



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 772 Newsy Stuff

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

November 6 2011



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UNITED ARAB EMIRATES, UMM AL QAIWAIN, OCTOBER 28 2011. DIVERS PLUG LEAK ON SUNKEN CARGO SHIP CARRYING DIESEL



Diesel seen floating off the coast of Umm Al Quwain. The Umm Al Quwain municipality will start checking the fish markets to ensure that fish brought from these waters is safe for consumption.

Police sent divers down yesterday to plug a fuel leak from the engine room of the supply ship that sank 16 kilometres off the coast last weekend. When the leak is sealed, the Ministry of Environment is expected to authorise an operation to raise the White Whale, which is lying on its side about 30 metres down. "The ministry wants to be sure that all leakages on the ship are closed before it could authorise its lifting," a police official said. "The ministry also wants to be sure that everything is safe and would be safe even in the process of lifting the ship." Raising the vessel

will not be straightforward, a salvage expert said yesterday. "The depth is the complication," said Adeel Alam, owner of Khaleej Al Arabi Marine Diving Services, whose divers found the sunken ship on Wednesday. "The deeper a vessel is, the less time divers can spend at the bottom. It would have been easier if it was at 10 or 20 metres." A salvage operation is likely to entail divers attaching the vessel to slings that are then lifted by crane barges, he said. Most of the sinkings his company deals with involve boats that have been overloaded or with cargo not loaded properly that shifts at sea, causing the vessel to tip. The White Whale may have been overloaded, and had been reported for that offence before. Police said that based on the extent of the spillage, the White Whale was carrying more than 1,000 tonnes of diesel, rather than the 450 tonnes that had been declared. The 43-metre White Whale has a gross capacity of 497 tonnes. The ship left Ajman port on July 2. It is owned by Arabian Coast Cargo Services of Ajman and had been leased by Star Petroleum, also registered in Ajman. Both companies declined to comment yesterday. Star Petroleum's website says it deals in land freight services and the trading of refined oil and petroleum products. Nine White Whale crew members arrested in connection with the sinking have been referred to prosecutors in Umm Al Qaiwain. Officials yesterday declined to say what they had been charged with. Dr Nicolas Pilcher, founder and executive director of the Marine Research Foundation in Malaysia, said the amount of fuel on the White Whale did not threaten a major spill, but could still have serious effects. "In terms of scale, it is a very small thing," said Dr Pilcher, who does conservation work in the UAE and Qatar. "The problem is, with a vessel like that, it can have quite a substantial localised impact, no matter how big it is. If the oil escapes and floats to the surface, it can create quite a large sea slick." At sea yesterday, where police established a security cordon several kilometres from the site of the sinking, there was a strong smell of diesel. Fishermen said it had been stronger on Sunday and Monday. "One of my friends had to vomit several times when we moved around this place on Monday," one fisherman said. "We had to return to the shore to help him, and we were also not feeling well with the strong smell." The fisherman said no one was working in the prohibited area, which began about six kilometres offshore, but they worried fish might be affected. "The problem is if we can feel the smell in some fishing areas, the chances are that such areas are also not safe, fish also get the smell as we do," he said. Dr Rashid Al Misbah, director general of UAQ Municipality, said inspectors were already at work to ensure that no polluted fish got to the fish market. He said all the neighbouring emirates had also put inspectors on alert. "No one is eating fish now, my friend - forget the assurances the authorities are giving," said Hashim Abu Ala, a resident of UAQ. "But what is important is that the responsible people get punished, and we all know the punishment, so that such violations are not repeated in the future."

<http://www.thenational.ae/news/uae-news/divers-plug-leak-on-sunken-cargo-ship-carrying-diesel>

AUSTRALIA – NATIONAL TRANSPORT COMMISSION, OCTOBER 28 2011. AUSTRALIAN DANGEROUS GOODS CODE



National Transport Commission

Revised ADG7 October 2011

Updated: 28 October 2011

The Australian Dangerous Goods Code sets out the requirements for transporting dangerous goods by road or rail. The current version of the Code is the 7th edition, which the NTC published in 2007. This version of the Code is known as ADG7. The Code has no force by itself, but it is given force in each Australian State and Territory by laws that incorporate the Code as law by stating that it applies as law.



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In October 2011 the NTC published on this site (available below) a revised version of the Code that corrects various printing errors that occurred in the initial production of the Code. In conjunction with the publication of that revised version of the Code the NTC also published a document entitled Corrigendum 1, which sets out the corrections that need to be made to the printed version of the Code. The NTC also published a document entitled How the 2011 Electronic Version differs from the 2007 Printed Version. Both of these documents are available below. They both contain almost the same information, but the presentation of the information in them differs depending on which version of the Code (printed or 2011) is being used. Corrigendum 1 is for use with the printed version of the Code, and the Differences document is for use with the revised electronic version of the Code. It should be noted that no printed version of the revised version of the Code is available.

Enquiries



The NTC is responsible for policy issues relating to the development and maintenance of the Code and the model laws on which the State and Territory laws that give legal effect to the Code are based. Please note that administration of the Code is the responsibility of the State or Territory in which you operate. Should you require technical advice on the application of the Code, or a variation from the requirements of the Code, please [click here to contact the Competent Authority](#) from the relevant State or Territory.

For enquiries relating to the national dangerous goods transport process and the national model laws, please email enquiries@ntc.gov.au For information on transporting dangerous good by air please contact the [Civil Aviation Safety Authority](#) at +61 131 757. To order a copy of the 2007 printed version of the Code, or an electronic version on CD-ROM, please contact: CanPrint Communications Phone orders: 1300 889 873 Email: sales@infoservices.com.au Fax: 02 6293 8333 Website: <http://www.canprint.com.au/> Online purchasing: <https://ntc.infoservices.com.au/> The hard copy is available at RRP \$A139.95, and the electronic version on CD-ROM at RRP \$A119.95. (Note: As explained above, the 2007 printed version of the Code and the CD-ROM version of the Code should be used in conjunction with Corrigendum 1, available below)

Download ADG7

-  [Aust Dangerous Goods Code 7th Edition October 2011 \(5.31 MB\)](#)

Documents related to ADG7

-  [ADG7 How the 2011 electronic version differs from the 2007 printed version \(0.74 MB\)](#)
-  [ADG7 Corrigendum 1 Oct 2011 \(0.85 MB\)](#)

Related Downloads

-  [Summary of Key Changes to ADG7 - September 2008 \(343.75 KB\)](#)

The Australian Dangerous Goods Code (6th Edition) can also be downloaded below.

ADG6 Downloads

-  [Australian Dangerous Goods Code \(6th Edition\) Vol. 1 \(1.56 MB\)](#)
-  [Australian Dangerous Goods Code \(6th Edition\) Vol. 2 \(1.65 MB\)](#)
-  [ADG6 Corrigendum - October 1999 \(246.68 KB\)](#)

<http://www.ntc.gov.au/viewpage.aspx?Areald=35&DocumentId=1147>

TUNISIA, TAZARKA, OCTOBER 28 2011. RESIDENTS SIT OUTSIDE THE REFINERY COMPOUND



Residents sit outside the refinery compound of Italian oil company Eni as they continue their blockade of several days on the premises at the town of Tazarka, about 70 km (43.5 miles) south-east of capital Tunis October 27, 2011. The protesters say that the refinery owners have not honoured their commitments to provide the local community with jobs and investments in infrastructure. Message written in Arabic reads "protest".

<http://planetark.org/wen/63727>



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USA, MD, CECIL CO, OCTOBER 28 2-011. ROUTE 1 FINALLY REOPENED AFTER FUEL TRUCK CRASH >> LATE-NIGHT CRASH SHUT DOWN CONOWINGO DAM

[Watch the Video:](#)

• http://www.abc2news.com/dpp/news/region/cecil_county/contamination-fears-along-susquehanna-after-tanker-crash

[Slideshow](#) <http://www.wbaltv.com/slideshow/news/29603180/detail.html>



Route 1 was finally reopened shortly after midnight Friday after a tanker truck crashed and caught fire, spilling 7,500 gallons of fuel late Wednesday night. Drivers and businesses told 11 News reporter Sheldon Dutes that the closure was a headache, with one Port Deposit restaurant owner saying he lost significant business because of it. Authorities said the crash happened about 11:15 p.m. Wednesday on the Cecil County side of the dam. Investigators from the Maryland State Police said the 9,000-pound tanker truck hit a guardrail and wrecked, spilling diesel fuel. Police said their initial investigation led them to believe the driver may have fallen asleep, causing the truck to flip. The driver was taken to the Baltimore Regional Burn Center. He suffered minor burns, along with a few bumps and bruises, 11 News reporter Lowell Melser said. Dozens of firefighters from Harford and Cecil counties worked to put out the fire and clean up the mess. Hazardous

materials crews also worked to catch the fuel, which leaked into a culvert. Privately contracted companies also helped with the cleanup effort. Fuel that did make its way into the river won't affect the water facilities nearby, because facilities in Perryville, Havre de Grace and Port Deposit take their water from pipes 6 to 8 feet below the surface, Melser explained. The Conowingo Dam crosses the Susquehanna River.

