



## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 754 Newsy Stuff

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

**September 23 2011**



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### USA, PA, LUZERNE CO, SEPTEMBER 11 2011. AFTER THE FLOOD, A FUEL-BASED MESS

*denis j. o'malley*

The Susquehanna River's chocolate-colored waters continued to rage along its teeming banks Friday, but the cocktail of floodwater, gas and oil they left behind in bordering neighborhoods may be the bigger problem. "That's not mine, that floated in here," Dolores Zabrowski said, pointing to a five-gallon gas can bobbing atop the muck that swallowed her property at 605 Watt St., Duryea, from the dike along the Lackawanna River behind her house nearly to the sidewalk in the front. Like the rest of her neighbors along Watt Street down to Stephenson Street, up to about 6 feet of floodwater and whatever liquid it touched pooled in Zabrowski's backyard when the Susquehanna backed up into the Lackawanna where the two rivers meet nearby late Friday. "It smells like oil," she said. And it looked like oil, even where it had already receded. Never mind the backyard cesspools surfaced with crusts of pale-brown foam emanating the unmistakable odor of any number of petroleum-based liquids, the unctuous evidence was nowhere more obvious than on the surface of recently receded streets. When the Germania Hose Company's pumping efforts revealed the 400 block of Watt Street, the psychedelic streaks of purple, turquoise, copper and green covered the asphalt in a slick sheen that looked more like the remnants of an oil spill than a flood. But another color running in the gutters from basement-pumping systems may have been the more significant one - red. "I watched it just gushing out of the cellar windows," said William Henning, chairman of the Mehoopany Township Board of Supervisors, of the home-heating fuel pouring from an apartment building's cellar that flooded Thursday. "The smell was overpowering" As in Duryea, uncountable gallons of the dyed-red fuel streamed into floodwaters when they swallowed cellars in Mehoopany, Henning said, and later as homeowners pumped out basements brimming with the mixture. "That home-heating fuel could soak into the wood in the walls, and it's these little kids I'm worried about," he said. Henning said his primary concern with regard to home-heating fluid mixing into floodwaters are the 15 to 20 single- and multi-family homes - most of which he said are rented by young families - along a stretch of state Route 87 in Mehoopany. "It was in dead water right between two houses," Henning said. Henning, who also serves as assistant chief of the F.W.M. Volunteer Fire Co. in Mehoopany, said the odors were so strong that one of his firefighters began to suffer from throbbing headaches as he worked to pull residents from flooded homes on Thursday. The state departments of Health and Environmental Protection issued a joint statement Friday warning residents of the health risk floodwater poses. Among those risks, gastrointestinal disease and staph infections could be caused by contact with the floodwater and, if residents intend to spend prolonged periods of time inside flooded homes to clean them, the departments recommended wearing N95 masks available at home supply stores. Apart from immediate health risks though, Henning is concerned with the long-term health effects on residents, especially children, who will be living in those homes now partially filled with fuel-contaminated floodwater. "These types of fumes, little kids are the ones that are going to pay the price for this down the road," he said.

<http://citizensvoice.com/news/after-the-flood-a-fuel-based-mess-1.1200829#axzz1Xd9bhb78>

### AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, SEPTEMBER 11 2011. ORICA LEAK CAUSED DURING START UP: REPORT

Tainted condensation that overflowed into a vent stack at the Orica plant caused a leak of toxic chemicals in Newcastle, a report has found. Residents in the beachside suburb of Stockton were exposed to hexavalent chromium on August 8, after it escaped from Orica's ammonium nitrate plant at nearby Kooragang Island. An independent engineer's report, released by the chemical giant on Friday, blamed the leak on practices used to start the plant, and "modifications to a flue gas heat recovery coil". "For successful start up to occur, process steam must flow through the system at high temperature," Orica said in a statement. "The design and operational issues caused the process steam to come into contact with cold surfaces inside the system at lower temperatures than expected. This created condensate, which dissolved hexavalent chromium from the newly installed catalyst replacement. The larger than expected volumes of condensate then overwhelmed the drainage arrangement, and overflowed into the vent stack [which] was not designed to cope with the levels of condensate, resulting in an emission from the top of the stack." The leak has been a major political headache for the O'Farrell government, which has faced accusations it put locals' health at risk after taking three days to notify them of the accident. Last week both a NSW Health and independent report commissioned by Orica found the leak posed no health risk to the Stockton community. Orica said it was addressing the operational failure. The Orica leak is the subject of two inquiries - one by former director-general of the NSW Premier's Department, Brendan O'Reilly, and one to be commenced soon by the NSW upper house. In Parliament on Friday Premier Barry O'Farrell was accused of compromising the O'Reilly inquiry, after the opposition uncovered an email in which he offered Shooters Party MPs a briefing about the investigation. In the email from August 22, Mr O'Farrell writes to

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his chief of staff Peter McConnell saying the minor party MPs should be given a briefing by Mr O'Reilly to convince them an upper house inquiry was not required. "We need to ensure we don't have two inquiries going at the same time," Mr O'Farrell wrote. Despite the briefing the Shooters Party MPs later supported the upper house investigation, which was also not opposed by government MPs in the Legislative Council. Opposition environment spokesman Luke Foley said the Premier had "compromised" Mr O'Reilly's inquiry, but during question time, Mr O'Farrell denied any wrongdoing. "I offered cross-bench [MPs] the usual briefing [and] two of them responded," Mr O'Farrell said. "I took Mr O'Reilly to meet with them. Mr O'Reilly outlined his terms of reference, he answered their questions. "The meeting went for less than half an hour ... and as a result we left."

<http://www.smh.com.au/environment/orica-leak-caused-during-start-up-report-20110909-1k1lf.html>

### USA, UT, SALT LAKE CITY, SEPTEMBER 11 2011. CREWS MOPPING UP JORDAN RIVER'S MYSTERY SUBSTANCE

*janelle stecklein*

Salt Lake firefighters Saturday night worked to contain an unknown substance that spilled into the Jordan River. Fire Capt. Mark Bednarik said tests determined the substance was not oil, and officials weren't sure what was causing the "dull sheen" on the water. "What we know is it's not flammable. It's not corrosive," he said of the substance. Bednarik said the substance appeared to be mixing with the water, so it was hard to know just how much was there. Crews deployed booms into the river to try to contain and absorb the substance, which had reportedly encompassed areas from about 2800 South to at least 1500 South. Bednarik said some booms were put in place to divert and collect more concentrated samples of the substance so the Salt Lake Valley Health Department could conduct more testing Monday to try to determine what it is. He said the Environmental Protection Agency had been notified. Firefighters didn't yet know what caused the spill or where it was leaking from, other than that it was coming from south of Salt Lake City, Bednarik said. He said officials have shut down gates that allow a surplus canal to feed the river. He said officials on Sunday will be working to determine the substance's source.

