



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 758 Newsy Stuff

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

October 2 2011



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USA, N.Y, CAYUGA CO, AURELIUS, SEPTEMBER 22 2011. COMPANY TAKES OVER GAS SPILL CLEANUP

nate robson



Contractors work on cleaning up the thousands of gallons of gasoline spilled on an Aurelius farm on Tuesday off Turnpike Road. The cleanup includes removal of the fuel that had pooled at the site as well as contaminated soil.

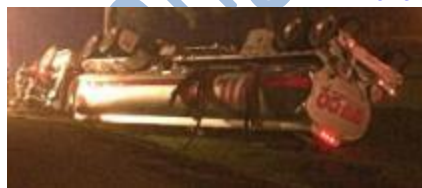
The state Department of Environmental Conservation said Wednesday that it does not appear a ruptured fuel line that spewed thousands of gallons of gasoline into an Aurelius crop field Tuesday will have a significant environmental impact. Diane Carlton, a spokeswoman for the DEC, said on Wednesday that the biggest environmental concern is well water contamination in the immediate area of the spill, but added that officials do not believe any gasoline made it into the watertable or any protected streams. Officials estimate that approximately 3,360 gallons of fuel spilled, and that approximately 1,000 gallons of standing field water were contaminated. Close to 2,750 gallons of gasoline were cleaned up by 5 p.m. Wednesday. "Yes, it

was a large spill. That's the bad news," Carlton said. "The good news is it looks like we were able to contain it before it made it into any protected water." The cleanup includes sucking up all the fuel and contaminated water in addition to removing the contaminated top soil, Carlton said. The owner of the pipeline, Buckeye Partners L.P., has hired two companies to conduct the cleanup. The county Health Department issued a press release Wednesday saying that six drinking wells near the spill have been identified as having the greatest risk of contamination. Samples from the wells will be collected and tested for at least the next seven days. Depending on the results of those tests, health officials will determine if the testing area needs to be expanded. Until results are obtained, health officials recommend that residents in the area of the spill who are concerned about their well water use bottled water for any household needs. If well water has a sheen, odor or taste of gasoline, residents are advised not to use the water. Emergency officials said an underground fuel line was severed by a farmer Tuesday who was installing drainage pipe in a field near the Turnpike Road and Townsend Road intersection. It took officials close to 45 minute to close off the pipe. Buckeye officials believe that up to 80 barrels of fuel spilled when the 10-inch pipe was hit at approximately 10:26 a.m. Each barrel holds 42 gallons of fuel. The line was temporarily repaired at 11:45 p.m. Tuesday, and Buckeye Partners is working on a permanent fixture. The line was also already shut down after it was hit, and the pipeline is expected to remain off-line until at least Friday. On Tuesday, Brian Dahl, the director of the county's Emergency Management Office, said that Buckeye may have mislabeled the digging area for the farmer, Tod Dumont, who was leasing the field. On Wednesday, Buckeye officials said the area was properly marked, and that those markings are clearly visible at the dig site. Officials added that the markings for the dig site expired in accordance with the state's Dig Safely New York program. Officials said a call was made with Dig Safely New York on July 28 and the gas line was marked shortly thereafter. Those markings are good for 10 days and after that, a new call should have been made to Dig Safely New York. Dahl was not available for comment Wednesday. The DEC will handle the investigation to determine if the spill was accidental or if anyone is at fault, but officials said it's too early to discuss if anyone will be cited. Tuesday's spill forced the temporary evacuation of almost 70 homes, but residents were allowed to return later that evening. Lt. Michael Wellauer, of the Cayuga County Sheriff's Office, said Turnpike Road between Townsend and Beach roads remains closed as contractors continue cleanup efforts. The road is expected to remain closed at least until Thursday afternoon, and Buckeye Partners is installing a parking area along the road for their equipment.

http://auburnpub.com/news/local/article_86a540b2-e4c9-11e0-8439-001cc4c03286.html?mode=story

USA, GA, BAINBRIDGE, SEPTEMBER 23 2011. FUEL TANKER OVERTURNS

 **Watch the Video** <http://bainbridgga.com/news/publish/092111tanker.shtml>



A tanker truck filled with diesel and gasoline overturned on Phillips Pope Road, south of Climax, early Wednesday morning. At about 4:50 am, the truck rounded a curve and headed down a small hill in the dense fog. The driver went right through a stop sign at Sykes Mill Road and the truck left the roadway at the slight curve in the road. The truck then went down into a shallow ditch area. It appeared that when the driver, 46 year old Kasey Childree, attempted to turn back onto the roadway, the tanker overturned. Childree was trapped in the cab of the truck for about 30 minutes

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until rescue workers could free him. Decatur County Sheriff's Deputies, Fire and Rescue and Climax volunteers responded to the crash. The original caller to 911 stated that Childree stated he did not believe he was injured but was trapped. Rescue workers working to free him were hindered due to the caution exercised with some fuel leaking from the tanker. There was only a slight amount of leakage that occurred. State Trooper John Kirkus stated Childree was transported by EMS to Memorial Hospital with non life threatening injuries. Childree's residence is on Meredith Jones Road, not far from the crash scene.

<http://bainbridgega.com/news/publish/092111tanker.shtml>

UK, WALES, PORT TALBOT, SEPTEMBER 22 2011. RSPCA RESCUES RARE DUCKS FROM PORT TALBOT OIL SPILL



The ducks will be washed and treated before they are returned to the farm.

Around 250 rare pet ducks have been rescued from a farm near Port Talbot after being affected by a diesel spill. About 12 of the birds have died but the RSPCA is hoping the rest can be saved and washed before returning to their owner Hefin Jones. It is thought fuel leaked into their pond at Cwm Ynys Fawr Farm in Pontrhydyfen after thieves tried to steal diesel from a generator. Mr Jones, 24, said the ducks had cost up to £400 a pair. He had been collecting them since he was a young boy. He said: "Most children get bikes and things liker that as presents but I always wanted birds. "I get great satisfaction from breeding the different rare

varieties. They are from all over the world but most are for conservation purposes. "Most of them going extinct in the wild." The rescued birds have been taken to the West Hatch RSPCA centre in Taunton to go through a special washing process. Keith Hogben of the RSPCA said: "Some of the birds look quite clean but when you smell them it's horrendous. "Diesel burns very quickly so it's really important we get them off to West Hatch to our wildlife hospital to start the washing process and then they can come back."

Related Links

- [Rescued seabirds return to wild](#)
- [Appeal after storm grounds birds](#)

<http://www.bbc.co.uk/news/uk-wales-south-west-wales-15016103>

CANADA, ALBA, CALGARY, SEPTEMBER 23 2011. WALL AROUND BOWNESS GAS STATION LEAK COULD BE DELAYED

clara ho

The Alberta government has ordered that the construction of an underground containment wall around the Gas Plus site in Bowness, where a leak was discovered more than a year ago, start by next week and be completed by mid-November. "The latest amendment to the environmental protection order is quite specific in expectations and timelines, including a Sept. 27 start date and a Nov. 15 completion date," said Alberta Environment spokeswoman Carrie Sencartier, adding the most recent amendment was made on Sept. 13. But Gas Plus owner Sal Handel said he's still waiting for construction permits from the city and is not sure whether his company can meet the timeline. "There's a number of issues that still need to be dealt with before construction can really start," he said. "Even to arrange the contractors to come in takes some coordinating." In July, Handel and the province struck a deal that would see the construction of a wall around the site instead of the removal of all the contaminated soil. The wall would be built around the perimeter of the Bowness Road site down to bedrock. The water and soil within the wall would then be remediated, most likely by pumping out groundwater and injecting agents to break up hydrocarbons. Gas Plus is appealing the order and the amendments since the original order was made, Sencartier told the Herald. "Right now, we're going on the assumption that our order stands and those dates are expected to be met. My understanding is that the environmental appeals board has not made any decisions," she said. Handel said his company has agreed to the wall but filed an appeal due to "other issues, including tenant concerns and deep services concerns (sewer, gas and water)." In May 2010, Alberta Environment found out about the leak at Gas Plus station at 6336 Bowness Rd. N.W., and in December, issued an environmental protection order against the company for failing to properly clean up the leak of up to 9,000 litres of gas. Some area residents were temporarily forced out of their homes due to high levels of benzene and other hydrocarbon chemicals. "We've made lots of progress in terms of the people now are back in their homes. Water samples are improving, air samples have improved greatly. We're hoping to get the residents back to normal as soon as possible," he said.