<http://www.wbaltv.com/r/29598830/detail.html>

USA, PA, DOYLESTOWN TWP, OCTOBER 28 2011. OIL LEAKS CLEANED UP

christina kristofic



Oil leaks at the Colonial Village, a mobile home community in Doylestown Township, are contaminating water supplies, residents allege. A cleanup is underway. Seen here is a package of oil absorbent booms, which were being put in place by J & J Environmental.

Several months ago, Marc Hauben noticed a strange odor in his mobile home. He called the property manager of his mobile home community — Colonial Heritage in Doylestown Township — and a maintenance worker came out to look at it. The maintenance worker told Hauben there was nothing to worry about. Then Hauben started getting headaches and feeling nauseated. His eyes started burning. He discovered the source of his problems on Oct. 3, when he went outside after a rainstorm and saw “a huge oil slick” on his lawn. He called the property manager and the Bucks County Health Department. A pipe that carried oil to his heating system had leaked. “Rather than asking our own maintenance people to clean it up, we’re engaging a company with expertise to clean it up,” said Ken Kilpatrick, spokesman for GSP Management Co., the Morgantown-based company that owns Colonial Heritage. He said GSP called Blue Bell-based J & J Spill Service and Supply as soon as it learned about the leak. J & J crews also have been cleaning up two other oil leaks that were discovered this month in the mobile home community. The first leak was found near a home on Aster Lane on Oct. 1 and reported to the state Department of Environmental Protection. Another leak was found near a home on Wooded Drive on Oct. 21 and reported to the DEP. State and local officials say they are satisfied with GSP’s response to the leaks and J & J’s work cleaning them. J & J crews have pumped water contaminated with oil into the sanitary sewer system so it can be treated, said Pete Noll, supervisor of the Bucks County Health Department’s environmental engineering division. The health department notified the sewer authority. J & J crews also have been digging up soil they believe to be contaminated with oil, piling it up and carting it off for treatment, said Sinclair Salisbury, director of code enforcement for Doylestown Township. Noll and DEP spokeswoman Deborah Fries said they do not believe any oil has leached into nearby streams or ponds. The Aster Lane leak was cleaned up by Oct. 18, Fries said. J & J crews still are cleaning up the leaks at



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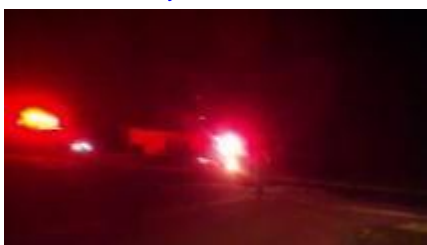
Hauben's Hemlock Drive home and Wooded Drive. Even though officials are satisfied, residents aren't. There have been oil leaks in the past and residents fear there could be more in the future. Colonial Heritage resident Ellen Eckman said, "It isn't even cold weather yet. When the cold hits them, that's when they usually break. Not now. We need a plan. People in here ... they don't have any place to go if the heat goes down." Colonial Heritage residents have a history of problems with the mobile home community management and what they say is a general lack of upkeep of the community. They don't leave because they can't afford to. So they complain to local and state officials. The Doylestown Township supervisors mediated an August 2010 meeting between the residents and an attorney for GSP. The attorney told the supervisors at the meeting to keep their noses out. The supervisors asked Sen. Chuck McIlhinney to get involved and the property manager began to work with the township to resolve problems. Mike Bannon, director of Bucks County's Office of Consumer Protection, has worked with Colonial Heritage residents in the past and said this week he's noticed some improvements for residents. Still, Bannon is concerned about the age of the oil system in the mobile home park and the costs that could get passed to the residents if GSP replaces it. The underground tank and standpipe that hold the oil for the mobile home heating units were installed in October 1969, Fries said. "We don't know that either of those containers are leaking," she said. "However, the distribution system, which consists of neoprene tubing, has not functioned well. They have had leaks in the past." Fries said the DEP has no oversight on the oil system because a 1996 decision by the Environmental Protection Agency determined that it was a private system. DEP still is monitoring the leaks and the cleanup. Kilpatrick, the GSP spokesman, said the property manager and maintenance staff at Colonial Heritage are watching for leaks and fixing them as soon as they see them. Mostly, he said, "Management and maintenance depend on residents to report if something is not right — not report to another resident. That will only slow the process." As for Hauben, he's waiting to hear from the property manager what will happen next. He said J & J crews told him they'd need to lift up his home to get to all the contaminated dirt and that the home could fall apart when they lift it up. "I'm basically going to have to get everything out of here," he said. "It's horrible. I feel very, very stressed out. The stress is probably the worst thing you could do to my MS." And he's not sure where he'll go if he has to vacate his home for more than a day: "I'm new to the area. I don't have (many) acquaintances... I don't have a lot of money for a hotel."

http://www.phillyburbs.com/my_town/doylestown/oil-leaks-cleaned-up/article_142f81df-8e59-5695-a7d1-d24d0123f873.html

USA, FLA, PALM BAY, OCTOBER 28 2011. VAN CARRYING AMMUNITION CATCHES FIRE AFTER CRASH IN PALM BAY

[Watch the Video:](#)

<http://www.floridatoday.com/article/20111028/BREAKINGNEWS/310280042/Van-carrying-ammunition-catches-fire-after-crash-Palm-Bay>



Explosions after van with ammunition catches fire: A crash between a motorcycle and a van loaded with ammunition resulted in a fiery and explosive scene Thursday night in northwestern Palm Bay.

A crash between a motorcycle and a van carrying ammunition resulted in a fiery scene Thursday night in northwestern Palm Bay. The motorcyclist was seriously injured in the wreck, reported just before 10 p.m. on Emerson Drive near the intersection with Lamplighter Drive. The "motorcyclist may not have been wearing a helmet and suffered significant head trauma," Sgt. Tina Hensel of the Palm Bay Police Department said in a statement. The crash ruptured a gas tank and ignited a fire. When crews from Palm Bay Fire-Rescue arrived, the van was 25 percent engulfed with flames, fire officials reported. Witnesses heard popping and at least one explosion. Police officers quickly moved people away from the crash site, but the ammunition didn't pose a significant threat, officials said. Firefighters quickly controlled and extinguished the blaze. Emerson Drive was shut down east and west of the crash scene for more than two hours as traffic-homicide investigators took measurements and photographs. According to the investigators, the Ford conversion van was westbound on the two-lane Emerson Drive. Claiming he couldn't see the motorcycle, the van's driver turned left toward Lamplighter Drive and into the path of the eastbound Kawasaki. The motorcyclist hit the pavement and slid 90 feet with his bike. The motorcycle crashed into the front portion of the van and was dragged underneath it a short distance onto Lamplighter Drive. Gasoline from the motorcycle caught fire and ignited the van's engine compartment. The van's driver, who had just purchased a few boxes of ammunition at



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Walmart, wasn't hurt. No one was burned. Investigators said alcohol and speed were not probable factors in the wreck. The motorcyclist was airlifted to Holmes Regional Medical Center. Whether his injuries were life-threatening was not known.

<http://www.floridatoday.com/article/20111028/BREAKINGNEWS/310280042/Van-carrying-ammunition-catches-fire-after-crash-Palm-Bay>

NEW ZEALAND, TAURANGA, OCTOBER 28 2011. ALMOST 900 TONNES OF OIL REMOVED FROM RENA

[Watch the Videos:](#)

- [Rena clean up cost jumps](#)
- [More oil from Rena washes ashore](#)



Booming operations underway with Rena and support vessels in the background.