<http://www.sltrib.com/sltrib/news/52559301-78/lake-river-salt-spill.html.csp>

### MALAYSIA, SARAWAK, KAPIT, SEPTEMBER 11 2011. SEPTEMBER 11 2011. OUTBOARD MOTOR OIL SPILL IRKS RESIDENTS



*Polluted: A section of the oil slick is seen at the Marine Police jetty.*

Kapit folk who live by the river are upset with an outboard motor oil spill, which is polluting the water. As of yesterday morning, the oil slick covered a large area at the Marine Police jetty and some of it was also seen flowing downstream. "Our source of water for bathing, washing, cleaning and cooking has been polluted. Where can we find clean water?" lamented one resident. She said the oil could also be seen polluting the water near her family's jetty. "What shall we do? The culprits are simply very selfish. They only think of themselves. Our lives are adversely affected. Who can help us?" said the woman who has lived by the river for a decade. Those responsible for the oil slick have yet to be identified. However it is believed that the slick originated from a small stream next to Rumah Temui at Jalan Selirik.

<http://www.theborneopost.com/2011/09/11/outboard-motor-oil-spill-irks-residents/>

### USA, WASHINGTON D.C, SEPTEMBER 11 2011. USPS PUTS LITHIUM BATTERY LIMITS ON HOLD

The U.S. Postal Service has withdrawn a rule that would have set new limits on outbound mailing of lithium batteries to international, or APO, FPO or DPO locations to await action by the ICAO Dangerous Goods Panel. The new limits that would have taken effect Oct. 3 for U.S. mail containing equipment with lithium metal or lithium-ion batteries that is bound for international, APO, FPO, or DPO locations are now on hold. The U.S. Postal Service had set the limits with an Aug. 25, 2011, final rule so they would be consistent with recent amendments to the Universal Postal Union (UPU) Convention and regulations, but those amendments are themselves on hold, for now. USPS said it withdrew its revisions "because of a notice to the UPU from the International Civil Aviation Organization (ICAO) on August 19, 2011, requesting that the UPU delay implementation of the aforementioned amendment until the UPU revisions could be reviewed by the ICAO Dangerous Goods Panel, and if approved, incorporated into The Technical Instructions for the Safe Transport of Dangerous Goods by Air

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manual." The Postal Service also withdrew the revision to 39 CFR 20.1 that had added a new section 135.6 to the Mailing Standards of the United States Postal Service, International Mail Manual, to describe the new maximum limits for the outbound mailing of lithium batteries, according to the Federal Register notice.

<http://ohsonline.com/articles/2011/09/11/usps-puts-lithium-battery-limits-on-hold.aspx?admgarea=ht.InternationalSafety>

### INDIA, CANACONA, SEPTEMBER 11 2011. DIESEL CANS ON INTERSTATE KTC BUSES SCARE PASSENGERS

*ashokkumar desai,*

Passengers travelling on [KTC buses](#) along the [Goa-Mangalore route](#) have been complaining about the storage of diesel cans behind the driver's seat throughout the journey. This, they say, is a safety concern not just for them but for the bus driver and conductor as well. Since the route is a long one, and there is no provision for refuelling on the way, the drivers have to depend on these storage containers. "It is hazardous to carry fuel in vehicles meant for passengers. Moreover, there is a ban on carrying diesel in containers from one state to another, except when sanctioned by the authorities concerned. The KTC should make arrangements with the Karnataka transport corporation for refuelling instead of carrying containers in the cabin," says a passenger who often travels along the Goa-Mangalore route. KTC operates around five buses to Karnataka, out of which at least one goes to Mangalore everyday. Stating that storing diesel cans is a normal practice, a KTC conductor, on condition of anonymity, said, "Since the fuel tank capacity of the buses is less, we have no alternative but to depend on such an arrangement for refuelling." His counterpart adds, "Moreover, diesel is cheaper in Goa as compared to Karnataka." When questioned, KTC's managing director [Venancio Furtado](#) said that most often, these inter-state buses fitted with a tank capacity of 350 litres, do not require to fill diesel along the way. "However, we have to be prepared in case of a breakdown or an emergency and hence we carry the diesel as a precautionary measure," he said. KTC sources added that this practice was being followed much before Furtado took charge and that he has already issued instructions to temporarily stop carrying diesel cans. Furtado added, "We have recently purchased new buses with large fuel-capacity tanks. So this problem will not arise in the future."

<http://timesofindia.indiatimes.com/city/goa/Diesel-cans-on-interstate-KTC-buses-scare-passengers/articleshow/9940476.cms>

### USA, PA, WILKES-BARRE, SEPTEMBER 10 2011. GETTING THE RIGHT MIX

*Tom Venesky*



*RJ Marine owner Bob Makaravage inspects the new ventilation system on a [fuel tank](#). New federal regulations require more extensive ventilation systems on the fuel tanks of boats.*

Gone are the days when a boat motor could simply be hung in the basement for storage after the summer boating season concludes. And pouring a bit a fuel stabilizer into the gas tank? Not going to [work](#) anymore. That's because the ethanol-enriched fuel that has become commonplace at gas stations over the last few years can wreak havoc on a boat motor. Bob Makaravage, owner of RJ Marine Sales in Wilkes-Barre, said his shop has been seeing the damage firsthand. "It started a couple years ago," he said. "People were bringing in motors to be repaired. Motors that simply quit working the way they were supposed to." Makaravage said ethanol is to blame. Ethanol is a form of alcohol that can absorb moisture into gasoline, loosen debris and varnish in fuel tanks, eat away [fuel lines](#)

and gaskets, and wreak havoc on carburetors. One of the most common symptoms of an ethanol problem is a motor that bogs down or cannot reach top speed, according to Makaravage. And one of the most common repairs in his shop, Makaravage added, is rebuilding carburetors. "A lot of older motors don't have alcohol-resistant fuel lines and gaskets," he said. "The ethanol can break them down, and we're finding parts of fuel lines and hoses in the carburetors." Ethanol can even wreak havoc in the gas tank. If a boat sits unused for a few weeks, the ethanol-enriched gas can separate, resulting in a water accumulation. That's why Makaravage recommends installing a water separator in a boat's [fuel system](#). But that's only half the answer. Because ethanol can eat away the varnish that accumulates inside a gas tank and loosen deposits – releasing the material into the fuel lines, Makaravage said it's important to use a 10-micron fuel filter that can catch small particles. Even better, he said, is a combination fuel filter/water separator. The impact of ethanol can also hit the [carburetor](#) itself. John Mansfield, a mechanic at RJ Marine Sales, said ethanol is corrosive and it can react with the aluminum components inside a