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But Andy Ross, who owns an empty lot near the site, said nothing has been done since the containment wall was announced and doubts a wall will ever be constructed. Ross said he would have preferred that the contaminated soil be removed, though he added that a containment wall would “at least prevent it from getting out further.”

<http://www.calgaryherald.com/technology/Wall+around+Bowness+station+leak+could+delayed/5442004/story.html>

USA, KY, FRANKFORT, SEPTEMBER 23 2011. SUPERWAY ORDERED TO STOP OPERATING SOME PADUCAH FACILITIES

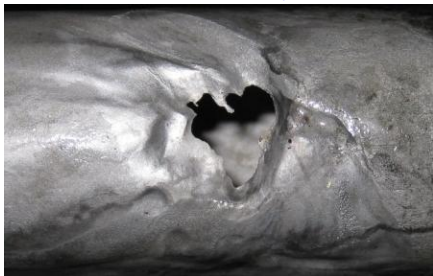
jay marchmon

Franklin Circuit Court has issued an order requiring Superway, Inc. to cease and desist operating underground storage tank (UST) systems at six Superway UST facilities in Paducah, pending completion of required remedial measures. The Kentucky Energy and Environment Cabinet obtained a judgment on Feb. 9, 2011, against Superway as a result of multiple violations of UST regulations. Officials from the cabinet's Division of Waste Management are at the facilities today placing locks on the pumps along with signage notifying the public of the actions. "The violations include the facility operator/owner not complying with requirements related to tank tightness testing and release monitoring for the underground storage tanks at these facilities," said Division of Waste Management Director Tony Hatton. "These duties are required under Kentucky statutes and regulations." Following Superway's failure to complete the remedial measures contained within the February judgment, despite numerous opportunities to comply, the court found Superway to be in contempt of court and has ordered it to cease operation of the UST systems at the six Superway locations subject to the judgment. Superway has 60 days to comply with the remedial measures in the Court Order, and is prohibited from operating its UST systems pending compliance. The court has further ordered the cabinet to obtain the assistance of the Kentucky State Police, if necessary, to enforce its order, and to place locks on appropriate equipment at the UST facilities.

<http://www.wpsdlocal6.com/news/local/Superway-ordered-to-stop-operating-some-Paducah-facilities--130351453.html>

USA, WASHINGTON D.C, SEPTEMBER 23 2011. CSB VOTES TO APPROVE FINAL REPORT ON THREE ACCIDENTS AT DUPONT BELLE, WEST VIRGINIA PLANT FOLLOWING PUBLIC COMMENT PERIOD - INVESTIGATION FOUND LACK OF SAFE EQUIPMENT DESIGN, INEFFECTIVE MECHANICAL INTEGRITY PROGRAMS, AND FAILURE TO INVESTIGATE NEAR MISSES >> RECOMMENDATIONS CALL FOR OSHA, INDUSTRY GROUPS TO TIGHTEN SAFEGUARDS FOR HIGHLY TOXIC GAS HANDLING

 [Watch the Video](#) [Safety Video Released Online](#)



The U.S. Chemical Safety Board (CSB) today released its final report on a series of three accidents that occurred over a 33-hour period on January 22 and 23, 2010, at the DuPont Corporation's Belle, West Virginia, chemical manufacturing plant – including a fatal release of deadly phosgene gas, which was used as a chemical weapon in World War One. The Board voted 4-1 to approve [the report](#) following an extensive public comment period initiated with the release of a draft report on July 7, 2011, in Charleston, West Virginia. In the final report, the Board took into consideration all of the comments filed by industry stakeholders, members of the public and other interested parties, some of which resulted in factual corrections or language changes to the draft report. CSB Chairperson Rafael Moure-Eraso said,

“We thank those individuals, companies and agencies who helpfully commented on our report. Our final report shows in detail how a series of preventable safety shortcomings -- including failure to maintain the mechanical integrity of a critical phosgene hose -- led to the accidents. That this happened at a company with DuPont's reputation for safety should indicate the need for every chemical plant to redouble their efforts to analyze potential hazards and take steps to prevent tragedy.” The CSB also released a safety video today entitled [“Fatal Exposure: Tragedy at DuPont.”](#) based on the investigation, which features an animation depicting the sequence of events leading to the death of a worker when a phosgene hose suddenly burst. The video also explains the causes of two other toxic chemical releases detailed in the report and features comments by Board Member John Bresland, CSB Investigation Team Lead Johnnie Banks and Investigator Lucy Tyler. The report makes numerous safety recommendations. Among them, DuPont was urged to enclose all of its phosgene production and storage areas so that any releases of phosgene will be contained. (The Belle facility subsequently announced it was ceasing phosgene usage in 2011, and had no plans to resume use.) The CSB recommended that the Occupational Safety and Health Administration (OSHA)

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revise the General Industry Standard for Compressed Gases to be at least as effective as the relevant National Fire Protection Association (NFPA) Code 55 (the Compressed Gases and Cryogenics Fluids Code). This would require secondary enclosures for highly toxic gases such as phosgene and provide for ventilation and treatment systems, interlocked failsafe shutdown valves, gas detection and alarm systems, piping system components, and similar layers of protection. DuPont's Belle facility occupies more than 700 acres along the Kanawha River, eight miles east of Charleston, the state capital. The plant produces a variety of specialty chemicals. The series of accidents began on January 22, 2010, when an alarm sounded leading operators to discover that 2,000 pounds of methyl chloride, a toxic and extremely flammable gas, had been leaking unnoticed into the atmosphere for five days. The next morning, workers discovered a leak in a pipe carrying oleum, producing a fuming cloud of sulfur trioxide. The phosgene release occurred later that day, and the exposed worker died the next evening in a Charleston hospital. Noting the company started as a gunpowder manufacturer in 1802, and became a major chemical producer within 100 years, Dr. Moure-Eraso said, "DuPont has had a stated focus on accident prevention since its early days. Over the years, DuPont management worked to drive the injury rate down to zero through improved safety practices." Dr. Moure-Eraso continued, "DuPont became recognized across industry as a safety innovator and leader. We at the CSB were therefore quite surprised and alarmed to learn that the DuPont Belle plant had not just one but three accidents that occurred over a 33-hour period in January 2010." CSB board member and former chairman John Bresland noted the CSB finding that the phosgene hose that burst in front of a worker was supposed to be changed out at least once a month. But the hose that failed had been in service for seven months. Furthermore, the CSB found the type of hose involved in the accident was susceptible to corrosion from phosgene. Team Lead Johnnie Banks said, "Documents obtained during the CSB investigation showed that as far back as 1987, DuPont officials realized the hazards of using braided stainless steel hoses lined with Teflon, or polytetrafluoroethylene (PTFE). An expert employed at DuPont recommended the use of hoses lined with Monel, a metal alloy used in corrosive applications. The DuPont official stated: 'Admittedly, the Monel hose will cost more than its stainless counterpart. However, with proper construction and design so that stresses are minimized...useful life should be much greater than 3 months. Costs will be less in the long run and safety will also be improved.'" In fact, the Monel hose was never used. Internal DuPont documents released with the CSB report indicate that in the 1980's, company officials considered increasing the safety of the area of the plant where phosgene is handled by enclosing the area and venting the enclosure through a scrubber system to destroy any toxic phosgene gas before it entered the atmosphere. The analysis concluded that an enclosure was the safest option for both workers and the public. However, the documents indicate the company was concerned with containing costs and decided not to make the safety improvements. A DuPont employee wrote in 1988, "It may be that in the present circumstances the business can afford \$2 million for an enclosure; however, in the long run can we afford to take such action which has such a small impact on safety and yet sets a precedent for all highly toxic material activities.[sic]" The need for an enclosure was reiterated in a 2004 process hazard analysis conducted by DuPont, but four extensions were granted by DuPont management between 2004 and 2009, and at the time of the January 2010 release, no safety enclosure or scrubber system had been constructed. CSB investigators concluded that an enclosure, scrubber system, and routine requirement for protective breathing equipment before personnel entered the enclosure would have prevented any personnel exposures or injuries. The CSB investigation found common deficiencies in DuPont Belle plant safety management systems springing from all three accidents: maintenance and inspections, alarm recognition and management, accident investigation, emergency response and communications, and hazard recognition. CSB Team Lead Banks said, "The CSB found that each incident was preceded by an event or multiple events that triggered internal incident investigations by DuPont, which then issued recommendations and corrective actions. But this activity was not sufficient to prevent the accidents from recurring." The CSB recommended that the DuPont Belle facility revise its near-miss reporting and investigation policy to emphasize anonymous participation by all employees so that minor problems can be addressed before they become serious. The CSB report also recommends the Belle plant ensure that its computer systems will provide effective scheduling of preventive maintenance to require, for example, that phosgene hoses get replaced on time. For the DuPont Corporation, the Board recommended the company require all phosgene production and storage areas company-wide have secondary enclosures, mechanical ventilation systems, emergency phosgene scrubbers, and automated audible alarms, which are at a minimum consistent with the standards of the National Fire Protection Code 55 for highly toxic gases. Industry groups have established various good practices for the safe handling of phosgene and other highly toxic materials in compressed gas cylinders. The report concluded that the most comprehensive guidelines are those set forth by the National Fire Protection Association, or NFPA. The Board recommended that an industry group, the Compressed Gas Association (CGA) adopt the more stringent guidelines of NFPA Code 55 for the safe handling of phosgene and other highly toxic gases. The American

