades, all of them to improve safety and environmental standards. The pending improvements at the Newcastle refinery include:

- Relocating the control room from the middle of the refinery area away from potential blasts and fires.
- Cutting sulfur dioxide emissions from the refinery's baseline 2000-2001 level of 899 tons to 111 tons — a reduction of 88 percent.
- Cutting nitrogen oxide emissions from the refinery's baseline 2000-2001 level of 140 tons to 120 tons — a 14 percent reduction.
- Cutting particulate matter emissions from the refinery's baseline 2000-2001 level of 44 tons to 18 tons — a reduction of 59 percent.

"There's nothing there to expand processing or increase our sales or reduce our operating costs or in any way improve our bottom line. Just safety and environmental purposes only," Neufeld said. Neufeld said it's true that more stringent regulations and the economic downturn have shrunk financial margins in the industry. But that doesn't mean refiners are cutting corners. "We are not doing nearly as well as we did two or three years ago. But we are still in acceptable operating basis," said Neufeld, adding that Wyoming Refining Co. is privately held. "We are maintaining our operations budget."

[http://billingsgazette.com/news/state-and-regional/wyoming/article\\_4cd5176c-451b-11df-baa5-001cc4c002e0.html](http://billingsgazette.com/news/state-and-regional/wyoming/article_4cd5176c-451b-11df-baa5-001cc4c002e0.html)

### USA, NY, CITY OF NEWBURGH, APRIL 12 2010. FIREFIGHTERS EXTINGUISH NEWBURGH GASOLINE FIRE

*doyle murphy*

City firefighters put out a fire at an auto repair shop Friday evening after leaking fuel met a spark. Assistant Fire Chief Scott Mandoske said the gasoline had come from an old fuel tank mechanics had removed from a car at G & L Auto Services, 211 Broadway. The gas spilled across the floor and caught fire, slightly injuring one worker and melting a taillight of a car hanging above on a lift. Firefighters contained the fire to one service bay and knocked out the flames with dry powder extinguishers, Mandoske said.

<http://www.recordonline.com/apps/pbcs.dll/article?AID=/20100411/NEWS/100419996/-1/SITEMAP>

### CHINA, SHANDONG PROVINCE, DEZHOU, APRIL 12 2010. FIREWORKS PLANT OPERATOR JAILED FOR LIFE FOR DEADLY BLAST

A man who ran an illegal fireworks plant where an explosion killed 13 people last year has been sentenced at an east China court to life imprisonment. Yang Hongyin was convicted at Dezhou city Intermediate People's Court, Shandong province, of illegally manufacturing explosives. The explosion, which killed 13 plant workers and injured two, happened in Yangzhuangzi village, of Qingyun town, Qingyun county, on May 2. Yang, from Yangzhuangzi village, and Wang Qingguo, from Xiaosunzhai

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village, of Laoling, had organized the unlicensed plant, the court heard. Wang died in the explosion, while Yang, who was at large immediately after the blast, later gave himself up to police.

[http://www.chinadaily.com.cn/china/2010-04/11/content\\_9713040.html](http://www.chinadaily.com.cn/china/2010-04/11/content_9713040.html)

### **BULGARIA, SOFIA, APRIL 12 2010. GPS TO BE INSTALLED IN ALL FUELTANKERS AS OF TUESDAY**

*veselina yordanova*

GPS will be installed in all tank trucks transporting fuel as of Tuesday. Ships will be subject to the same control, said Customs Agency Director Vanyo Tanov, cited by FOCUS News Agency. This will be a measure against irregularities involving colored fuel supplied to schools and kindergartens. There is missing fuel or fuel substituted by another. 381,000 pieces of cigarettes without excise labels or illegally sold were seized within four days. More than 2,500 are cigarillos and cigars. The most modern scanner is monitoring the containers in the ports of Burgas and Varna for contraband shipments.

<http://www.focus-fen.net/index.php?id=n216305>

### **AUSTRALIA, NEW SOUTH WALES, CLARENCE, APRIL 12 2010. THE COST OF REGULATIONS**

*bryony triggs*



*Clean & Clear: Woolli Caltex Service Station owner Steve Parker testing the water from one of his servo's four new underground wells.*

More than \$150,000 is a big price tag to put on updates to any small business. But that sum is what Woolli Caltex Service Station owner Steve Parker forked out to bring his servo into line with new State Government regulations. The regulations, which come into affect mid-next year, have already forced many owners of the Clarence's smaller service stations to pull up their pumps. Mr Parker wanted to inform owners, still unsure of what the regulations mean, of what actions they have to take. "I just want to make people aware of the extra expense they've got to pay to get up to scratch," he said. Over four weeks in December and January, Mr Parker closed his business to excavate the large concrete area

surrounding his bowzers. Underground, he had installed a new 20,000L fuel tank; four groundwater monitoring wells; new, double-walled fuel lines leading from his two bowzers to the fuel tank; and tanks underneath his bowzers. Above ground, new 'catch tanks' were installed at the fill points. "If there's any spillage from the truck driver it gets caught in the tank," Mr Parker said. Added to the expense of the work – totalling \$150,000 – are the ongoing costs of the regulations. Mr Parker said one requirement – the 'loss monitoring procedures' – meant service station owners/operators must perform daily dips on their fuel tanks, table-up the results on a spreadsheet and send the figures to an independent third party monthly – for which he has been quoted \$30 per fuel product (e.g. unleaded) per month. The same procedure also requires him to submit groundwater samples to an independent laboratory to be tested – at a cost of \$300, three times a year.

<http://www.dailyexaminer.com.au/story/2010/04/12/cost-of-regulations-updates-small-business/>

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