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carburetor. That can result in a gel build-up on the jets and can make an engine run leaner, he said. The solution? Add an ethanol treatment to the fuel and that should neutralize the corrosive components. If a boat motor isn't used frequently, Mansfield advised starting it and letting it run for a few minutes at least once a week. By letting it sit for long periods, he said, the octane level in ethanol-enriched gas disappears and more problems can result. "The engine is going to start hard because the octane isn't there, and it's going to start dieseling when you shut it off," Mansfield said. Even worse, he added, is the problem of pre-ignition. That occurs when fuel enters the engine and is ignited by something other than the spark plug – such as carbon deposits on top of the pistons that heat up. That increased combustion can destroy an engine. "With the older motors, it's only a matter of time before they go because of the ethanol," Makaravage said. Still, even a new engine needs to be maintained and protected against ethanol. [Fuel filters](#) need to be changed yearly, preferably when winterizing the boat, and engines should be run until the fuel tank is almost empty and a fuel stabilizer needs to be added. "Fuel stabilizer is only good for six months, however," Mansfield said. "That's why it's important to add at least half a tank of new gas in the spring to replace the octane that was lost from the ethanol." Dry gas won't work, Mansfield added, because it's an alcohol and it only increases the alcohol content in the fuel. "A lot of guys are starting to winterize their boats this time of year, and they need to be aware of the problems that ethanol can cause," Makaravage said. "The regular fuel stabilizers won't work anymore. You need to make sure you're using something that's going to treat the ethanol, too."

[http://www.timesleader.com/sports/Getting\\_the\\_right\\_mix\\_09-11-2011.html](http://www.timesleader.com/sports/Getting_the_right_mix_09-11-2011.html)

### TRINIDAD & TOBAGO, PRINCES TOWN, SEPTEMBER 11 2011. 'BAD GAS' FROM PRINCES TOWN SERVICE STATION

I wish to express my utter disgust and displeasure with one of the gas stations operating in Princes Town. This gas station has the misfortune of being the only of its kind in the area where premium unleaded fuel is available. I usually have little choice but to fill up there. Last Tuesday I filled up, as normal, on premium unleaded just before heading home. The car was parked safely at my home and was not used until the following day. On trying to start the car, it started choking and bucking as the engine sputtered, spewing out thick, black smoke and droplets of black emission. It did start eventually, only to continue operating in this manner as long as the car was in use. In the following days the car was taken to the mechanic, only to discover that instead of purely premium unleaded, a mixture of premium unleaded and diesel was found in the gas tank. The mechanic as well as the owner of a store where new parts had to be bought informed us that we were not the only ones that this had happened to—several other people in our area had exactly the same complaint after filling up at this station. I stress that the fuel did come from the premium unleaded pump at that gas station, as I did not fill up anywhere else. I am assuming that an error was made in the storage tanks, or somehow diesel has found its way into their premium unleaded supply. A total of \$1,500 was spent on having to repair my car, through no fault of mine. This blame lies squarely on the gas station and I can definitely assure you that neither I nor any of my family, friends, co-workers or relatives will ever be patronising this gas station again. This station needs to clean up its act in order to prevent any further incidents such as this and adhere to its social and corporate responsibility of providing goods of a level that is fit for consumption by end users. My only regret is that the lack of receipts provided by the station prevents me from having a paper trail to pursue legal action regarding this situation.

Reshma Ramai, Princes Town

[http://www.trinidadexpress.com/letters/Bad\\_gas\\_from\\_Princes\\_Town\\_service\\_station-129603393.html](http://www.trinidadexpress.com/letters/Bad_gas_from_Princes_Town_service_station-129603393.html)

### NIGERIA, LAGOS, SEPTEMBER 11 2011. PETROLEUM CORPORATION, SPILL DETECTION AGENCY ON COLLISION COURSE

bassey udo



The Nigerian National Petroleum Corporation (NNPC) may be on a collision course with the National Oil Spill Detection and Response Agency (NOSDRA) over a N21.5 million oil spill penalty. The oil spill monitoring agency had accused the Pipelines and Products Marketing Company Limited (PPMC), the NNPC subsidiary responsible for the storage, marketing and distribution of petroleum products in the country, of failure to report an oil spill incident involving one of its pipelines in the Niger Delta. The incident reportedly occurred on May 24 this year on the company's Trunk 2A Pipeline Right of Way (ROW) in Eko -Amukpe in Sapele Local Government Area of Delta State. According to the director general/chief executive of NOSDRA, Peter Idabor, the NNPC subsidiary failed to notifying the oil spill

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monitoring agency of the incident until last July 7 in contravention of the provisions of section 6 (2) Act 15 of 2006 establishing the agency. The provisions of the Act stipulates a penalty of N500,000 every day an organisation fails to report the occurrence of an oil spill incident in its facility to NOSDRA. "An oil spiller is by this Act to report an oil spill incident to the agency (NOSDRA) in writing not later than 24 hours after the occurrence of an oil spill, in default of which the failure to report shall attract a penalty in the sum of Five Hundred Thousand Naira (N500, 000.00) for each day of failure," Mr Idahor quoted in his letter. In the letter, the NOSDRA boss informed the NNPC subsidiary of a sanction in the sum of N21.5million, representing the total of a daily penalty of N500,000 for delaying to report to the agency on the oil spillage at the company's facility in Delta State. "The failure, delay and non - compliant attitude of the PPMC in reporting the oil spill incident until July 7 of this year amounted to contravention of section 6 (2) of Act 15 of 2006 establishing the agency," Mr Idahor declared. While urging the PPMC to act expeditiously on the demand that the amount be remitted into NOSDRA's account within 21 days from the date of receipt of the letter, he said it should act with seriousness and the highest ethical standard expected of an establishment of its repute in the country's petroleum industry. Calls yesterday in Abuja to the PPMC for official reaction over the incident were not answered. The general manager, Group Public Affairs, NNPC, Levi Ajuonuma, also did not pick his call.