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Chemistry Council (ACC), a prominent chemical industry trade association, was urged to revise its Phosgene Safe Practices Guidelines Manual. The Board recommended the manual advise against the use of hoses for phosgene transfer that are constructed of permeable cores and materials that are subject to corrosion by chlorides. And the ACC was urged to include guidance for the immediate reporting and investigation of all potential near-miss phosgene releases. Chairman Moure-Eraso said, "Adoption of the CSB recommendations by OSHA, the Compressed Gas Association and the American Chemistry Council will greatly improve the safe handling of toxic gases nationally and will protect workers from deadly exposures." Public comments made on the draft report may be found at www.csb.gov. Among the revisions made to the report as a result of comments were to better define thermal expansion in a phosgene hose; to note that phosgene operations were shut down permanently at the Belle plant after the accident; the timing of the oleum leak and the relative size of holes in the oleum piping; and that a Compressed Gas Association standard had been updated after, not before, the Belle plant phosgene accident; and the addition of a reference to EPA's Chemical Accident Prevention Program and the fact that EPA, in addition to OSHA, has a requirement that companies initiate incident investigations within 48 hours.

www.csb.gov.

USA, LA, ST BERNARD PARISH, ARABI, SEPTEMBER 23 2011. HAZMAT CREWS CONTAIN TRAIN CAR LEAK IN ARABI

christian jennings



State Police Hazmat crews worked to contain formic acid that was leaking from a rail car early Wednesday morning. The east and westbound lanes of St. Claude Avenue near Center Street in Arabi were shut down for a few hours. An observant railroad worker spotted the leak and called authorities around 7 a.m. Fire Chief Thomas Stone says the situation could have been a lot worse. "It could have been a danger to people's health. It's flammable and is also a health hazard. It's 95% formic acid in that rail car but would have had to have had a larger leak and a vapor cloud to cause harm. And none of that occurred, thank goodness," said St. Bernard Fire Chief, Thomas Stone. Over exposure to formic acid can cause nausea, difficulty breathing, irritation of the eyes and skin and even death in extreme cases. Fire

officials say the public was never in any danger and no evacuations were made. The scene was cleared by 9:30 a.m.

http://www.abc26.com/news/local/wgno-acid-leak-halts-morning-traffic-hazmat-crews-contain-train-car-leak-in-arabi-20110921_0,4369298.story?track=rss

USA, VT, MONTPELIER, SEPTEMBER 23 2011. DIVERS EXPLORE SUNKEN TUG IN LAKE CHAMPLAIN

brian witte



In this photo released by the EPA, a diver prepares to search the sunken tug, the William H. McAllister, on Lake Champlain, Wednesday, Sept. 21, 2011. Divers are exploring the wreck of the tugboat that sank decades ago in Lake Champlain to determine if there's any fuel remaining in its tanks.

Commercial divers are braving the dark, cold depths of Lake Champlain to try to establish whether a tugboat that sank a half-century ago is a lurking environmental hazard. Federal officials and environmentalists worry that the [William H. McAllister](#), which once hauled barges between Vermont and New York and was wrecked by a reef in 1963, could hold as much as 14,000 gallons of diesel fuel. Records have

never been clear, and it's unknown whether any fuel is still aboard the tug, which sits under 160 feet of water. But the officials fear that the diesel fuel, if released, could hurt fish and wildlife. It could take three days to determine if there's fuel aboard, said [Alan Humphrey](#), a member of a [U.S. Environmental Protection Agency](#) response team based in Edison, N.J., who is on hand for the effort. If fuel is found, it could take an additional week to remove it, Humphrey said. The lake's cold, fresh water would slow the degradation of the fuel tanks, he said. The McAllister is in New York waters about five miles south of Port Kent, N.Y., and about eight miles west of Burlington, Vt. In 1997, an oil sheen was discovered on the water above it, and officials think the McAllister could have been the source. Fuel has been recovered before from old shipwrecks. In 1974, a freighter ran aground in more than 200 feet off Massena, N.Y. An oil sheen was reported on the water in 2003, and the [Coast Guard](#) oversaw the

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removal of about 6,000 gallons of fuel from the vessel in the following year. The first diver went down Wednesday afternoon to pinpoint the wreck. On Thursday, a diver from a [Buffalo Industrial Diving Co.](#) barge established a firm line to guide the next divers through the cold water and to create a way to send tools below. The next dive will clear sediment from the ship's deck in order to locate the fuel tanks. The diving hasn't been easy. Visibility was disappointing Wednesday less than 10 feet, Humphrey said, and the first diver reported a current. Each diver is attached to an umbilical breathing system, which gets air from the surface. The diver, who brings an air tank along in case of emergency, wears a heavy neoprene suit with various tubes connected to a hot-water line on the surface to keep warm in 40-degree water temperatures. The barge above has two decompression chambers. "You have a soft bottom. He's walking or plowing through the bottom cold water, he's got heavy gear on, weight belt. Visibility is limited," Humphrey said. "These are rigorous, hardworking dives." The McAllister is believed to be the last significant commercial vessel to sink in the lake. [Adam Kane](#), the archaeological director for the [Lake Champlain Maritime Museum](#) who was on hand at the dive site Wednesday, said there are about 300 shipwrecks beneath the surface. McAllister Towing and Transportation Co., of New York, hired the commercial diving contractor. Last year, the [EPA](#) oversaw an expedition that sent a remotely operated dive vehicle to the wreck. The EPA had planned to send another expedition to the tug in late May, but it was delayed because of high water.