Two of the five fuel tanks on the Rena are now empty and pumping is continuing from tanks in the engine room. Salvage Unit Manager Kenny Crawford said the 25-tonne port service tank had been emptied and almost all of the 770 tonnes from the port number five tank had been removed. More than half of the oil from one of the two settling tanks in the engine room has been pumped into the barge Awanuia, bringing the total oil removed from the Rena to 882 tonnes. Emptying two of the tanks is a "significant milestone", given the state of the Rena," Crawford said. Almost 900 tonnes of oil has been removed now and hopefully by the end of tomorrow the salvors will have emptied the two settling tanks as well, he said. The salvors are also making good progress on accessing the starboard number five tank, which is under water, Crawford said. The divers had created the first half of a

coffer dam that will seal off the entrance to the tank, and were now working on the second half. Once this was done, they could begin pumping out the water and opening the hatch. "It's hard, difficult and dangerous work for the divers who are working in oily water with little light," Crawford said. Oil is still being removed from Bay of Plenty beaches after more than 350 tonnes of oil leaked from the Rena soon after it ran aground on the Astrolabe Reef on October 5. The Main Mt Manganui Beach down to Tay St would remain open this weekend, other local beaches would remain closed for the time being, as old oil continued to come ashore, where it would be cleaned up, said Nick Quinn, National On Scene Commander. Volunteer coordinator Pim de Monchy has appealed for a big turnout of volunteers "new and old" for beach clean-up operations over the weekend. Volunteer clean-ups would continue tomorrow with one at the Papamoa Surf Club, another opposite the Logan Road beach access, Papamoa, and a third at the corner of Kulim Avenue and Harbour Drive, Otumoetai, all beginning at noon. De Monchy said the more help they can get, the quicker oil-affected beaches can be cleaned up and hopefully reopened. Earlier today, Maritime New Zealand said latest modelling for the five to 10 tonnes of oil spilt from the Rena last Saturday shows the slick remains around the vessel rather than heading towards Mayor Island or Whangamata. Quinn said a forward operations base would remain at Whangamata and a wildlife team would still be based on Mayor Island, a wildlife refuge.

<http://tvnz.co.nz/national-news/rena-oil-slick-avoids-island-coromandel-4487601>

USA, MI, DETROIT, OCTOBER 28 2011. SHELL SLAMMED WITH \$1 BILLION LAWSUIT



The lawsuit seeks the immediate cleanup of pollution in the Niger-Delta region and an injunction to require air and water monitoring. Royal Dutch Shell Nigeria, has been slammed with a \$1 billion law suit over the frequent oil spills and pervasive air pollution from its refining operations in Ogoni land, Delta state. King Emere Okpabi of Ogoni land and four other traditional leaders filed a lawsuit in a Detroit federal court, Michigan, USA, last week seeking compensation for half a century of pollution by the oil and gas company. The leaders also accused Shell of cruel, inhuman or degrading treatment, gross negligence and the violation of international treaties and obligations to the United States and Nigeria. The lawsuit, which seeks the immediate cleanup of the pollution and an injunction to require air and water monitoring, also wants \$1 billion compensation for damages to the people of the



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land. King Okpabi claimed that the Company was yet to pay the \$1.5 billion settlement in a case accusing it of pollution damages to the Ijaw people of the Niger Delta and that Shell was yet to comply with the 2005 order to stop gas flaring. The Oil and Gas company has been accused of several crimes against the Ogoni people. In 2009, it agreed to pay \$15.5 million to settle a case accusing it of taking part in human rights abuses in the Niger Delta in the early 1990s, a striking sum given that the company denied any wrongdoing. It was also accused of influencing the killing of Ken Saro-Wiwa (founder of the Movement for the Survival of the Ogoni Peoples in 1990) in 1995. Saro-Wiwa, Shell's most prominent critic at that time in Nigeria, was killed by the military regime, after protesting the company's environmental practices in the oil-rich delta, especially in his native Ogoni region. The US Supreme Court plans to consider the lawsuit.

<http://dailytimes.com.ng/article/shell-slammed-1-billion-lawsuit>

AUSTRALIA, QUEENSLAND, SARINA, OCTOBER 28 2011. TRUCK DRIVER, 35, SUFFERS SERIOUS INJURIES AFTER MOLASSES TRUCK ROLLS ON BRUCE HIGHWAY, SOUTH OF SARINA

brooke baskin



A 35-year-old truck driver suffered life-threatening injuries after his liquid fertiliser truck rolled on the Bruce Highway, 1km south of the Caltex service station at Ilbilbie, south of Sarina.

Traffic is moving through one lane of the Bruce Highway following a truck rollover in Central Queensland earlier on Friday. A 35-year-old truck driver suffered serious and life-threatening injuries after his liquid fertiliser truck rolled on the Bruce Highway, 1km south of the Caltex service station at Ilbilbie, south of Sarina, around 8.15am. The driver suffered leg, hip and chest injuries in the incident. It's thought he was thrown from the cabin of his truck in the incident. The RACQ CQ Rescue

helicopter airlifted him from the scene for urgent treatment at Mackay Hospital. RACQ CQ Rescue air crewman David Williams said the incident could have been much worse. "Just 500m from the accident site was a very high bridge so while the driver of the truck probably isn't feeling very lucky right now, the result could have been a lot worse," he said. Fire crews have downplayed early reports of an explosion from the truck but it sustained extensive damage in the incident. A QPS spokesman said the highway would likely remain closed for another hour as forensic crash investigators carried out final testing at the site. Police are allowing traffic through both south-bound and north-bound via a single lane.

<http://www.couriermail.com.au/news/queensland/truck-driver-50-suffers-serious-injuries-after-molasses-truck-rolls-on-bruce-highway-south-of-sarina/story-e6freoof-1226179197676>

USA, FLA, OCALA, OCTOBER 29 2011. MAN ALLOWS 400 GALLONS OF TAR TO SEEP INTO GROUND

bill thompson



A cut up trailer is loaded for removal in a residential neighborhood in the 6700 block of East Fort King Street last week. The trailer was cut into pieces and spilled tar all over the property.

Silverwood Villas is an orderly, well-kept community of modest homes just east of Baseline Road. On Thursday, the tranquility evident in a section of the area, where the west end of East Fort King Street dead-ends into a wooded area, belied the commotion that had played out there in recent days. Some residents were incredulous after a neighbor hauled a tanker-trailer into his backyard on Oct. 14. They were aghast when, after he began cutting it up, hundreds of gallons of tar leaked on the ground. Then, in a cleanup effort, with other flammable liquids nearby, he resorted to blowtorches to try to burn off the tar. As bad as that was, though, what disturbs them most was that this caper festered for days while

complaints went unheeded. A senior county official maintains the authorities couldn't correct what they didn't know about — which is little comfort to those who pleaded for help. "Everybody would come out, but nobody would do anything," said Carol Gioglio, who lives in the community. "It was a big mess and no matter who we called, nobody would help. Everybody thought it was a joke, it seemed like. I guess they had never seen a tanker in the backyard." The cavalry finally arrived on Oct. 21 — a week after the tanker did. Ultimately, the Florida Department of Environmental Protection visited the site, with a contractor on



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hand to clean up the tar spill. DEP spokeswoman Kristin Lock said in an email that 400 gallons of a "semi-liquid asphalt material" leaked into the yard. The DEP reported that another 1,000 gallons of asphalt that didn't spill from the rusted, partially dismantled tanker was hauled off for disposal. What saved the day, at least as Gioglio and her friend, Frances Davidson, see it, was not the government agencies they — and the rest of county residents — rely on to prevent such a nuisance from happening. Rather, according to Gioglio, it was two workmen who came to her house and promised to get help after seeing the mess her neighbor had made.

Things Go Wrong

"I thought: What the hell?" Davidson recalled upon seeing that her neighbor, Joel Rizzo, had brought home the tanker-trailer, that variety of which typically holds about 9,000 gallons. Rizzo said he and a friend bought the tanker-trailer for \$1,200. He intended to sell it, but later discovered it contained asphalt. Having nowhere else to take it, he brought the trailer home, he said. He did not know that it violated county codes to have such a large vehicle in a residential area, or that he couldn't chop it up for scrap. Then, he began cutting the tanker up to sell for scrap and the asphalt ooze began. "It looked like a gel," he said. "We thought it would just scoop out. We didn't know it would make such a big mess." Pictures taken last week by county code enforcement officers show the black gunk covering the ground near Rizzo's shed like a quilt. Rizzo said he tried dumping the tar into large barrels. At one point he tried burning the asphalt. "We were just doing whatever we could to get (the trailer) out, and we'd clean up the tar later," he said. As events played out over the week, however, Rizzo's neighbors began looking for help for what they considered an environmental disaster in the making. Driven by the noise from the work, the asphalt odor and the fear for the well being of their homes, they said they called any agency they thought could help: law enforcement, the fire department, code enforcement — even the Chamber of Commerce. "I was so mad. I thought my head would explode," Davidson said. "I don't care who lives next to me, but don't make a junk yard out of that. I don't live like that." "I usually mind my own business," she added, "but I couldn't take no more."