[http://234next.com/csp/cms/sites/Next/Money/5741620-147/petroleum\\_corporation\\_spill\\_detection\\_agency\\_on.csp](http://234next.com/csp/cms/sites/Next/Money/5741620-147/petroleum_corporation_spill_detection_agency_on.csp)

### USA, TX, FORT WORTH, SEPTEMBER 11 2011. WORKSHOP TEACHES ATTENDEES HOW TO CLEAN WATER FOWL FOLLOWING AN OIL SPILL >> PARTICIPANTS LEARN IT TAKES MORE THAN SOAP, WATER TO SAVE BIRDS FROM DISASTER

gheni platenburg

[Watch the Video](#)

[http://www.victoriaadvocate.com/news/2011/sep/10/gp\\_oilwildliferesponseworkshop\\_091111\\_151637/?features&education](http://www.victoriaadvocate.com/news/2011/sep/10/gp_oilwildliferesponseworkshop_091111_151637/?features&education)



*Workshop teaches how to wash waterfowl after they've been affected by an oil spill.*

More than soap and water are required to save birds affected by an oil spill. That was the lesson learned by about 40 attendees of the Oiled Wildlife Response workshop on Friday at The Texas Zoo. Presenters from the nonprofit Wildlife Rehab & Education Center in Houston conducted the workshop, which was sponsored by the Fort Worth Zoo, to certify and train personnel with an interest in assisting the center's Oiled Wildlife Response Team in the event of an oil spill. By attending the workshop, attendees received certification to assist personnel who will actually handle the animals during the cleanup process. Certification and training is required for anyone who participates in any role during an oiled wildlife response. "Every life is important. Even the companies that spill the product want to put the environment back to how it

was before the spill," said Sharon Schmalz, executive director of the Texas Wildlife Center of Texas. "After people attend classes, they realize how involved it is and how much veterinary medicine goes into helping these animals get strong enough to be washed." Attendees included representatives from the Texas Parks & Wildlife Department, the Texas Master Naturalist Society, various companies in the oil industry, zoo personnel and individuals with an interest in assisting in the event on an oil spill. The workshop at the Texas Zoo is just one of several held by the group annually throughout Texas, Louisiana and Mississippi. Victoria's proximity to the Gulf Coast and the limited number of rehabbers in the area made the Texas Zoo an ideal place to hold the workshop, said Schmalz. "I thought it would be an awesome opportunity because we are short of rehabbers in this area," said Andrea Blomberg, executive director of the Texas Zoo, as she discussed her reasons for agreeing to host the workshop. "Anything to do with saving wildlife, we're all about." Although the 2010 BP oil spill, which left about 4,500 animals dead, is one of the most infamous spills Schmalz said her team has been involved with, they have also worked with several smaller spills over the years. "Some years go by without any activity, then other years there are four or five spills," said Schmalz, who has 30 years experience in oiled wildlife response. "A lot of preparation and training is needed in case something happens." The organization is called in by governmental agencies or private companies to provide wildlife assistance when needed. While any animal in a region victimized by an oil spill can be affected by the viscous liquid, water fowl, including ducks and pelicans, are especially vulnerable because of their intimacy with the water. The workshop covered topics including the effects of oil on wildlife, federal wildlife laws, the process of the initial intake and exam of oiled wildlife and Occupational Safety and Health Administration training. Participants also learned the finer points about cleaning the ducks, including the need to use Dawn dishwashing soap, reasons why not to get the soap and water in the animal's eyes and

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mouths, as well as the need for the water used to wash the ducks to be between a temperature of 104 and 106 degrees. It takes about 20 to 30 minutes to wash oil from a bird's body and another 20 to 30 minutes to rinse off the soap. In some cases, care for the birds continues even after the oil has been removed from their bodies. "In most cases, we get the birds clean and they are still out there cleaning up the oil spill," said Schmalz. "So we have to babysit." The future assistants also got actual hands-on experience washing oiled ducks and cleaning oiled feathers. "I thought it was neat. I enjoyed it," said Wayne Daniel, a senior environmental health and safety specialist with Sandridge Energy in Oklahoma City. "It's an extensive process. It's not just about finding them and washing them. It's a lot of work." Tara Tschritter, a volunteer with WR&E and the Houston Zoo also enjoyed the workshop. "My passion is animals, and I want to help out," said Tschritter, 19. "I don't like just watching." Schmalz said the cost to save an animal after a spill is minimal. "Our cost for oil spill cleanup is less than 1 percent of the total cost," she said. People interested in receiving certification to become a rehabber can do so through attending area workshops or by going to the WR&E center for training. "If you came once a month for two or three hours, you would learn quite a bit," said Schmalz.

### Did You Know?

It is against federal law for people not certified in oiled response training to make contact with an animal that has been affected by a spill. If you do come in contact with an animal in that situation, you are urged to contact the U.S. Fish and Wildlife Service or Texas Parks & Wildlife Department. More information on oiled wildlife and rehabbing can be found at [www.wrande.org/](http://www.wrande.org/) and [www.wildliferehabber.org/st\\_disp\\_list.php](http://www.wildliferehabber.org/st_disp_list.php)

[http://www.victoriadvocate.com/news/2011/sep/10/gp\\_oilwildliferespwkshop\\_091111\\_151637/?features&education](http://www.victoriadvocate.com/news/2011/sep/10/gp_oilwildliferespwkshop_091111_151637/?features&education)

### NEW ZEALAND, HAMILTON, SEPTEMBER 11 2011. PUBLIC HELP REQUESTED TO IDENTIFY SPILL SOURCE

Waikato Regional Council is appealing for help to locate the source of diesel which has spilled into the Waikato River on two occasions in recent days, near the St Andrews golf course in Hamilton. On Thursday, a spill believed to involve several hundred litres of diesel appears to have been flushed out of the city's storm water system into the river. Council staff used oil absorbing booms to collect some of the diesel but most of it ended up being swept down river. The council has had no reports of downstream problems following Thursday's spill. Then a second spill of about the same size was reported this afternoon after significant rain in Hamilton. The river was too high and swift today for staff to try to get the diesel out. "We're assuming that some diesel has somehow got into the storm water system recently and that today's rain has flushed some more of it into the river," said compliance and education manager Rob Dragten. "The storm water system which discharges into the river near St Andrews collects water from much of Te Rapa and Avalon Drive, so the diesel could have come from anywhere in that area. "Our inquiries so far haven't been able to identify the source of the spills so we're asking for public help to track it down. If anyone has any information about the source or how the diesel may have got into the storm water system we'd urge them to contact us on 0800 800 401." Mr Dragten said current river levels would help dilute today's spill and help minimize any potential environmental damage it might cause. "While diesel has a distinctive unpleasant odour and leaves visible rainbow sheening on the surface of the water, it generally evaporates reasonably easily and is expected to be gone quite quickly," Mr Dragten said. "But it's important we locate where this diesel is coming from so we can taken any necessary action to prevent further spills."