<http://www.seattlepi.com/news/article/Divers-explore-sunken-tug-in-Lake-Champlain-2184082.php#photo-1617766>

NIGERIA, PORT HARCOURT, SEPTEMBER 23 2011. AN ILLEGAL OIL REFINING SITE ALONG THE IMO RIVER, NIGERIA

akintunde akinleye



An aerial view during a media tour by oil company Royal Dutch Shell shows an illegal oil refining site with the runoff from crude oil covering the banks along the Imo river, 30 km (20 miles) west of Nigeria's oil hub city of Port Harcourt, September 22, 2011. Illegal refineries along the Imo river, first discovered in 2009, were cleared in a joint security operation with the government in 2010 but has resurfaced in January 2011, according to a Shell media release during the tour.

<http://planetark.org/wen/63371>

USA, MI, GRAND RAPIDS, SEPTEMBER 23 2011. TEENS SUFFOCATE TO DEATH AT YANKEE SPRINGS DAIRY FARM AS OWNER ORDERS THEM TO WORK IN TANK FILLED WITH TOXIC FUMES

Sommers schwartz law offices of southfield and sinas dramis law offices of lansing file suits on behalf of francisco javier mendez martinez and victor perez and announce that copies of these lawsuits and pictures of the deceased young men will be made available to ALL media and the mother of Martinez and the parents of Perez, respectively, will read statements on Thursday, September 29, 2011 at 1100 at the JW Marriott, 235 Louis Street, N.W., Grand Rapids, Michigan. Questions from the media will be answered as well.

News Briefing Details

What: The parents of Francisco Javier Mendez Martinez and Victor Perez have filed lawsuits in state and federal courts, claiming their sons died after being wrongfully ordered by the owner of a dairy farm where they worked to clean the interior of a 6 foot by 8 foot polyurethane tank. The tank was used to store molasses, a liquid feed additive for cattle. The tank became a death trap because decaying molasses, when exposed to moisture and heat, emits a toxic gas, hydrogen sulfide. Although Francisco and Victor complained to Paul Lettinga, the owner of the farm, that it was "gassy" and difficult to breathe inside the tank, they were ordered to finish the task by taking turns inside the tank. The families of Francisco and Victor believe that when one of the boys who went inside the tank did not respond to the other, the second boy entered the tank and both were overwhelmed with toxic fumes. The boys were ultimately found dead, laying face down in the thick brown liquid. Toxicology studies confirmed that the boys had inhaled hydrogen sulfide. The Michigan Occupational Safety and Health Administration (MIOSHA) investigated the incident, which occurred on June 15, 2010. Yankee Springs Dairy Farm was cited for not having

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proper safety programs in place and fined. The lawsuits allege that the owner of the dairy farm knew that requiring the boys to work in a confined space with fermenting molasses would result in injury or death.

Who: Plaintiffs in this case will be in attendance, along with Sommers Schwartz attorney, Robert Sickels and Sinas Dramis attorneys, Jim Hofer and Janet Mendez. Copies of the lawsuit and pictures of the deceased teens will be available and distributed to the media.

When: Thursday, September 29, 2011 at 11:00 A.M.

Where: JW Marriott, 235 Louis Street, N.W., Grand Rapids, Michigan.

Source Sommers Schwartz, P.C.

<http://www.marketwatch.com/story/teens-suffocate-to-death-at-yankee-springs-dairy-farm-as-owner-orders-them-to-work-in-tank-filled-with-toxic-fumes-2011-09-22>

PERU, CAJAMARCA, REDONDO, SEPTEMBER 23 2011. TAINTED FOOD KILLS 3 SCHOOLCHILDREN IN PERU

• **Watch the Video** <http://news.sky.com/home/world-news/article/16075111>

• **Watch the Video** <http://www.964eagle.co.uk/news/world-news/516031/poisoned-school-meal-kills-children-in-peru/>



Dozens of children are receiving treatment after eating the tainted food.

At least three children died and 85 of their classmates and three adults became dangerously ill as a result of a massive poisoning at a school in a remote village in the northern region of Cajamarca, Peruvian officials told Efe on Wednesday. The three children – ages 6, 8 and 10 – died after eating food provided for free at the school. According to Peru's minister for women's affairs, Aida Garcia Naranjo, the food was in good shape and the cause of the poisoning was that the meal had been prepared in a container contaminated with pesticide. She told Canal N television that this is a "dramatic" case and noted that the food provided by the National Food

Assistance Program passed through quality control and was delivered to the school on Aug. 26. "Regrettably, this has to do with the lady who prepared the food, who placed it in a bucket that had pesticide (in it) and insufficient care was taken in the preparation," the minister said. The children began vomiting and developed colic, diarrhea, severe dehydration and shock, authorities said, adding that all the people affected had eaten rice, peas, an enriched dairy product and anchovies in tomato sauce. The children were attending the elementary school in the hamlet of Arredondo, located six hours by road from Cajamarca city. The most seriously ill children were taken to Nuestra Señora del Rosario Hospital in Cajabamba, three hours away. Garcia Naranjo said that officials from several ministries traveled on an urgent basis to Cajamarca and the government will take responsibility for the burials of the children who died.

<http://www.laht.com/article.asp?ArticleId=426551&CategoryId=14095>

KENYA, NAIROBI, SEPTEMBER 23 2011. ETHANOL IMPOUNDED AS WAR ON ILLICIT BREW RAGES

cyrus ombati

Police have seized more 40,000 litres of ethanol chemical destined for [Nairobi](#) as the government declared war on illicit brews and reckless drivers, responsible for the recent upsurge of deaths in the country. Detectives who had been tipped off that the chemical was being transported to a distiller seized it along Mombasa Road. The distiller is believed to be part of those that have produced some of the brew that has affected many in Central province. There were also 550 bags of sugar in the 40 feet lorry when the officers stopped it. Officials say the sugar was illegally smuggled into the country. There were 160 drums of the chemical therein. Each drum containing 250 litres of the chemical. Police had earlier impounded some 7,500 litres of brew in Loitoktok. Commissioner of police Mathew Iteere said they have established the chemical originated from [Tanzania](#). "Investigations are ongoing to establish those behind the importation because these chemicals are killing many. Almost 30 have died now," said Iteere. It is understood that the seizure has caused a rift between the security agency and some officials at the taxman office. It is not clear why the rift has emerged but insiders claim some officials were unhappy with the move by police. On Friday, Iteere said police were under instructions to seize all drinks packed in plastic bottles. "That is what the law says on these drinks. Officers are under instructions to enforce the law and we hope to address it," he said. Internal Security minister George Saitoti on Wednesday, also directed his [law enforcement](#) officers to "deal decisively" with those selling the killer brews. He also said all Passenger Service Vehicles (PSVs) will be inspected afresh to rid the roads of unroadworthy vehicles. "This trend cannot be allowed to continue...I, therefore, direct all the agencies to deal decisively with those selling the

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

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brews," said Prof Saitoti in Nairobi. "On the ever increasing deaths resulting from road carnage, I also direct the police to deal firmly and decisively with those driving carelessly," he added.

Related Links

- [Act to prevent tragedy rather than reacting](#)
- [MPs threaten mass action over killer brews](#)
- [Forget not lessons of Sinai fire, brew deaths](#)
- [Kibaki orders crackdown on illicit brew traders countrywide](#)

<http://www.standardmedia.co.ke/InsidePage.php?id=2000043348&cid=4&ttl=Ethanol%20impounded%20as%20war%20on%20illicit%20brew%20rages>

AUSTRALIA, WESTERN AUSTRALIA, PERTH, SEPTEMBER 23 2011. WRIST SLAP FOR \$3BN GAS DISASTER



Apache's Varanus Island Plant.