Getting No Help

Beyond the immediate problem of the homemade tar pit was the response to it, Rizzo's neighbors said. According to county records, a code enforcement officer had notified Rizzo on Oct. 7 that he was violating anti-littering regulations by having unserviceable cars in his yard. He was given until Oct. 24 to clear the lot. He apparently did so in a few days. Yet on Oct. 14, a report notes, the department fielded a call about the tanker-trailer. The next day and the day after, the report indicates, code officers visited the site and took pictures of the property. County Code Enforcement manager Sammie Luckey said his officers told Rizzo the tanker would have to go. Rizzo agreed. And that appeared to be the extent of the case until Oct. 21. Neighbors maintained the tar began spilling once Rizzo started cutting the trailer up over the weekend. And while they allow it wasn't much at the start, it soon became noticeable that the leak was beyond Rizzo's ability to contain it. A code officer's report related that officials saw the tanker was being cut up on Oct. 16, but does not mention any tar spillage. Luckey said that until late last week his officers were unaware what was inside the tanker-trailer or how much tar had leaked from it. "We didn't know all this stuff was going on," Luckey said. "We had to treat it like any other case. We had to give him due process." Throughout the week, there were other opportunities for authorities to learn what was happening at the site. Rizzo and his neighbors say sheriff's deputies and firefighters also visited the scene. A county Fire Department report notes that an engine was sent to the community on Oct. 19 in response to a fire. That occurred after a caller reported seeing smoke coming from the tanker-trailer. Firefighters, the report says, "found the neighbor (Rizzo) cutting up an old trailer that had tar in it and it was causing some smoke. No actions taken." The report does not note the presence of any hazardous materials. "Everybody said there was nothing wrong," Rizzo said. He recalled that firefighters in particular did not think his actions were creating a threat to public safety. "They said there was nothing hazardous," he said. "They said don't mind your neighbors, just keep doing what you're doing." Firefighters did suggest to the neighbors that they contact code enforcement for help, the report says. Still, "I couldn't get no help. I felt they felt it was just a big joke. They kept saying there was nothing they could do," Gioglio said. "They said, 'He'll get it out eventually.'" That day, Luckey issued Rizzo a violation notice for the tanker-trailer. It came in response to what the code manager had seen late on the afternoon of the previous day. On Oct. 20, Luckey said he went to the scene himself after his bosses in administration wanted to know more about the complaints. "They wanted something done right now," he said, pointing out that the urgency from the top came in response to calls that Luckey was not privy to. Once they understood how serious the situation was, he added, his officers "freaked out." That prompted the call to the DEP. The county's violation notice indicated that Rizzo had wrongfully parked a commercial vehicle greater than 10,000 pounds in an "improper zone," that making scrap from the tanker had created an illegal "junk yard" and that hazardous waste was being improperly disposed of. Luckey said when he asked Rizzo why he didn't stop once the tar flowed, Rizzo answered that he didn't think that much had



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spilled. "I felt bad for him," Luckey said. "He's just 19. He's a young kid trying to do something to make some extra money and he got caught up in a bad situation." Lock, of the DEP, said environmental regulators responded immediately once the county reported the asphalt leak. Since Rizzo lacked the resources to clean up the site, the DEP did. The agency's contractors worked at the site Saturday and Monday, digging up and resodding the yard and ensuring the tanker-trailer was properly hauled away to an approved landfill. Lock said the state will not pursue criminal charges. "The environmental threat was minimal. It's the same as an asphalt road. But it's still got to be cleaned up because it's not permitted and it's not in the right place," Lock said. Yet the agency will bill Rizzo for the cleanup operations. Lock said the final amount would not be known until the final report was written and the contractor's invoices were verified. It was unclear how long that might take. According to Rizzo, the amount was \$10,000. Rizzo added that the uproar surprised him and that the episode has taught him a lesson about the scrap metal business: "From now on, run away from tankers."

Saving the Day

Gioglio credits the outcome to the two workers at her home who saw the spill and promised to resolve it. One of them, she said, told her he lived in the area and expressed concern about the water supply. "I don't know what they did, but they did it," Gioglio said. "People don't listen to women the same as men. Those two guys called — boom — and it was done. I believe they had pull." She added that she is grateful Rizzo has pledged not to repeat this action, but wonders why it was so difficult to get it fixed in the first place. "It was a regular nightmare out here. I'm happy. I'm relieved that it's over," she said. "But it was frustrating. These are the people who are supposed to protect this county."

<http://www.ocala.com/article/20111027/ARTICLES/111029715/1001/news01?Title=Man-allows-400-gallons-of-tar-to-seep-into-ground>

USA, TN, JOHNSON CO, OCTOBER 29 2011. LEAK FROM NITROGEN TANKER CLOSES HIGHWAY

[Watch the Video Tanker Spill](#)



A leak from a tractor-trailer carrying liquid nitrogen prompted emergency response personnel from two states to converge on the community of Trade, Tenn., around 4:30 a.m. Friday. A tractor-trailer carrying the nitrogen was traveling on U.S. 421 when it was apparently clipped by another passing tractor-trailer travelling in the opposite lane, according to officials with the Johnson County Emergency Management Agency in Mountain City, Tenn. Another vehicle was also travelling in the area when the impact occurred, with one of the trucks forcing it off the road. The impact between the two trucks apparently damaged the back part of the tanker carrying the liquid nitrogen and prompted a response from the Johnson County, Tenn., hazardous materials team, when it was discovered that the tanker was leaking. In addition, personnel from Trade Volunteer Fire Department, Tennessee Highway Patrol, the Johnson County Sheriff's Department, the JCEMA, as well as

response personnel from Watauga County, N.C., were called to the scene. Jason Blevins, director of the JCEMA, said that tanker leak caused an estimated 45,000 pounds of liquid nitrogen to escape and dissolve in the air, appearing first as a blume or white cloud. An area of 100 yards around the tanker was cleared, and a nearby home was temporarily evacuated as a precaution, should the wind move the gas cloud toward the home. The accident closed traffic on the highway for four to five hours, with some traffic being rerouted through Mountain City. According to Blevins, neither one of the truck drivers appeared to be seriously injured and they chose not to go the hospital for treatment. The driver of the third vehicle was also not injured. No other injuries occurred with the incident, Blevins said. It is not known at this time if any charges were filed.

<http://www2.wataugademocrat.com/News/story/Leak-from-tanker-closes-highway-id-006303>

USA, VA, ROANOKE, OCTOBER 29 2011. ELECTRICIAN FATALLY HURT AFTER BEING HIT BY CAR IN ROANOKE >> A SECURITY CAMERA AND NUMEROUS PEOPLE WITNESSED THE INCIDENT.

jorge valencia

A Carilion Clinic electrician died after he was run over at a Hersherberger Road gas station by a woman who then backed up — all caught on a security video, police said. David Lee Hunt Sr., 51, died in Carilion Roanoke Memorial Hospital, hours after he was struck by the car at the Shell station in the 2900 block of Hersherberger Road in Roanoke on Oct. 18, police said. The



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driver, identified in a Roanoke Circuit Court search warrant as Ashley Delores Logan, hasn't been charged. Investigators are "consulting with the commonwealth's attorney" and are pursuing "an active investigation," police said in a statement. Hunt's fatal injury happened after he emerged from the service station store, police said. He was standing in the parking lot when the woman backed her red, 1998 Ford Contour toward Hunt's parked car, police said. The two exchanged what police said was "verbal communication." The car smashed into Hunt's car, then pushed forward and ran over Hunt, police said. "In reviewing the security video, Logan is observed striking Hunt and he then disappears under the vehicle," a police investigator wrote in the search warrant. "The vehicle is then backed up and he is seen again lying in the parking lot." Logan, 26, remained at the station awaiting the arrival of police. Numerous people witnessed the crash, police said. The search warrant sought to examine the mechanical condition of Logan's car, including brakes, accelerator linkage, steering, transmission and shift linkage. Logan couldn't be reached Thursday. Hunt served in the U.S. Marine Corps, according to his obituary. He and his wife owned a home less than a mile from the service station, according to city records. Hunt is survived by his wife, two sons, a daughter, a brother and four grandchildren, according to his obituary.