<http://www.voxy.co.nz/national/public-help-requested-identify-spill-source/5/101066>

### USA, N.Y, BOHEMIA, SEPTEMBER 14 2011. VIDEO: EMS OFFICIAL CONFRONTS WNBC PHOTOGRAPHER

 **Watch the Video** [http://www.mediabistro.com/tvspy/video-ems-official-confronts-wnbc-photographer\\_b21501](http://www.mediabistro.com/tvspy/video-ems-official-confronts-wnbc-photographer_b21501)

A WNBC photographer got locked in a confrontation with an emergency medical official earlier this month while trying to cover the aftermath of a chemical spill in Bohemia, NY. And the incident was caught on tape by [Phil Datz](#), the freelance cameraman who [was arrested](#) in July for filming police officers following a car chase. The video shows the official gripping the photographer's camera with both hands as he tries to wrestle him away from the scene of the chemical spill. "The EMS worker specifically attacked the cameraman, and it is a frightening thing to see the escalation to physical violence," Datz, who was covering the chemical spill himself at the time, [told](#) The Reporters Committee for Freedom of the Press. "I would hope that these incidents being brought to light will help show a pattern and that there will be further education so that future incidents can be stopped." Following his run-in with police this summer, Datz [had his arrest nullified](#) and the local police commissioner ordered officers to enroll in remedial media training.

[http://www.mediabistro.com/tvspy/video-ems-official-confronts-wnbc-photographer\\_b21501](http://www.mediabistro.com/tvspy/video-ems-official-confronts-wnbc-photographer_b21501)

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#### USA, AKA, NOME, SEPTEMBER 14 2011. GROUNDED BOAT SPILLS UP TO 1,000 GALLONS OF FUEL NEAR NOME >> STORM: PROPELLER WAS FOULED IN TOWING LINE; VESSEL DRIFTED TO ROCKS.



*The landing craft Kaktovik II is boomed off to catch leaking fuel after it grounded near Nome's harbor.*

A towing vessel went aground on rocks near Nome's harbor and spilled up to 1,000 gallons of diesel fuel into the ocean, officials said. The disabled Kaktovik II was pulled off the rocks, brought into Nome's harbor, and its remaining diesel fuel removed. Strong winds and waves that hindered the removal of the vessel from the site were calming Monday, according to the state Department of Environmental Conservation. Ashley Anderson, a DEC on-scene coordinator, said the agency was working with the Coast Guard and the harbormaster to remove the vessel from the site, probably not until Tuesday. The boat was pulling a barge Saturday when its tow line hit the propeller and disabled it, and the vessel drifted into channel rocks, the DEC said. The rocks ripped a 40-foot gash in the vessel's side and ruptured a fuel tank, releasing 800-1,000 gallons of diesel into the water, Anderson said. The

department said it was unknown if the fuel had washed up on parts of Nome's harbor, beaches and a nearby river. It planned to conduct shoreline assessment over the area. Weather and the rough seas Sunday prevented crews from assessing any possible damage to the environment, Anderson told The Associated Press. But she said she expects "a lot of it to be carried out to sea" and dispersed because of ocean conditions, including five-foot waves. "Once the water has died down, we'll be able to get a better assessment," Anderson said.

<http://www.adn.com/2011/09/12/2063602/grounded-boat-spills-up-to-1000.html>

#### ITALY, ARPINO, SEPTEMBER 14 2011. FIREWORKS FACTORY BLAST KILLS 6 IN ITALY

 **Watch the Video** <http://www.youtube.com/watch?v=k1EF7PcpZx4>



*Firemen combed the smoking debris searching for victims.*

Six people have been killed in an explosion at an Italian fireworks factory. The factory was in Arpino, a hilly rural area south of Rome, and the owners are believed to be among the dead. Witnesses said they heard at least three loud blasts followed by intense flames that incinerated trees and shrubs in the area. Helicopters were called to drop water on the blaze. Emergency services arriving at the scene were shocked by what they saw. One police officer said: "One of the places was completely reduced to ashes, there just isn't anything left." An investigation is underway to determine what caused the explosion. Police confirmed there was a

similar blast in the area in 1994 that killed six other people, although they are not currently linking the two incidents. Fireworks displays are very popular during Italian religious and cultural festivities, particularly in the south of the country, but critics have warned of poor safety precautions at firework factories. In 2004, a factory near Naples blew up, killing five people. Another one near Naples in 2002 killed at least three people, while in 1996, a fireworks factory blast killed three people in Bari.

<http://news.sky.com/home/world-news/article/16068491>

#### USA, N.J, EDISON, SEPTEMBER 14 2011. EDISON PLANT EVACUATED, TOXIC SPILL CONTAINED

*bob makin*

Employees at the Equistar Chemicals plant at 340 Meadow Road were evacuated at about noon Tuesday when a toxic chemical spilled from a leaky pipe as it was transported from a truck to a storage unit, authorities reported. Titanium tetrachloride is used to make titanium metal and can become extremely volatile when mixed with air, experts said. The chemical was contained by the Middlesex County Hazardous Materials Team before it could turn into a toxic cloud, said John Ferguson, director of the county's Office of Emergency Management. For about two hours, Meadow Road was closed to all but emergency vehicles, said Deann Thigpen, spokeswoman for LyondellBasell Industries, Equistar's Houston-based parent company. No one was injured, but an ambulance was deployed for safety measures, Thigpen said. The evacuation eventually was lifted, Thigpen said, and employees returned to work. The former site of Akzo Chemical, the property continues to seep chemicals into the Raritan River, said Robert Spiegel, executive director of Edison Wetlands Association. In the wake of the

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chemical spill, Spiegel said, the environmental group will increase pressure on the U.S. Environmental Protection Agency and the state Department of Environmental Protection to force Akzo to better secure the site. Controlling the seep is the responsibility of Akzo, he said, not Equistar or LyondellBasell Industries. The plant is adjacent to the Edison Boat Basin, where people of all ages often catch fish laced with toxins that might be seeping from the property, Spiegel said. The DEP has reported that Akzo has been complying with remediating the site. Despite that cooperation, the site continues to seep into the Raritan, Spiegel said. "Under the current administration, the DEP is not enforcing its regulations, and it needs to," Spiegel said. "Today's chemical spill shows that New Jersey needs stronger environmental regulations, not weakened ones."