The American operator of the pipeline that exploded at Varanus Island, off the north-west coast of Western Australia, in June 2008, causing \$3 billion damage to the national economy, faces a fine of just \$10,000. The court case against Apache Northwest will not be heard until next year, almost four years after the disaster that left Western Australia without 30 per cent of its domestic gas supply. And West Australians are being told they will have to wait until then to find out what caused the disaster and how a similar disaster could be avoided. Apache has pleaded not guilty to an offence under the Petroleum Pipelines Act that it did not maintain the pipeline in good condition and repair. It carries a \$10,000 penalty. The matter is not listed for trial and, according to Information Commissioner Sven Blummel, it is unlikely to be heard until "sometime in 2012". Apache's international net income last

year was \$US3 billion (\$A2.93 billion) on revenues of \$US12 billion.

<http://www.theage.com.au/national/wrist-slap-for-3bn-gas-disaster-20110922-1kn8j.html>

USA, CA, SOUTH LAKE TAHOE, SEPTEMBER 23 2011. DUMPING SUSPECTED IN TAYLOR

adam jensen

Lake Tahoe Basin agencies are investigating a small spill of what appears to be petroleum at Taylor Creek during the weekend. On Saturday, a U.S. Forest Service ranger reported a 10-foot-by-20-foot sheen on the creek's surface near the footbridge on the Rainbow Trail, said Forest Service spokeswoman Cheva Heck in a Monday statement. "The Lake Valley Fire Protection District and Fallen Leaf Volunteer Fire Department assisted in attempting to locate the source of the spill, and deployed booms and absorbent pads to remove the substance from the water and prevent it from moving toward the lake," Heck said. Forest Service spill coordinator Jim Harris determined that the spill has not reached Lake Tahoe and is isolated between the bridge on Highway 89 and just below the Taylor Creek foot bridge. "The source of the spill has not yet been located, but the spill is not expanding. Harris has determined that earlier reports, that the cause may have been a piece of petroleum-soaked AstroTurf, are incorrect," Heck said. "If the spilled material proves to be strictly a petroleum product, Harris estimates the amount of the spill at about one to two gallons. The total amount of the spill could be larger if it turns out that petroleum was only one component of the material." On Tuesday, signs posted on the bridge warned people not to smoke in the vicinity of Taylor Creek. The signs were put up as a "better safe than sorry," measure, Heck said. Exactly what the substance is will be determined during water quality testing by the Lahontan Regional Water Quality Control Board. The results will help determine if additional cleanup is necessary. El Dorado County is in charge of cleanup, and the Forest Service will continue to investigate the cause. The incident is currently being treated as a "malicious dumping case," Heck said. The Taylor Creek Stream Profile Chamber has been looked at as a possible source of the spill, but has so far been ruled out as a source, Heck said. The first school of kokanee salmon entered the creek to spawn Monday. The Forest Service has not seen signs of distressed plants and wildlife as a result of the spill, Heck said. The annual Kokanee Salmon Festival is this weekend. The Forest Service asks anyone who may have information about the spill to call 530-543-2694.

<http://www.nevadaappeal.com/article/20110922/NEWS/110929948/1070&ParentProfile=1058>

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AUSTRALIA, NEW SOUTH WALES, SYDNEY, SEPTEMBER 23 2011. TRAFFIC CHAOS IN SYDNEY AFTER TANKER FIRE

Map: [Campbelltown 2560](#)

Photo: [Firefighters extinguish a road tanker fire on the Hume Highway.](#)



A road tanker that caught fire on the Hume Highway has caused traffic chaos in Sydney's south-west. The 30,000-litre truck loaded with bitumen hit a safety barrier and burst into flames near the Narellan Road intersection at Campbelltown about 1.20pm (AEST). Emergency crews have since contained the fire, but around 80 firefighters remain on the scene. The truck is expected to block the northbound lanes on the highway for several hours until it has sufficiently cooled, said a spokesman from Fire and Rescue NSW. All southbound lanes have been reopened; however traffic is extremely heavy with queues of up to 10 kilometres. Motorists heading north on the Hume Highway are being diverted onto Narellan Road.

http://www.abc.net.au/news/2011-09-23/traffic-chaos-in-sydney-after-tanker-fire/2939852?WT.mc_id=newsmai

INDIA, KOCHI, SEPTEMBER 23 2011. PESO FOR CURBS ON AMMONIUM NITRATE SALE

Watch the Video [Kuona Mbee victims narrate ordeal](#)

Watch the Video [Illicit brew kills more](#)

The Petroleum and Explosives Safety Organization (PESO) has taken a call on the misuse of ammonium nitrate, basically a fertilizer, as an explosive by putting forward a set of recommendations to the Kerala government to regulate its supply, sale and purchase. As intelligence reports point out, there is large scale diversion of the chemical which can also be used as an explosive after mixing it with 5 to 10 percent diesel. The PESO under the Union ministry of commerce and industry has forwarded five recommendations to the state home department to check [misuse of ammonium nitrate](#) in the state. PESO officials said the diversion of the material for anti-national activities could be checked only through an effective mechanism. "A trader, whose only interest is to make profit, may sell the ammonium nitrate to customers, whose antecedents are not known to him. This facilitates easy availability of the product to terrorist elements," the officials said. The recommendations, a copy of which is with TOI, suggest that the sales tax department should delete the product ammonium nitrate from the sales tax registration certificates as the copies are being produced by buyers in a court of law to defend legal possession of the chemical. It has also recommended prohibiting entry of ammonium nitrate at all entry points unless the importer furnishes proof of end-use and licence documents. The government should also demand production of copy of SSI registration certificate for use of the chemical for the manufacture of calcium ammonium nitrate, urea ammonium nitrate and ammonium nitrate phosphate. PESO has also recommended that the government make it mandatory for the end-user of the ammonium nitrate to get a certificate from the agriculture department. Above all, the director of industries in Kerala must be advised to furnish the list of industries using the chemical as a raw material and make the list available at the check posts.

<http://timesofindia.indiatimes.com/city/kochi/PESO-for-curbs-on-ammonium-nitrate-sale/articleshow/10089304.cms>

USA, N.C, SALISBURY, SEPTEMBER 23 2011. BASHED GAS PUMP STARTS FIRE

nathan hardin



A Salisbury firefighter checks the inside of a gas pump that was on fire Thursday afternoon after a vehicle backed into the pump at 601 Jake Alexander Blvd.

Salisbury firefighters responded to a fire at a gas station Thursday afternoon after an SUV backed into a gas pump, catching both on fire. According to Salisbury Police, Jacqueline Davis was "going a little too fast" in the BP station parking lot at 601 Jake Alexander Blvd., when she slammed the white Ford Expedition she was driving into a gas pump, catching the pump and gas cap area of the vehicle on fire. Firefighters said they were able to quickly put the fire out with an extinguisher and that once the pump was struck, a release valve shut off the gas line. Firefighters said the only gas that was burning at the scene was the amount still in the gas

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hoses. No one was reported injured. The vehicle appeared to have sustained some damage around the left taillight and gas cap area. Davis was cited for an unsafe movement violation, Salisbury Police said. Davis declined to comment on the scene. Employees at the BP Station also declined to comment.

<http://www.salisburypost.com/News/092211-WEB-Gas-pump-fire-on-Jake-Alexander-qcd2011-09-22T20-50-22>

USA, WA, BELLINGHAM, SEPTEMBER 23 2011. I-5 REOPENS IN BELLINGHAM AFTER VAPOR CLOUD DISSIPATES

 **Watch the Video**

http://www.myfoxspokane.com/news/kcpq-liquid-nitrogen-spill-blocks-all-i5-lanes-in-bellingham--20110922_0_888301.story



The tanker spews liquid nitrogen after overturning on I-5 in Bellingham.