<http://www.roanoke.com/news/roanoke/wb/300401>

USA, MA, MILFORD, OCTOBER 29 2011. GAS STATION OWNER FINED \$200K >> A CONCORDIAN AND MILFORD GAS STATION OWNER AGREED THURSDAY TO PAY \$200,000 FOR NOT TELLING AUTHORITIES THAT 15,000 GALLONS OF DIESEL FUEL SPILLED ON THE SITE.

mary macdonald



The owner of the Gibbs gas station in Milford agreed to pay \$200,000 Thursday to resolve a complaint that he failed to notify authorities when 15,000 gallons of diesel fuel spilled from [an underground tank](#). State Attorney General Martha Coakley announced the settlement with Vincent Cuttone, 56, in a press release. Cuttone, of Concord, and his two companies, Route 16 Gas Inc. and 16 Gas LLC, will divide the payment between the state and a natural resource damages trust. Cuttone will also pay for annual environmental audits at each of the filling stations he owns for the next three years, Coakley announced, and will maintain functioning tank monitoring equipment, and secure training for himself and his employees in the proper operation of tank monitoring equipment, as well as in spill prevention and reporting. The former Gibbs station, at 104 E. Main St. in Milford, has been closed for several years. Judge Mitchell Kaplan approved the agreement Thursday in

Suffolk Superior Court. Kenneth Kimmell, commissioner of the state Department of Environmental Protection, said the owner's "failure to follow-up, despite clear evidence of a leak, allowed large amounts of diesel fuel into the environment and delayed the cleanup." "The operator's failure to follow-up despite clear evidence of a leak allowed large amounts of diesel fuel into the environment and delayed the clean up," said Massachusetts Department of Environmental Protection Commissioner Kenneth L. Kimmell. "This case is a reminder that addressing a suspected environmental problem early is essential." The state launched an investigation into the leak after an employee of the station called police in July 2008 to report "the theft" of thousands of gallons of diesel fuel from one of the station's underground tanks. Investigation by the state Environmental Strike Force determined that the tank had spilled thousands of gallons of diesel fuel into the ground. Data on an automated monitoring system showed discrepancies that, under state regulations, should have been reported to the [Milford Fire Department](#) months earlier. By the time the leak was discovered, 8 gallons an hour had been slipping out between April and July 2008.

<http://concord.patch.com/articles/gas-station-owner-fined-200k>

USA, WA, JBLM MCCHORD FIELD, OCTOBER 29 2011. JET FUEL SPILL AT JBLM 100 PERCENT CONTAINED

The Washington Department of Ecology is crediting Joint Base Lewis-McChord responders for quickly responding to a jet fuel spill at McChord Field early Friday morning. About 1,000 gallons of fuel was spilled around 6:00 a.m., according to JBLM and the state. A JBLM spokesman said 100 percent of the fuel was captured in an underground oil-water separation tank. Curt Hart of the Department of Ecology said state personnel were on scene but departed quickly once it was clear that the spill had been contained. The JBLM spokesman said an investigation will be conducted to determine the spill's cause.

<http://www.nwcn.com/home/?fld=132799148&fPath=/news/local&fDomain=10212>



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PHILIPPINES, CEBU CITY, OCTOBER 29 2011. ONLY DOE INSPECTORS ARE AUTHORIZED TO DO SPOT INSPECTIONS ON GAS STATIONS' CALIBRATED PUMPS

fayette c. riñen

Only inspectors from the Department of Energy (DOE) are authorized to conduct spot inspections of calibration pumps of gasoline stations to check the accuracy of fuel dispensed to customers. Engr. Antonio Labios, DOE-Visayas director said this during a recent press conference despite the reports that a certain consumer group is conducting their own inspection of pumps at gasoline stations in Metro Cebu. "Although we appreciate their efforts since we believe it is for the benefit of the consumers but we just want to issue a clarification on this because there might be an impression that what they are doing is authorized by the DOE," Labios said. Under the law on the downstream of the oil industry, it is stipulated that the DOE has the sole mandate and function to inspect gas stations to determine whether their calibrated devices are dispensing accurate fuel, the DOE-Visayas chief said. Labios added however, that there is no law that prohibits consumer groups to conduct their own inspections but this should have the consent of the petroleum retail outlets or gasoline stations. Labios admitted that the management of the Chevron oil firm called their office to ask whether it is okay for the consumer group to conduct their own inspections. The DOE-Visayas director said that their office is regularly conducting inspections of fuel dispensing pumps in various retail outlets throughout the Visayas. "These inspections are unannounced and those retail outlets found to have violated the existing rules and regulations are penalized administratively," Labios said. DOE-Visayas Legal Officer Atty. Mark Gamallo on the other hand, said the total amount of fines this year since January from violating gas stations already reached P471,000. "We cannot determine how many gas stations have been fined for this year as the number is throughout Regions 6,7 and 8 and some stations have more than one violation," Gamallo disclosed. Common violations committed by gasoline stations are under-delivery, meaning the calibrated bucket is not accurate in dispensing fuel, and the Certificate of Compliance (COC) which adheres to a national set of standards, Gamallo said. "One violation is fined P10,000 and if found that a certain gas station has 10 calibrated pumps with under-delivery violation then the management is fined P100,000," the DOE-Visayas legal officer claimed. Gamallo said that last year, the total fines collected reached more than P300,000. Labios said only local government units can conduct their own calibration inspection and sealing of pumps as may be provided by their existing ordinance on weights and measures. To effectively ensure consumer protection and promote safety and fair trade practice, the DOE is actively pursuing partnerships with LGUs and other concerned agencies like the Department of Trade and Industry, Department of Science and Technology and the Bureau of Fire Protection for joint inspections and focus group discussions.

<http://www.pia.gov.ph/?m=1&t=1&id=61587>

USA, MT, BUTTE, OCTOBER 29 2011. ROCKET EXPLOSION COSTS \$168K; INSURANCE WON'T PAY COUNTY FOR DESTROYED BUILDING

tim trainor



The explosion of a test rocket in January destroyed this steel-sided building at the Butte AeroTec facility west of Butte.

Silver Bow County is out about \$168,000 -- the cost of a new building that was destroyed in January by a misfiring rocket engine test -- after two insurance companies said they would not pay for the damage. The destroyed steel-sided test enclosure was paid for by the county and leased to the Montana Aerospace Development Association, or MADA, which secured insurance for experimental rocket tests at the premises. Or so they thought. More than 10 months after the blast, MADA director Dave Micheletti told the Tax Increment Financing Industrial District board that the mishap would not be covered by its insurance or by that of Space Propulsion Group Inc., a Stanford University-affiliated company that

conducted the test. "We were very disappointed, and we were all very surprised," said Micheletti of the insurance companies' decisions. The test facility is located in the Tax Increment Financing Industrial District southwest of Butte. Both MADA and SPG had commercial liability protection, but, unbeknownst to them, it did not cover damage to property in the custody of the insured -- which in this case was the county. "What we are doing (rocket testing) is something unique and new, and it was not something many commercial insurance carriers are doing," Micheletti said. "There was a gap that neither side knew was there." It did, however, leave the county holding the bag. The building, paid for by taxes collected in the TIFID, cost \$168,000 and was damaged less than a second after it was put into operation. No one was hurt. MADA said it will do its best to make up



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the lost money. "We are committed to using portions of revenue from test facility leases (to pay for) the loss of the building," said Micheletti, although both he and TIFID director Kristen Rosa said a revised financial agreement has yet to be finalized. Micheletti also noted that MADA will pay to rebuild the test center, which will be much different from the destroyed structure. It will not be a permanent building, but a temporary test site surrounded by a removable "blast mat." Rosa said the TIFID board remains behind the project, despite the explosion and the insurance mix-up. "The board remains committed," Rosa said. "MADA and SPG, they've owned up to their responsibility and are trying to make Butte-Silver Bow whole." Micheletti said he thinks nearly two years of testing in the site "have generated approximately \$400,000 in expenditures in the local economy," with groups of SPG Inc. employees traveling from their base in California to spend days in Butte before and after the tests. He said MADA is actively pursuing other organizations, which could significantly increase activity at the test site. "As a result of the lessons that we learned out there, I believe we are in a lot better position to accommodate that growth than we were before," he said.