<http://www.mycentraljersey.com/article/20110913/NJNEWS/309130030/Edison-plant-evacuated-toxic-spill-contained>

### USA, AZ, TUCSON, SEPTEMBER 14 2011. AIR FORCE, EPA, AND ARIZONA AGREE TO CLEAN UP GROUNDWATER AT AIR FORCE PLANT 44, PLANT IS PORTION OF TUCSON AIRPORT SUPERFUND SITE

Today, the Environmental Protection Agency announced that the Air Force has signed an agreement with EPA and the Arizona Department of Environmental Quality to clean up Air Force-owned property at Air Force Plant 44, part of the Tucson International Airport Area Superfund Site in Tucson. Under the terms of the federal facility agreement, the Air Force will work with the EPA and ADEQ to clean up areas impacted by Air Force Plant 44 south of Los Reales Road. Groundwater at the site is contaminated with volatile organic compounds and other chemicals. "EPA, Arizona and Air Force are committed to achieving cleanup of Air Force Plant 44," said Jane Diamond, EPA's Director of the Superfund Division in the Pacific Southwest Region. "This agreement provides a new level of confidence that the work by the military will meet all EPA and State environmental requirements for completion." Investigations since the early 1980s have shown contamination in soils and ground water at and near the Air Force Plant 44. Ten areas were identified as potentially contaminated, including land disposal areas that are no longer in use: a former wastewater treatment facility, and two fire training areas. Groundwater contaminants include volatile organic compounds, such as TCE, and 1,4-dioxane. However, the Air Force has taken numerous actions to clean up contamination in these areas, and no immediate health threats currently exist at the site. "This agreement is an important milestone for the TIAA site," said ADEQ Director Henry Darwin. "It lays a solid foundation for continued cooperation among ADEQ, EPA and the Air Force to assure the cleanup of contaminated soil and groundwater at the site." The agreement provides for regulatory oversight of the Air Force's Superfund work at Air Force Plant 44 and allows for assessment of penalties if the work is not completed or is inadequate. For the past several years, the Air Force has been conducting work at the site without a formal enforcement agreement for EPA and state oversight. This agreement will ensure EPA and ADEQ can compel the Air Force to fully investigate and cleanup the site. Thus far, the Air Force has cleaned up soil in several areas and continues to investigate and clean up contaminated ground water south of Los Reales Road. Air Force Plant 44 is a Government-owned, contractor-operated facility, currently operated by Raytheon Corporation. Air Force Plant 44 is one of the seven project areas within the Tucson International Airport Area Superfund Site, a National Priorities List site as designated by the EPA in 1982. Other areas of the TIAA site are being cleaned up under agreements with the Tucson Airport Authority, Raytheon and Boeing, and a separate federal facility agreement with the Arizona Air National Guard. Where no other party is able to clean up an area, EPA is conducting the cleanup with federal funding. The document is available online at [www.epa.gov/region09/tucsonairport](http://www.epa.gov/region09/tucsonairport) along with additional information about the site history and cleanup progress. EPA will be accepting public comments on the document. Please submit comments to [helmlinger.andrew@epa.gov](mailto:helmlinger.andrew@epa.gov). A formal 45-day public comment period will begin shortly following an official public notice in the Arizona Daily Star.

[www.epa.gov/region09/tucsonairport](http://www.epa.gov/region09/tucsonairport)

### USA, WA, OLYMPIA, SEPTEMBER 14 2011. CLE ELUM GAS STATIONS TARGETED FOR CLEANUP

Old gas stations leaking petroleum in Cle Elum are targeted for cleanup by the state Department of Ecology as part of a \$6 million effort throughout Eastern Washington. Seven major community areas in Eastern Washington are identified in the DOE cleanup plan with funding made available by the 2011 state Legislature, according to a news release. The work ranges from old gas stations where fuel leaked into groundwater to former mining areas contaminated by cyanide, mercury and other metals. In addition to Cle Elum, cleanups are planned in Sunnyside, Buena, Richland and Okanogan County, all part of the DOE's Central Region, and in Lone, Walla Walla, and along the Spokane River in the agency's Eastern Region, the release said.

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### Leaky Stations

In Cle Elum, a number of old gas stations along First Street resulted in petroleum contamination spread over a six- to 10-block area. A series of water-quality monitoring wells were installed in the early 1990s to keep an eye on this contamination. Several replacement wells and new wells should be installed to further delineate the groundwater contamination plume, according to the cleanup plan. These new wells will contribute to additional assessment of the contamination and will assist with achieving future cleanup objectives. Assessment work at the old Cle Elum station sites is expected to begin in 2012. "Cleaning up these sites protects public and environmental health, creates jobs, and promotes economic growth as these sites are re-developed," said Valerie Bound, a toxics cleanup manager for the DOE in Yakima, according to the release. The \$6 million allocation will be used exclusively in Eastern Washington to clean up properties where the responsible party (land user, facility operator, or property owner) could not be found or is unable to pay costs associated with the cleanup activities.

### Other Cleanup Sites

- Buena in Lower Yakima Valley: This will be the first clean up project for the DOE, and it involves the Gold Nugget Market and the former Roby's Service Station.
- Sunnyside: Three sites, and possibly more, where leaking petroleum tanks caused contamination, are being considered for cleanup.
- Okanogan County Mine sites: Soil and groundwater are contaminated at four sites of historic mining operations.
- Richland: A number of releases in a commercial area of town have been tracked to leaking underground petroleum storage tanks. There are about 10 cleanup sites in a five block radius.
- Lone: Work is scheduled to begin this fall at the Airport Kwik Stop, formerly a convenience store with gasoline sales.
- Walla Walla: Formerly a wheat farming operation, Schwerin Concaves operated a hard chromium electroplating business at the property from the late 1970s to 2000.
- Spokane River Beach cleanups: Several restoration project.

[http://www.dailyrecordnews.com/news/cle-elum-gas-stations-targeted-for-cleanup/article\\_11006ea0-de3d-11e0-a5df-001cc4c002e0.html](http://www.dailyrecordnews.com/news/cle-elum-gas-stations-targeted-for-cleanup/article_11006ea0-de3d-11e0-a5df-001cc4c002e0.html)

### USA, N.Y, MUMFORD, SEPTEMBER 15 2011. MUMFORD GAS EXPLOSION SCRAMBLES FIREFIGHTERS

sally santora

 **Watch the Video:**

<http://www.democratandchronicle.com/article/20110915/NEWS01/109150326/Explosion-Mumford-may-saved-worker-s-life>



*A fireball erupts from a building at the Burnwell propane company in Mumford as firefighters begin to attack the blaze with water.*

At around 3 p.m. Tuesday afternoon, the Monroe County 911 center received a call of a fire and explosion at the Burnwell propane plant on Main Street in Mumford. Witnesses in the area reported smelling gas before they heard the explosion and saw flames and black smoke billowing out of the building that stored about 19,000 gallons of propane in tanks. One male employee sustained non-life threatening burns to his face and arms and was transported to Strong Memorial Hospital. Emergency workers arrived on the scene within minutes to find the storage building burning and tanks exploding. Firefighters poured water on the flames trying to stop more tanks from exploding. Twenty-four fire companies from the area rushed to the scene of the blaze while some were staged in the parking lot of the Springbrook Inn, located across the street from Burnwell. About 30 people from nearby homes and businesses were evacuated to the Mumford Fire Hall. Caledonia-Mumford School Superintendent Robert Molisani said he received word of the fire around 3 p.m. from an employee who is a volunteer firefighter. The school campus is about one-

quarter mile from the Burnwell plant. Black smoke coming from the fire was clearly visible from the school campus. The elementary school students had already been dismissed; middle and high school students were just ending their day. Molisani said the district immediately enacted its emergency response plan. Roughly 300 middle and high school students were gathered inside in the middle school auditorium where they were supervised by staff. Athletes that had boarded buses for out of town contests were permitted to leave the campus. The transportation director rerouted all buses leaving the campus.