Interstate 5 was closed Thursday morning in Bellingham after two semi-trucks crashed at separate locations, and one of them released a vapor cloud of liquid nitrogen across the freeway, officials said. The freeway reopened about two hours later. The crashes happened about two miles apart, and all lanes of the freeway were closed for a time between the two accident scenes, said Kris Olsen of the state Department of Transportation. The first crash involved an overturned tanker that spilled a vapor cloud of liquid nitrogen across all lanes of I-5 at about 7:45 a.m., Olsen said. State troopers and emergency personnel responded to the scene, at the intersection of Lakeway Drive, after receiving a report of a chemical spill. The truck driver sustained minor injuries and was taken to a local hospital. The vapor cloud was determined to be non-toxic, and it eventually dissipated into the atmosphere. The second accident, about two miles away, involved a jackknifed

semi-truck blocking all lanes of the freeway. Extensive backups were reported at both crash sites during the freeway closure.

<http://www.komonews.com/news/local/130355818.html>

KENYA, LOITOKTOK, ENTARARA VILLAGE, SEPTEMBER 23 2011. ETHANOL SEIZED IN LOITOKTOK

rita damary

One person has been arrested and 30 drums of ethanol impounded in Entarara village, Loitoktok. Confirming on the incident, Rift Valley PC Osman Warfa said the drums, each containing 250 litres of ethanol was netted few kilometres from the Tanzania border. "We have netted 7,500 litres which was brought to the country. We have taken the truck with the consignment and it's now being held at the Loitoktok police station awaiting more investigations," said Warfa on phone. He said the owner of the truck was arrested and police have launched investigations into the origin of the consignment. Warfa said the owner of the ethanol, which had been hidden under sacks in the compound's mosque, is being sought for. Naivasha MP John Mututho who has been spearheaded the Alcohol Act said when ethanol is used in making brews, it can kill and make the consumers blind. "I thank the PC Osman Warfa for intercepting the consignment. I urge Kenyans to be on the lookout and embrace the Mututho law," said the MP. He urged the administration police and other Kenyans to be more vigilant along the borders.

<http://allafrica.com/stories/201109221196.html>

USA, MI, SAULT STE. MARIE, SEPTEMBER 23 2011. LOCAL MAN ARRESTED ON FEDERAL EXPLOSIVES CHARGES >> AMMONIUM NITRATE, DESCRIBED AS "DOZENS AND DOZENS OF BAGS" OR A "VERY LARGE QUANTITY" HAVE BEEN IDENTIFIED.

A local man is facing federal charges for explosives following a joint raid by local and federal authorities on Wednesday. John F. Lechner, 64, of the Sault was booked into the Chippewa County Jail immediately following his arrest. Resident Agent in Charge Sonja Everitt of the Bureau of Alcohol Tobacco and Firearms (ATF), speaking from the Grand Rapids office early this morning, confirmed that Lechner is facing charges under the federal explosives statute. He is scheduled to be arraigned before a federal magistrate in Marquette sometime today. "We're still in the infancy of the investigation," said Everitt, adding that the joint effort has included different agencies. "This is the result of a great working relationship — local and federal. The Chippewa County Sheriff Department has been absolutely wonderful and ICE (U.S. Immigration and Customs Enforcement) has been great." Multiple sources have identified the recovered substance as ammonium nitrate, described as "dozens and dozens of bags" or a "very large quantity." The Department of Homeland Security, in an August 2, 2011 press release,

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announced that it was proposing the creation of an Ammonium Nitrate Security Program as part of its "ongoing efforts to secure potentially dangerous chemicals and ensure those chemicals do not fall into the hands of those who could cause harm." That same press release indicates that ammonium nitrate has a number of purposes. It is primarily used in fertilizers, first aid products and regulated commercial explosives in support of the construction and mining industries. John Lechner has been registered with the Chippewa County Clerk's Office as a contractor since 1997 and the paperwork for Lechner Construction has been on record since 2002 with one renewal, by his son Mark, in 2009. While ammonium nitrate has many legitimate uses, it has also been identified as the main component in powerful explosives for attacks including the Oklahoma City bombing, the London bombings and other acts of terrorism around the world, according to the Department of Homeland Security press release. Authorities did not reveal how Lechner came to be in possession of ammonium nitrate or what his intended purposes may have been for the materials. If convicted on the explosives charge, Lechner could face up to 10 years in federal prison, said Everitt.

<http://www.sooeveningnews.com/news/x110334895/ATF-raid-in-EUP>

USA, CA, CONTRA COSTA COUNTY, SEPTEMBER 23 2011. CONTRA COSTA TIMES READERS' FORUM: TANK INSPECTIONS ARE TO PREVENT DANGER

Contra Costa County Hazardous Materials Programs are recognized in California and throughout the country and world for accident prevention. The need to increase public protections came after a slew of accidents involving releases and fires at petroleum refineries and chemical facilities killed several workers and had serious impacts in Contra Costa in the 1990s. Since the county implemented the Industrial Safety Ordinance in 1999 and dedicated trained staff to work with these facilities, there has not been a major accident. This critical work is funded by fees we charge refineries and other businesses that handle hazardous materials, not by taxpayer money. These fees are determined through a public process on an annual basis and they cover the cost of these programs. As part of our efforts to protect our community from hazardous materials, including gasoline and diesel, we inspect approximately 400 gasoline stations in Contra Costa County. Many gasoline stations store their fuels in underground storage tanks. There are definitely advantages of this type of storage, such as giving the stations more surface areas to operate and also decreasing the chance of a fire. There are also many environmental concerns with storing hazardous materials where you cannot see the tanks, such as the risk of drinking water being contaminated by gasoline from leaking underground storage tanks and other environmental damage. Because of the environmental impact of underground storage tanks, many requirements were put in place. Double walls are now required for piping and tanks, so if the interior wall leaks the second wall will contain the leak. Monitoring equipment is required to sound an alarm when there are leaks. Gasoline station owners and operators are required to have a person who is certified to ensure that their equipment is working properly and train their employees on this equipment. Owners also are required to have an annual certification of their monitoring equipment. To ensure compliance with these requirements and help prevent environmental impacts, the Hazardous Materials Programs are required to annually inspect each of the 1,115 underground storage tanks in the county. All of our hazardous materials specialists have a bachelor's degree in a science and are certified underground storage tank inspectors. A complete inspection includes reviewing files, ensuring all of the required information has been submitted, perform the initial inspection, travel time, entering the inspection information into a data management system, a follow-up inspection if required and any enforcement actions that may be necessary. The fees are based on the average time to perform a complete inspection. Some inspections take less time than the others, but the fees are based on the overall benefit that is being provided by the inspections. We are looking into whether there are alternative methods that would improve how fees are determined. Contra Costa County has the most public and transparent hazardous materials fee process in the state, which includes a public comment period and public meeting. Our latest final fee report explains step by step how the fees were determined (it can be found on our website: <http://cchealth.org/groups/hazmat/fees.php>). The next fee process periods begins in the next few months and we encourage community members to participate.

http://www.contracostatimes.com/news/ci_18962862

USA, MA, MONTAGUE, SEPTEMBER 23 2011. TANKERS TO RUN ON RR LINE WORRY OFFICIALS

A tanker train carrying ethanol rolls along a Pan Am Railways line through Montague last week. Plans call for sending 60-car trains filled with ethanol along the Fitchburg-Ayer line starting next year. Fire departments in communities along the Fitchburg-Ayer commuter-rail line are preparing for what could happen when 3.5 million gallons of ethanol is transported along the line