http://billingsgazette.com/news/state-and-regional/montana/article_dc731a24-00b1-11e1-88c5-001cc4c002e0.html

USA, TX, HOUSTON, OCTOBER 29 2011. INVESTIGATORS: BETTER SECURITY NEEDED AT OIL STORAGE TANKS TO STOP DEATHS

 Watch the Video

- <http://fuelfix.com/blog/2011/10/27/federal-investigators-better-equipment-security-needed-at-oil-storage-tanks/>



Dozens of teenagers and children have been killed in explosions at oil and gas storage tanks over the past three decades, according to federal investigators who today are urging companies to better secure the sites. [The Chemical Safety Board's](#) examination focuses on three recent lethal explosions, including the death of a 24-year-old woman and injury of a 25-year-old man after an oil tank in New London, Texas exploded when they lit a cigarette while on top of it. But [in a report released today](#), the independent agency says the problem goes back for decades and demands immediate solutions. The CSB cites 23 similar instances — most involving partying teenagers or curious kids — at oil and gas storage sites from 1983 to 2010. All of the incidents involved victims under 25 and roughly a third of them — 27 percent — were in Texas, though none were in Houston. Many oil and gas storage tanks are in remote areas — unfenced, unsupervised and without any warning

signs — "a tempting venue for young people looking for a place to gather and socialize," the CSB found. It can be a devastating and lethal combination when young people hanging out at the sites light up cigarettes. After probing the 2010 New London, Texas, explosion and two others in Carnes, Miss., and Weleetka, Okla., the CSB concluded all three could have been prevented with better warning signs, securing hatches on the tanks or the use of safer tank designs at the facilities. Although Houston and some other large cities put constraints on the location of the facilities within city limits, that is not the case nationwide, where more than 800,000 oil and natural gas producing facilities dot the landscape. "The growing number of oil and gas facilities nationally, their accessibility to members of the public and the lack of awareness among the public about the hazards posed by the tanks suggest a potential for similar incidents," the CSB concluded. The agency today is urging oil and gas companies to take swift steps to prevent more accidents, including adopting inherently safer tank design features that are already used in the downstream, refining sector. For instance, the CSB says, vents fitted with pressure-vacuum devices, flame arrestors, vapor recovery systems and floating roofs would go a long way to making the tanks — and the area around them — safer. "There are more modern storage tank designs that make it much more difficult to accidentally ignite the flammable vapor inside," said Rafael Moure-Eraso, the CSB chairman. "When the vapor ignites, tanks can explode — killing or injuring any people in the vicinity." Moure-Eraso noted that the storage tank designs recommended by the CSB are already utilized at oil refineries and other downstream facilities because "they are cost effective and they work." The CSB also points to some relatively inexpensive and easy changes that could pay off, including hatch locks to prevent access to flammable hydrocarbons inside storage tanks, fencing around the tanks and warning signs. A "patchwork of" federal, state and local laws don't go far enough, said Vidisha Parasram, who led a CSB task force that investigated the issue. "There is a lack of consistent state or municipally mandated regulations for perimeter fencing, locks, and signage," Parasram said at a news conference to discuss the report this morning. "Public safety is rarely considered in municipal or state rules for constructing or



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maintaining tanks on oil and gas well sites, even for new construction.” “These sites are dangerous and the people who live and work in these communities should be properly protected,” Parasram added. “Immediate action to (address shortcomings) will prevent future accidents and save lives.” Although the American Petroleum Institute currently recommends specific security measures for storage tanks holding refined petroleum products, the group does not have similar standards for storage tanks at upstream exploration and production sites. The exploration and production storage tanks also are exempt from security requirements in the Clean Water Act and risk-management mandates in the Clean Air Act. The CSB is urging the API to adopt new standards for upstream sites encouraging the use of safer tank designs meant to trim the chances of explosions. The agency also says API should bolster its existing standards by insisting on locked fences, hatch locks on tank manways and barriers preventing unauthorized access to external ladders and stairways at the sites. API Spokesman Reid Porter said the group was still studying the CSB's report. “We look forward to reviewing this report and its recommendations, and continuing to improve safe operations,” he said. The CSB also wants state regulators in Texas to beef up oil and gas regulations with new security requirements. The agency urged the Texas Railroad Commission to mandate companies use locked fences, hatch locks, barriers on ladders and hazard signs near the facilities. The commission also should require the use of safer tank designs, the CSB said. The Texas Railroad Commission did not immediately respond to a request for comment. In the April 26, 2010 New London, Texas incident, an exploding tank flew 48 feet away from its original location after one of the two victims lit a cigarette while climbing the stairway of the catwalk at the site. Located at the end of an isolated road in the middle of a clearing surrounded by woods, the oil and gas site was leased by MC Production. The site, which was in operation for at least 80 years, had three interconnected 1,000-barrel capacity tanks at the time of the accident. The tank that actually exploded had not stored any hydrocarbons for at least one and a half years before the incident. A graffiti-covered warning sign at the site warned against smoking, matches or open lights. A separate oil tank explosion in Carnes, Miss., on Halloween 2009 killed two teenagers, Devon Byrd and Wade White, who were at a Delphi Oil production site about 150 feet away from one of their homes. The force of the explosion sent the upper part of a tank flying 225 feet away and propelled the bottom piece about 60 feet in the opposite direction. The resulting fire lasted four hours and sent flames 200 feet high. Both teenagers were killed instantly, according to the CSB report, and there was no evidence of what caused the flammable hydrocarbons to ignite. The Carnes, Miss., explosion has inspired [memorials](#) and state lawmakers to push for tougher regulations on oil and gas storage facilities — but they have had limited success. Mississippi State Senator Billy Hudson says oil and gas leaders in the state have resisted his push for fencing around the facilities. But he insists that it should be a no-brainer. “You fence a swimming pool to make sure children don't drown,” Hudson said. And electric utilities wrap power stations in high fencing, he added. When it comes to tanks holding flammable oil and gas, Hudson said, “you would think they would want a fence.”

<http://fuelfix.com/blog/2011/10/27/federal-investigators-better-equipment-security-needed-at-oil-storage-tanks/>

ENGLAND, CAMBRIDGESHIRE, PETERBOROUGH, OCTOBER 29 2011. 'IT ALL SPREAD SO QUICKLY': PETROL LAWNMOWER SPARKS BLAZE THAT DESTROYED FRONT OF HOUSE, SHED, CAR, MOTORBIKE AND CARAVAN



Devastation: The errant lawnmower has wrecked the property of Chris Underwood and his Peterborough neighbours.

A keen gardener has been left devastated after his lawnmower sparked a fire which destroyed his shed and back garden. Even worse, the blaze spread to his neighbours' house, where it damaged their caravan, motorbike and the front of their house. After putting his petrol lawnmower away in his garden shed, Chris Underwood was shocked when it caught light and caused this level of carnage. The blaze, in Peterborough, Cambridgeshire, caused thousands of pounds of damage to his neighbours' property and left the place looking like a bomb-site. It started by accident when Mr Underwood put his two-year-old lawnmower into his wooden shed

after doing the gardening on Wednesday evening. After leaving it, the mower caught alight and flames spread quickly from the shed to the back garden fence Mr Underwood shares with next-door neighbours Shaun and Jackie Saunders and their teenage children Kayleigh and Christopher. After the fence caught light, the flames spread to the Saunders' £3,000 Musketeer caravan, £6,000 motorbike, the guttering and windows, and melted the paintwork of his Vauxhall Zafira. Mr Underwood spotted the back garden blaze at an hour after putting the lawnmower away. When he saw the flames creeping towards the Saunders' house, he frantically went to warn them of the danger, not knowing that none of the family were at home at the time.