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Students who intended to walk home, to the south of the school, were permitted to do so when fire officials notified the superintendent that it was safe. About 25 students living in Mumford and Churcville were safely bused to J.W. Jones Hall in Caledonia. Parents were permitted to pick up their children at Jones Hall and at school. Molisani said based on updates from fire officials, the decision was made to cancel all afternoon and evening activities planned on the campus. The superintendent said roughly 50 percent of the middle/high school student body participates in an after school sport which meant about 300 students were on the campus when the emergency response plan was enacted. "Our students were excellent and all of our staff, principals, teachers, maintenance, bus drivers and coaches were outstanding," Molisani said. "Everyone was supervised and in a safe environment until they were either picked up by a parent or safely transported home by school bus. Our secretaries were able to take parents' phone calls and answer them the best that they could," he added. Molisani held a debriefing for the staff after all of the students arrived safely home. By 5 p.m. firefighters had the blaze under control. They were expected to stay at the scene for several hours to ensure that the fire and heat remained under control. Mumford and Caledonia Fire Departments were prepared for an emergency like this and had practiced simulation response drills in the past, fire officials said. Fire investigators said it would take some time to investigate the fire to determine its exact cause.

<http://thelcn.com/2011/09/mumford-gas-explosion-scrambles-firefighters/>

### USA, TX, HITCHCOCK, SEPTEMBER 15 2011. ETHANOL LEAK FROM TRAIN DERAILMENT IN HITCHCOCK PROMPTS EVACUATIONS

chris paschenko

 **Watch the Video** <http://galvestondailynews.com/blog/6706>

A train derailment that leaked ethanol from two overturned tank cars forced the Tuesday evening evacuation of roughly 40 families, but no injuries were reported, authorities said. A total of six tankers left the track, five of which overturned, a BNSF Railway company spokesman said. Authorities were called about 8 p.m. to the 4200 block of North Railroad in Freddiesville, which is an unincorporated area between Hitchcock and Bayou Vista, Maj. Ray Tuttoilmondo, a sheriff's office spokesman, said. Hitchcock firefighters and deputies evacuated Freddiesville residents living south of state Highway 6 between Western Drive and North Railroad. The highway remained closed in both directions at 10:30 p.m., Hitchcock police Chief Clay Kennelly said. Authorities set up a shelter for evacuees at Crosby Middle School in Hitchcock. The shelter closed, however, when only a family of four arrived and later found other accommodations, Kennelly said.

<http://www.khou.com/news/local/Ethanol-leak-from-train-derailment-in-Hitchcock-prompts-evacuations-129792128.html>

### MALAYSIA, PORT DICKSON, SEPTEMBER 15 2011. FIRE AT ESSO REFINERY IN PORT DICKSON PUT OUT AFTER 3 HOURS



*Code red: The fire raging at the Esso Refinery in Port Dickson early Thursday.*

A fire at a shore-to-ship delivery pump at the Esso oil refinery here early Thursday morning saw workers running for their lives and flames visible from 2km away. The fire, which started about 1am, was put out about three hours later and prevented from spreading to two oil refinery tanks and a nearby LPG bottling plant, said Negri Sembilan Fire and Rescue [director Saadon Mokhtar](#). He added that 32 firemen and 24 fire-fighters from Esso and Shell used foam to put out the burning nafta petroleum. "Our firemen, including those from the HazMat (hazardous materials) unit, were rushed to the location after we were summoned at 1.06am," he said, adding that the fire was put out at 4.17am. Saadon said about 100 workers were on duty at the time of the fire. All are safe. "Although the fire has been put out, we are keeping watch. But there is no danger to nearby residents. The HazMat unit is

determining whether any chemical substance had triggered the fire," he said. Many of those working at the time the fire broke out were filling gas into cylinders. One of them, Kassim Bee Mohamad Kassim, 49, said she heard a loud mechanical noise and suddenly saw flames. "At about 12.55am, we heard a loud noise and a small explosion. Then we saw the (delivery) pump on fire. We immediately ran out (of the plant)," she said. Another worker, T. Mallika, 54, said she and several others were also filling gas cylinders when they spotted the fire and ran for their lives. The refinery has been operating here since 1963 and handles some 90,000 barrels of oil per day.

<http://thestar.com.my/news/story.asp?file=/2011/9/15/nation/20110915083356&sec=nation>

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#### USA, LA, BATON ROUGE, SEPTEMBER 15 2011. EXXONMOBIL FINED FOR EXPOSING WORKERS TO POSSIBLE FIRES AND EXPLOSIONS



ExxonMobil Refining and Supply Co. in Baton Rouge has been accused of 22 violations – 20 serious and two other-than-serious – for exposing workers to possible fires and explosions, amongst other hazards. Proposed penalties total \$126,600 following an inspection by OSHA's Baton Rouge Area Office at the company's petroleum refinery on Scenic Highway. "This company exposed its workers to serious safety and health hazards by failing to comply with OSHA's process safety management regulations," said Dorinda Folse, OSHA's Area Director in Baton Rouge. "It is fortunate that in this case no-one was injured." The serious violations involve failing to investigate incidents as being related to process safety management, equipment repair, address inconsistent thickness measurements collected during pressure vessel inspections, maintain accurate and updated engineering drawings, and ensure that written operating procedures were certified as being current and accurate. A serious violation occurs when there is substantial probability that death or serious physical harm could result from a hazard about which the employer knew or should have known. The other-than-serious violations involve failing to ensure that a plate protecting electrical components remained affixed to

its housing and deficiencies identified in the emergency action plan. An other-than-serious violation is one that has a direct relationship to job safety and health, but probably would not cause death or serious physical harm. ExxonMobil Refining and Supply Co. is a division of Exxon Mobil Corp. The Baton Rouge refinery employs about 2,100 workers and specialises in the production of gasoline, diesel, jet fuel, aviation fuel, lubricating oils and waxes. The company has 15 business days from receipt of these citations to comply, request an informal conference with OSHA's Area Director in Baton Rouge, or contest the citations and proposed penalties before the independent Occupational Safety and Health Review Commission.