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each week. In about a year, Global Petroleum Corp. will reportedly begin sending 60-car tanker trains filled with 29,000 gallons in each car of nearly pure ethanol from Albany, N.Y., through Massachusetts along the rail line to its blending facility in Revere. The trains will run through Fitchburg and Leominster, continuing on through Shirley, Ayer, Littleton, Acton and Concord. In Charlestown, they will switch lines and continue along the Newbury-Rockport line to Revere. Fire chiefs say they are concerned about the volume and frequency of the tankers. "The biggest concern is the amount that's going to be coming through," said Ayer Police Chief Robert Pedrazzi. "It's a large volume of a hazardous material." Fire chiefs said they will send their crews to the state's Firefighting Academy for training and review a study from the state Department of Environmental Protection on environmental impacts and response options for large-volume ethanol spills in order to prepare. The DEP study on ethanol spills was commissioned because of the increase in the amount of ethanol being transported through the state via rail, said DEP spokesman Edmund Coletta. Ethanol is the largest-volume hazardous material shipped by rail in the country, according to the DEP. In Massachusetts, two- to three-unit trains and a barge carrying ethanol travel through the state per week, but that will increase if Global's plans come to pass. Global Petroleum Corp. and Pan Am Railways did not respond to calls for comment. Demand for ethanol has increased because it is mixed into gasoline as part of a federal effort to reduce carbon emissions and fossil-fuel consumption. Ethanol fires are difficult to fight because ethanol dissolves in water, so dousing a fire with water would cause the fire to spread. Fire departments need special equipment and a specialized alcohol-resistant foam to extinguish ethanol fires. A trailer that contains 500 gallons of foam housed at the Ayer Fire Department can be deployed if needed, said Pedrazzi. Other fire departments carry a small amount of foam. Another worry is the damage posed to the environment by a spill. Ethanol causes rapid biodegradation in groundwater, according to the DEP. The most significant impacts related to ethanol spills have been to surface water, which has resulted in fish kills several days after the spill because of oxygen depletion. "One of our biggest concerns is the aquifer," said Pedrazzi. "I worry more about the spill than the fire." Shirley Fire Chief Dennis Levesque said he is not concerned about the trains, yet. "There's a lot of stuff that comes through the rail that people don't know about that's probably more dangerous," said Levesque. Other fire chiefs agree that ethanol is just another hazardous material that is being delivered through their towns, but it is the amount and frequency of the deliveries that has them worried. Because his department only has three full-time employees and relies on on-call members, Levesque said it couldn't handle an ethanol fire on its own, nor could any other department in the area. Each department would rely on mutual aid and the Hazardous Materials Team for cleanup. Local fire chiefs agree the best way to be prepared for these events is to train and plan ahead. "We plan for the worst and hope for the best," said Pedrazzi.

http://www.nashobapublishing.com/shirley_news/ci_18961108

SCOTLAND ABERDEEN, SEPTEMBER 23 2011. FUEL LEAKS INTO ABERDEEN HARBOUR



The oil leaked into Aberdeen harbor.

A clean up operation is under way at Aberdeen Harbour after a fuel leak. Oil spilled from the offshore supply vessel Skandi Foula during refuelling at the Torry dock on Friday. The affected area has been cordoned off. It is understood that about 500 litres of fuel oil has been recovered from the water, with an additional 1,000 litres in the process of being recovered. The source of the leak is believed to have been around the fuel tanks and has now stopped.

<http://www.bbc.co.uk/news/uk-scotland-north-east-orkney-shetland-15044201>

FRANCE, PARIS, SEPTEMBER 23 2011. TOTAL TO UNVEIL DOWNSTREAM MERGER PLANS TO UNIONS >> PROJECT CONCERNS 74,000 STAFF, TOTAL SAYS NO LAYOFFS, CGT UNION SAYS COULD BE FIRST STEP OF WIDER PROJECT

muriel boselli

France's oil major Total has summoned a group works council on Oct. 10 to unveil a project to merge its refining and chemical businesses, which it says will not involve layoffs, a company spokesman said on Friday. Total has been struggling for several years with its refining businesses in Europe due to poor margins and weak demand for fuel products, leading to asset stripping in the sector. "The purpose of the project is an industrial one and its implementation will be executed without layoffs," the spokesman said. European refiners are coming under increasing pressure from new competitors, particularly in the Middle

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East, which have a relative advantage in accessing crude feedstock. Charles Foulard, head of the powerful CGT union at Total said he believed the plan could be the first part of a wider project and that workers should stand ready to act. "We believe Total's reorganisation will not stop there," Foulard told Reuters, adding it would be difficult for the group to announce layoffs ahead of the 2012 presidential election. The project, which concerns some 74,000 staff, will be submitted on Oct. 10 to workers' union representatives. Total aims to merge its chemical branch, including the petrochemical business, with its refining arm and create a separate marketing business to [deal](#) with the supply and purchase of oil products. French refinery workers blocked production for a month in October 2010 to protest a government pension reform. The strike cost the oil sector 230 million euros, France's oil lobby said. While the closure of the refinery went ahead, Total vowed not to close any more French refineries before 2015. Total has been in the process of trying to sell its Lindsey refinery in the UK for almost two years.

<http://www.reuters.com/article/2011/09/23/france-refining-total-idUSL5E7KN2PR20110923>

SCOTLAND ABERDEEN, SEPTEMBER 24 2011. CLEANUP LAUNCHED AFTER SHIP SPILLS OIL INTO ABERDEEN HARBOR >> AROUND 1500 LITRES OF OIL SPILLED INTO THE WATER AT TORRY DOCK FROM A LEAKING FUEL TANK.



Spill: Booms stopped fuel from entering the River Dee.

A cleanup operation was launched after a cargo ship began leaking fuel oil into Aberdeen harbour. Around 1500 litres of oil spilled from the Norwegian vessel Skandi Foula as she was refuelling in Torry dock on Friday. It is believed that the spill was caused by a leaking fuel tank. A cordon was placed around the ship while the oil was recovered from the water. On Friday evening, operators Shell said that 500 litres had been removed and the remaining 1000 litres was in the process of being recovered from the harbour. A spokeswoman for the oil giant said: "A quantity of fuel oil spilled from the Skandi Foula vessel when the vessel was refuelling in Torry dock. The source of the leak is believed to be in the vicinity of the fuel tanks.

The fuel has been transferred to other tanks on the vessel and the leak has now stopped. "The affected area has been protected by booms while a clean up operation is underway. "The rest of Aberdeen harbour is not affected and the containment booms are preventing the fuel oil entering the River Dee. "The relevant authorities have been informed and all vessel movements in Torry dock are temporarily suspended."

<http://news.stv.tv/scotland/north/271744-cleanup-launched-after-ship-spills-oil-into-aberdeen-harbour/>

NIGERIA, FORCADOS, SEPTEMBER 24 2011. SHELL SAYS PARTIAL SHUTDOWN OF NIGERIAN FORCADOS CRUDE



Royal Dutch Shell on Friday confirmed a partial production shutdown of Nigerian Forcados crude. "There is a leak somewhere in the pipeline. We have a team going to the field," a Shell spokesman said. "Some production has been shut in but no force majeure." The cause of the leak was not yet known. Earlier, trade sources said that the loading of Forcados had been delayed by about 5 days for the rest of September because of the production problem in Nigeria, and that the loadings were likely to be delayed in October. The sources said the output volume had fallen to about half the crude's normal output. The September loading programme, which was released before the loading delay, showed Forcados export was to average about 222,000 barrels per day in September. The spokesman did not specify the shutdown volume and declined to comment on the loading delays. Shell is the

operator of Forcados crude. The oil major has been hit by a spate of sabotage attacks to its oil facilities in recent months. Shell has a force majeure in place on Bonny Light crude until the end of October.