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Mr Underwood, 52, said: 'I was so worried I almost put my hand through the glass. It felt like ages before the fire crews arrived, but I suppose it was only a few minutes.' 'I tried to move their motorbike but somebody told me it had caught on fire. It all just spread so quickly.' Mr Saunders, 49, said: 'We are all in a state of shock, but it was just one of those freak accidents. 'Our neighbour is very apologetic but it's one of those things, there's nothing we can do about it now. 'Me and my wife were out playing badminton and got a phone call to say there was a fire. Luckily, the children were out of the house as well at the time.' Fire crews were at the scene for around an hour and a half, and returned to carry out an investigation yesterday morning. The only things found in the shed were the lawnmower, a barbecue and cleaning equipment. A spokesman for Cambridgeshire Fire and Rescue Service said: 'The cause of the fire was accidental and was caused by faulty equipment. An accidental fire caused by an electrical fault can be completely unexpected. 'This incident shows how easy it is for a fire to quickly spread to nearby vehicles and buildings. 'You should make sure anything which might start a fire, including electrical appliances, is kept well away from anything else that is flammable.'

<http://www.dailymail.co.uk/news/article-2054656/Petrol-lawnmower-sparks-destroyed-house.html?ito=feeds-newsxml>

IRAN, KHUZESTAN PROVINCE, OCTOBER 29 2011. ONE KILLED IN IRAN OIL RIG EXPLOSION

An explosion on Friday killed one worker and injured three other on a decades old land-based oil rig, semi-official Mehr news agency reported. The report said the blast erupted at the Bibi Hakimeh oil rig, about 800 km south of the capital Tehran, starting a fire, after workers reached a significant layer of trapped gas in the field. The field has been in operation since 1962, producing 120,000 barrels of crude a day. The report said fire-fighters brought the blaze under control. The news agency said another fire on Friday at Iran's Arak refinery some 300 km southwest of Tehran set off an explosion. There were no reports of casualties. Majid Rajabi, head of the refinery, told Iran's state radio that there was no fire or explosion in the operational part of the refinery. He said the fire might have been linked to contractors' work on development projects. Iran is OPEC's second largest oil exporter, and sits atop 137 billion barrels of conventional crude oil. It also holds the world's second largest natural gas reserves roughly 28 trillion cubic meters. Some 80 per cent of the country's foreign revenue comes from exporting oil. Most of Iran's pipelines are decades old and suffer from lack of maintenance and frequent technical failures. Also, there have been occasional cases of sabotage, mostly in northwest Iran, near the Turkish border. In August, an explosion hit an oil pipeline in Iran's oil-rich southwestern province of Khuzestan, a week after an explosion struck a major pipeline carrying gas to Turkey. That blast, which temporarily cut the gas flow, took place in morning hours near a border crossing. No one was injured. Authorities blamed it on Kurdish rebels operating in the area. In April, three explosions hit gas pipelines near the holy city of Qom in central Iran, briefly cutting the flow from Iran's gas refineries in the south to the country's northwest. Similar explosions rocked the same pipelines in February. Officials at the time said the blasts were not caused by technical failures but did not say if they were acts of sabotage.

<http://www.thehindu.com/news/international/article2576964.ece>

USA, N.Y, BROOKLYN, OCTOBER 29 2011. DANGEROUS LEADED GASOLINE NOW BANNED WORLDWIDE



Since we don't see enough good news filter through these pages, I'm happy to bring you word of this 100% positive development: After a decades-long push by environmental groups around the world, a global phaseout of leaded gasoline is now all but complete. 175 countries around the world have successfully rid their gas of lead, which, [according to the NRDC](#), will save an estimated 1.2 million lives a year. There are still a few holdouts -- brutal totalitarian regimes like the ones running North Korea and so-called Myanmar aren't evidently concerned about the lead content in gasoline -- but by and large the world's governments have made leaded gas a thing of the past.

The NRDC Reports:

The United Nations Environment Programme (UNEP), working with NRDC in the Partnership for Clean Fuels and Vehicles, today announced toxic lead has been removed from gasoline in more than 175 countries worldwide representing near-global eradication. A new, independent scientific analysis shows the result of this achievement is a 90 percent drop in blood lead levels worldwide, as well as 1.2 million lives saved each year and \$2.4 trillion generated in health, social and economic benefits annually. This achievement is a terrific example of the power of global cooperation. Now, vehicle fuel in nearly every country in the world with the exception



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

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of a handful of nations like Myanmar and North Korea is lead-free. The NRDC is actually largely to thank for getting the ball rolling on this issue; the group sued the EPA in 1972 to get lead out of gas in the U.S. after studies revealed how harmful airborne lead could be. As the group explains, "Lead had been used in gasoline since the 1920s but it wasn't until decades later that the dangers of airborne lead, particularly to children, started to become clear. We now know that lead can cause brain, kidney, and cardiovascular damage in adults and kids."

Be sure to read [the NRDC's informative account](#) of how the worldwide ban came about -- it's an inspiring story that should remind us that such decisive, border-crossing environmental protections are possible, even when they're inconvenient for the fossil fuels industry.

<http://www.treehugger.com/files/2011/10/major-victory-dangerous-leaded-gasoline-now-banned-worldwide.php>

USA, TX, SUGAR LAND, OCTOBER 29 2011. TANKER TRUCK FIRE CAUSES FUEL SPILL, POWER OUTAGE IN SUGAR LAND

 **Watch the Video:**

- <http://www.myfoxboston.com/dpp/traffic/111028-diesel-fuel-tanker-truck-fire>
- <http://abclocal.go.com/ktvk/story?section=news/local&id=8407532>
- <http://www.khou.com/news/local/Big-rig-fire-causes-fuel-spill-power-outage-in-Sugar-Land-132774973.html>
- <http://www.ksat.com/news/29612881/detail.html>
- <http://ireport.cnn.com/docs/DOC-695715>



Authorities had a huge mess to clean up overnight after an 18-wheeler caught fire, causing a diesel fuel spill and a power outage in Sugar Land, according to police. A big rig driver for the Texas Trans Eastern trucking company was traveling southbound on the Southwest Freeway around 11:30 p.m. when he said he heard a noise and pulled onto the feeder road near Dairy Ashford to investigate, Sugar Land police spokesperson Doug Adolph said. The driver got out of the truck and discovered his back wheels were on fire. The flames spread quickly, destroying the truck and causing about 10,000 gallons of diesel fuel to spill onto the ground. A large portion of the fuel also spilled over into the sewer system which runs under

Highway 59. The flames also spread to power lines above the truck, causing a few power outages. CenterPoint Energy quickly restored power to the affected areas. Portions of the freeway were shut down several hours until crews cleared charred debris and made sure the fuel that spilled into the sewer did not ignite.

<http://www.khou.com/news/local/Big-rig-fire-causes-fuel-spill-power-outage-in-Sugar-Land-132774973.html>

USA, ID, BONNEVILLE CO, OCTOBER 30 2011. GAS TANKER BURNS NEAR PALISADES RESERVOIR

 **Watch the Video** <http://www.kpvi.com/mostpopular/story/Tanker-Truck-Tips-Over/LFDchq-3wUO70FypM36alw.csp>

 **Photo's [13]** <http://www.localnews8.com/slideshow/news/29618167/detail.html>



Fire crews battled a gas tanker that burned near Palisades Reservoir on Friday, Bonneville County Dispatch confirmed. The tanker is on fire at the intersection of Highway 26 and Big Elk Creek Road, Sgt. Bennion said. The road is closed at mile marker 391. Idaho Transportation Department officials recommend using an alternative route. It started around 2:06 p.m. Friday. Jarin Smith, 32, of Blackfoot was driving east in the 2007 Kenworth tanker semi pulling a pup trailer loaded with 6,500 gallons of gas. Idaho State Police said Smith crossed the centerline and ran into the guardrail along the opposite lane. This caused the pup trailer to overturn, puncture the trailer and start the fire. Smith was able to unlatch the truck from the tanker portion and pull the cab away from the flames. Smith was not hurt, but he was cited for failing to maintain his lane of travel. Our crew at the fire said the tanker was engulfed in flames and it appears some gas had leaked into the reservoir and

was burning. The road where the fire was burning also buckled, our crew reports.