<http://af.reuters.com/article/investingNews/idAFJOE78M0GB20110923?feedType=RSS&feedName=investingNews>

KENYA, NYANDARUA, SEPTEMBER 24 2011. 50,000 LITRES OF ETHANOL SEIZED IN NYANDARUA

james munyeki

Police in Nyandarua have seized more than 50,000 litres of ethanol destined for Nyahururu town, as the crackdown on illegal brews continues. The alcoholic drink was intercepted, as it was being transported in a lorry, at Subukia along Nyahururu-

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Nakuru road on Saturday. Nyandarua OCPD Jasper Ombati who led the operation said that chemical was suspected to have been brewed in Naivasha and was being transported to Nyahururu for sale. He said that the seizure followed a tip off from members of the public that the illegal liquor was being transported. "We received a tip off from members of the public and we laid an ambush and mounted road blocks along the roads leading to the town. We managed to impound the vehicle which was transporting the illegal brew," he said. Ombati said that the ethanol was packed in five main brands namely Yuris, Vuvuzela, Choices, Suka and Trigger. He said that no one was arrested as the occupants of the vehicle escaped upon seeing the police at the roadblock. The OCPD noted that the police were on the look out for a prominent businessman who they said was behind the brewing syndicate within the town. "This is a known businessman who has a depot within the town and we are going to arrest him soon. We are following crucial leads to know his whereabouts," he noted. He warned that the war against illegal brews in the region would continue and those found selling alcoholic drinks packed in plastic containers would be arrested. "We are following the presidential directive and those found contravening the law will be arrested and prosecuted. We are not leaving anything to chance and the crackdown will continue," he said. The crackdown followed a demonstration by over 300 Nyahururu women who protested against rising cases of illegal brew sale in the area last Thursday. It also follows the death of 19 people last week after they consumed illicit brew containing high levels of methanol.

Related Links

- [Ethanol impounded as war on illicit brew rages](#)
- [Kibaki orders crackdown on illicit brew traders countrywide](#)
- [A doctor in Nyahururu district hospital attend one of the person John Kimani who was admitted at the Hospital after cons](#)
- [Illicit brew claims lives in Nyahururu](#)

<http://www.standardmedia.co.ke/InsidePage.php?id=2000043407&cid=4&ttl=50,000%20litres%20of%20ethanol%20seized%20in%20Nyandarua>

AUSTRALIA, A.C.T, CANBERRA, SEPTEMBER 24 2011. FIRE REPORT SILENT ON AIR, QUESTIONS ON CLEAN-UP LIABILITY BEGIN

rosslyn beeby



All That Remains: The burnt-out shell of the Energy Services Environmental building Mitchell.

The ACT Government has published details of soil and water tests for toxic pollutants from the Mitchell chemical fire, but has not published details of air pollution monitoring from the smoke plume. One of Australia's top advisers on chemical pollutants, Mariann Lloyd-Smith, said although the two test reports showed no evidence of "gross contamination", they also contained no details of tests for highly toxic dioxins. "Dioxins are what people are most worried about, and the information they want is just not there," Dr Lloyd Smith said. "They seem to have tested for a puzzling grab-bag of things, like pesticides, which are not really relevant to the impact of the fire." The ACT Environment And Emergency Services Minister

Simon Corbell said the tests results showed some residue in the immediate vicinity of the fire site contained sodium hydroxide and sodium carbonate. "This poses no risk to human health but may cause pocking of soft metals such as aluminium," Mr Corbell said. The fire, which broke out last week at the Energy Services Environmental hazardous waste treatment plant, has led to renewed calls for tougher pollution enforcement regulations to stop companies evading financial liability for toxic clean-up operations. The company is licensed to receive and treat polychlorinated biphenyl (know as PCBs) contaminated waste from several major electricity utilities, including Transgrid. The ACT Government has confirmed that when the fire broke out, the plant was storing approximately 420,000 litres of oil containing PCBs. In response to questions from The Canberra Times, an ACT Environment Directorate spokeswoman said yesterday the ACT Environment Protection Authority did not ask the company to post a bond to cover potential clean-up costs as part of its licence conditions. The Government has the legal right to ask for "financial assurance" under the ACT Environment Protection Act. The spokeswoman said the EPA "was satisfied that no financial assurance was required" when it assessed the company's licence application to treat toxic waste. The spokeswoman also confirmed contaminated oil from the Mitchell site was taken to the BP depot in Barrier Street, Fyshwick "to be stored in fit-for-purpose tanks, appropriately approved by the EPA". A spokesman for Energy Services Invironmental said

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the company was preparing to make a statement about the fire, but declined to comment further. Australian Conservation Foundation environmental law adviser Charles Berger has warned taxpayers could be left to foot the bill for the Mitchell fire clean-up if the company goes into voluntary liquidation. "We have seen companies avoid liability in the past by playing a shell game to avoid corporate responsibility for serious environmental liabilities. We need governments to take a tougher stance to make sure the public do not pay for serious environmental stuff-ups," Mr Berger said. Australian National University environmental law lecturer James Prest said the ACT Environment Protection Act gave the Government the power to enforce "quite stringent penalties" for offences. There was also a legal precedent in the United States to make banks liable to pay for environmental breaches incurred by companies to which they had loaned money, Dr Prest said. "The Government's first obligation is to protect the public ... not to solve the company's clean-up problems," he said.

<http://www.canberratimes.com.au/news/local/news/general/fire-report-silent-on-air-questions-on-cleanup-liability-begin/2302710.aspx?storypage=0>

AUSTRALIA, N.S.W, SYDNEY, DEMAND FOR CLARITY ON TOXIC SITE RISKS

kate carr



Firing Line: The state government's review of potentially toxic sites has thrown the spotlight on the possible dangers of living near facilities like the Caltex refinery in Kurnell and Orica's Matraville plant.

Following the state government's announcement it will conduct an environmental audit of 40 potentially toxic sites, Nature Conservation Council chief executive Pepe Clarke has called on the government to better inform residents living near toxic sites about the potential risks they face. The audit, which was announced by Environment Minister Robyn Parker last Monday, includes the Caltex refinery at Kurnell and Orica's plant at Matraville. Mr Clarke said the identity of facilities deemed a potential major hazard in NSW were kept secret for security reasons. "If you look at Victoria they have major hazard regulations but their regulations say if there is a high risk

the public has the right to know." He said communities living in highly industrialised areas like Kurnell and Botany needed to be better informed. "We all have the right to know about the health and environmental effects of pollution. The Nature Conservation Council has criticised the Environmental Protection Authority for not doing enough to penalise corporations for minor pollution incidents. Mr Clarke noted 177 breaches had been reported at Orica's Matraville plant but not one penalty notice had been issued. "We're not responding adequately to routine minor breaches," he said. "There has been a bit of a culture of complacency in industry, the authority and perhaps in the community." A Orica spokesman said the number of breaches had occurred over 11 years.

<http://www.theleader.com.au/news/local/news/general/demand-for-clarity-on-toxic-site-risks/2302019.aspx>

AUSTRALIA, N.S.W, ALBURY, SEPTEMBER 24 2011. SERVICE STATION, JOBS TO BE LOST

About 24 full and part-time workers will be affected when Caltex turns a busy petrol service station in North Albury into a 24-hour unmanned diesel stop. Service station lessee Garry Purtell, a former deputy mayor, yesterday said he could not comment on a development application on the Albury Council's website this week inviting comment on the project. The Border Mail believes Mr Purtell can operate the service station for two years while Caltex builds the \$800,000 diesel stop on the large site on Union Road and Boronia Street. Some of the 25 workers work at a coffee shop Mr Purtell sub-lets that is used by traffic passing between the Hume Freeway and Lavington. A Caltex statement said the fuelling stop would be for trucks and commercial vehicles using credit cards only. Once Mr Purtell's lease expires in 2013, the service station will be decommissioned, underground petrol tanks removed and contamination cleared. Excess land on the corner of the two streets could be redeveloped. The drive-through diesel stop will not sell petrol and, therefore, no car parking will be provided. Trucks and vans will drive in from Boronia Street and out to Union Road, eliminating queues on Union Road. "The layout and operations provide a conflict between commercial-industrial users and residential users on the site," Caltex said. It said placing the diesel stop on the site's western boundary would reduce the effect of truck noise. The development would replace a dilapidated site in North Albury's industrial area. About 35 nearby homes and businesses in Union Road and Boronia, Clarence and Sutherlands streets have been notified of the proposals.

<http://www.bordermail.com.au/news/local/news/general/service-station-jobs-to-be-lost/2302613.aspx>

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