<http://www.localnews8.com/news/29617941/detail.html>



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PHILIPPINES, QUEZON CITY, OCTOBER 30 2011. 4 HIJACK QC-BOUND GAS TANKER TRUCK

Hijackers on board a sports utility vehicle took a tanker truck containing 12,000 liters of gasoline for delivery to a gas station in Quezon City Thursday. A report from the Quezon City Police District's Anti-Carnapping Unit (QCPD-DACU) said the management of R and R Trucking reported the incident to his office Thursday afternoon. Supt. Ferdinand Villanueva, chief of (QCPD-DACU), said the hijacking incident occurred at around 3:30 a.m. Thursday at the corner of North Avenue and EDSA just in front of Trinoma Mall. The police official said hijackers took the 10-wheeler truck driven by Leo Extinado, 44, and loaded with 12,000 liters of fuel. Extinado said four unidentified armed men on board a green Mitsubishi Pajero hijacked the truck. He, however, failed to get the Pajero's plate number. He said he came from Cavite and was on his way to deliver the fuel to the Jetti gas station on Mindanao Avenue. He added he did not have any helpers with him that time. His truck was overtaken and blocked by the Pajero, prompting him stop. One of the suspects alighted and boarded the truck. At gunpoint, Extinado was ordered to drive the vehicle. When they reached the Quezon City Circle, he was ordered to transfer to the Pajero where he was blind-folded and hogtied with packaging tape. He was dropped off along the North Expressway in Bgy. Ugong, Valenzuela City. When the suspects had left, he struggled to set himself free and sought help from residents in the area.

<http://www.journal.com.ph/index.php/news/metro/16291-4-hijack-qc-bound-gas-tanker-truck>

CANADA, NUNAVUT, CORNWALLIS ISLAND, RESOLUTE BAY, OCTOBER 30 2011. RESOLUTE TANK FARM SPILLS 100,000 LITRES OF FUEL >> GN WORKS ON CLEAN-UP, RCMP INVESTIGATES



When Lorne Kusugak, Nunavut's minister of community and government services, and Quttikuk MLA Ron Elliott are in Resolute Bay Oct. 29 for the opening of the community's new arena, seen her, the two MLAs plan to visit the site of the large spill at the Government of Nunavut-owned tank farm.

A massive clean-up effort will get underway in Resolute Bay, where on Oct. 28 the community's tank farm spilled an estimated 100,000 litres of fuel. The cause of the spill remains unknown and the RCMP have launched an investigation. In the meantime, the spill has been contained and there are no reported injuries, an Oct. 28 Government of Nunavut press release said. "Our petroleum product division will be on the ground [Oct.29], but is already working with the local community fuel delivery contractor and other stakeholders to contain the spill and clean up contamination," Lorne Kusugak, Nunavut's minister of community and government

services, said in the release. Kusugak and Quttikuk MLA Ron Elliott were already scheduled to visit Resolute Bay Oct. 29 for the opening of the community's new arena. Now the two MLAs plan to visit the site of the spill. Kusugak assured residents of Resolute Bay that his department will ensure the community receives enough fuel to last until the next sealift. "I want to assure the residents of Resolute Bay that this oil spill will not affect the community's gasoline supply," he said. The investigation has been hampered by the long hours of darkness in Resolute Bay, the release said. But after Oct. 29, officials expect to get a better estimate of how much fuel was lost in the spill.

http://www.nunatsiaqonline.ca/stories/article/65674tank_farm_in_resolute_bay_leaks_100000_litres_of_fuel_oil/

USA, N.C, BURLINGTON, OCTOBER 30 2011. STATE WANTS FEEDBACK ON UNDERGROUND-PROPANE RULES

The state's pretty sure propane companies understand the new safety rules about underground propane tanks, but it wants to find what regular folks make of the changes. New federal rules on underground propane tanks went into effect in January and require consumers to keep up with safety inspections and documentation of that testing. The state wants those who use underground propane tanks to complete a survey. Underground propane tanks installed after Jan. 1 must be equipped with a system to protect from corrosion. That system also has to be routinely tested on each tank and documented with the state. The first test is conducted when the tank is installed, a second test 12 to 18 months later and once every three years after that. If a tank ever fails inspection, it must be repaired and the test cycle begins again. "We want tank owners to comply with the rules and we are asking them to give us ideas on how to accomplish that ... We want to get the pulse of what is important to consumers who own these tanks," Richard Fredenburg, with the N.C. Department of Agriculture and Consumer Services, said in a news release. The survey is available at www.ncagr.gov/Standard/LP/Questionnaire/index.asp and can be mailed to individuals who call the department at 919-733-3313. Comments will be taken through Dec. 31.

<http://www.thetimesnews.com/news/state-49131-underground-wants.html>



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USA, OH, LEBANON, OCTOBER 30 2011. TANKER TRUCK CRASH SHUTS DOWN SR 123 >> FAMILY OF 6 ESCAPES HARROWING CRASH

A family of six is lucky to be alive after a propane tanker crashed into their minivan. The Ohio State Highway Patrol said the crash happened about 12:30 p.m. Saturday near the intersection of state Route 123 and Redbird Road. Troopers said the propane tanker truck was heading south on SR 123 toward Interstate 71. Investigators said the driver went off the side of the road and over-corrected, causing the contents of the tanker to move around, flipping the tank and the truck over. Troopers said the tanker skidded down the road as the family's minivan came toward it. Thankfully, the family was able to stop as they saw the crash and were still some distance away. Rescue crews said the truck separated from the tanker as the tanker hit the van and ended up off the road. Troopers said the tanker was not punctured during the crash. The truck driver was not injured. Paramedics said the family -- include the mother, father and four children -- were taken to Arrow Springs Hospital for evaluation. Crews said three of the children suffered minor bumps and scrapes. Rescue crews trying to clear the crash said SR 123 is still closed from Redbird Road to I-71. Crews are waiting to empty the tanker and transfer the propane to another tanker. However, the closest replacement is still several hours away.

<http://www.wlwt.com/r/29625386/detail.html>

USA, KS, ATCHISON, OCTOBER 30 2011. THREE DEAD, THREE MISSING IN GRAIN ELEVATOR EXPLOSION



Bartlett Grain, in Atchison Kan., is illuminated during a search and rescue effort after an explosion Saturday night. The photo was taken from 130 street across the river in Winthrop, Mo.

Three people were confirmed dead and three still unaccounted for as of 3:40 a.m. after an explosion at Bartlett Grain just south of Atchison. City Manager Trey Cocking said three employees of Bartlett Grain had been confirmed dead as crews continued to search among the wreckage of a grain elevator that exploded just before 7 p.m. Saturday. The identity of those dead and those missing is not being released pending notification of families. Mr. Cocking did not say if the three missing people were Bartlett employees. Shortly after the explosion, officials from all over Northwest Missouri, Kansas City and Leavenworth, assisted the Atchison

Police, Fire and Sheriff's departments in recovery efforts of missing employees of the grain elevator. Two people were transported by medical helicopter for hospital treatment and three others were treated at the scene, Mr. Cocking said. Local officials were working with representatives of Bartlett Grain to assess the damage and determine how many people were in the building at the time of the explosion. The two transported were sent to the burn unit and were in critical condition at the University of Kansas in Kansas City, Kan. It is not known if either of those transported were among the three confirmed killed. "Hopefully, we can account for everybody and find everybody," Mr. Cocking said. Around 8:45 p.m., fire officials ordered personnel away from the area for fear of another explosion. Residents were seen trying to find vantage points in the town to view the recovery efforts. Across the river in Missouri, cars lined the road to see smoke rising from the roof of the grain elevator. As recovery efforts took way, the elevator was lit up and the roof appeared as though it was blown completely off. A piece of the elevator appeared to have been hanging on to the side. Locals in Atchison reported hearing a loud explosion, almost bomb-like, as it happened. Police were blocking off any access roads close to the elevator and had even blocked off Jackson Park, an area that overlooks the business, in fear of another explosion. Brent Billings, an Atchison resident, said he was outside when he heard the explosion. "It sounded like something hit my house with a diesel truck. It shook four or five pictures off the wall. I saw a wave of pressure, almost like a bomb." There were reports that people could feel the explosion all the way from Rushville, North Kansas City, St. Pat's, Northern Highway K-7 and Effingham. "It sounded like the resetting of a train — rumbling and then a big smash. It was not a pleasant thing. I looked out and there wasn't a train and that's when the phone started ringing," one person said. According to emergency scanner traffic, Buchanan County (Mo.) Sheriff's deputies reported feeling the earth shake where they were positioned in Rushville and Sugar Lake. They also reported seeing a large fireball come from the general area of the grain elevator. Bartlett Grain is located at 320 Riverfront Road in Atchison and handles wheat, corn and sorghum. The Occupational Safety and Health Administration reported more than 600 explosions at U.S. grain handling facilities in the last 40 years, resulting in 250 fatalities and more than 1,000 injuries. OSHA said grain dust is combustible and is the main source of fuel for explosions.

<http://atchisonglobeonline.com/>



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