<http://www.hazardxonthenet.net/article/44946/ExxonMobil-fined-for-exposing-workers-to-possible-fires-and-explosions.aspx?ArealD=2>

#### USA, LA, VENICE, SEPTEMBER 15 2011. CHEVRON CHECKING POSSIBLE LEAK IN GULF OF MEXICO

US oil group Chevron said Tuesday it had shut down a pipeline off the coast of Louisiana in the Gulf of Mexico to investigate a "potential leak." "Chevron Pipe Line shut down the Main Pass System this morning to investigate a potential leak," the company said in a note to its clients seen by AFP. That led to the subsequent shutdown of the Cypress pipeline system, as the Main Pass system was "the only connecting pipeline system currently providing volumes into Cypress," it said. An incident report available on the website of the National Response Center, dated Monday, says 1,075 gallons (about 4,000 liters) of crude may have seeped into the Gulf. Chevron did not say how much oil might have leaked. Last year, an explosion on the Deepwater Horizon oil rig killed 11 workers and sent 4.9 million barrels of oil streaming into the Gulf before the well was capped three months later, causing widespread environmental damage.

[http://www.google.com/hostednews/afp/article/ALeqM5iPQODuKhVxLUN\\_HxGGgRb4uIDF4g?docId=CNG.b060943333c90fc0bfb6ab1d41bd4a35.a51](http://www.google.com/hostednews/afp/article/ALeqM5iPQODuKhVxLUN_HxGGgRb4uIDF4g?docId=CNG.b060943333c90fc0bfb6ab1d41bd4a35.a51)

#### USA, CA, BUTTE CO, PULGA, SEPTEMBER 15 2011. FUEL SPILL CLOSES HWY. 70

*greg welter*

A crash between a Caltrans utility truck with a front mounted snow plow and a tanker truck loaded with 8,800 gallons of fuel closed Highway 70 near Pulga for almost seven hours Wednesday, and clean up could affect traffic during the next three days. There were no injuries reported in the 6:38 a.m. crash, caused when the driver of the eastbound tanker truck swerved onto the shoulder of 70 near the Pulga Caltrans maintenance yard, and struck the plow on the Caltrans vehicle. The crash occurred in Butte County, just west of the Plumas County line. California Highway Patrol officer Doug Garrett said the Caltrans driver was leaving the yard to do a routine patrol of the canyon, looking for boulders that had fallen onto the road. As the tanker passed and swerved to the right, it made enough contact with the plow to rip off several of its fuel valves. Garrett said 1,800 gallons of gas drained from one of the tanker cells in less than five minutes. Fuel in the other cells reportedly didn't escape. Neither driver was injured in the crash, and Garrett said damage to both vehicles was minimal. "It was a minor crash with a major impact," Garrett said. Cal Fire-Butte County crews were the first on the scene and worked to confine the spill to the roadway. Butte

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County Deputy Director of Environmental Health Vance Severin said some of the fuel did reach the shoulder of the road, and some saturated the ground. "Our first concern in this case, was the threat to Caltrans employees from hazardous fumes," he said. Garrett said the gasoline damaged a large section of the roadway, which will have to be replaced. He said NRC, a Chico environmental hazards company, was called to the site Wednesday afternoon, and began digging out contaminated soil. He said about 900 yards of dirt will have to be removed, then replaced with new soil. Severin confirmed that none of the fuel had reached surface water. He also noted that fast action by Cal Fire, and access to road equipment in the yard, helped to minimize the impact from the spill. The CHP identified the tanker driver as Danny Houston Vaught, 55, of Oroville. Vaught drives from Shasta-Siskiyou Transport, in Redding, and was reportedly headed for Susanville. Garret said impairment is not suspected as a factor in the accident, and it's unknown why the tanker trailer swerved into the Caltrans truck, which reportedly had not yet entered the roadway. He said the accident remains under investigation. The Caltrans driver was identified as Rodney L. Miller, 62, of Paradise. Garret said controlled, one-way traffic on Highway 70 will likely be in effect much of today, and again on Friday. He said the cleanup was expected to take about three days.

[http://www.chicoer.com/news/ci\\_18899670](http://www.chicoer.com/news/ci_18899670)

### USA, GA, ATLANTA, SEPTEMBER 15 2011. CARBON DIOXIDE LEAK BLAMED FOR DEATH AT MCDONALD'S IN GEORGIA

*david beasley*



Leaking carbon dioxide in the bathroom of a McDonald's restaurant in South Georgia caused the death of an 80-year-old woman last week and sickened nine others, authorities said on Wednesday. The leak, in a restaurant in Pooler, Georgia, occurred in reinforced plastic tubing that connected the establishment's carbon dioxide cylinder to the soda machines, Pooler Fire Chief Wade Simmons told Reuters. Investigators testing the line found "very high levels of carbon dioxide getting into the bathroom, in the walls," Simmons said. The 80-year-old woman from Florida died on Thursday, hours after she was overcome by fumes in the bathroom. She was one of two women whom emergency workers found unconscious there, Simmons said. A total of 10 people, including three firefighters, went to the hospital after being sickened by the fumes in the bathroom. Simmons said McDonald's

employees had no idea the line was leaking. "The lines go into the walls, and they up go into the ceilings," he said. Similar leaks have occurred at restaurants in other cities, he added. The Pooler restaurant was reopened after the incident, but the bathroom was sealed during the investigation, the fire chief said. He said he planned to explore new safety measures, such as reinforcing the lines and improving ventilation, to prevent future deaths and injuries. McDonald's is committed to providing a safe environment for customers, said Lee Renz, chief restaurant officer for McDonald's USA. "We have safety protocols in place for all of our restaurants," Renz said in a statement. "While this was an isolated set of circumstances, we are investigating this situation and reviewing our procedures, as well as those of our suppliers, to ensure the highest safety of our restaurants."

<http://www.reuters.com/article/2011/09/14/us-mcdonalds-death-idUSTRE78D7U120110914>

### USA, LA, BAYOU DUPONT, SEPTEMBER 15 2011. COAST GUARD WORKS TO PLUG OIL PIPELINE LEAK IN BAYOU DUPONT

*paul rioux*

The Coast Guard is continuing efforts to seal a crude-oil leak discovered Sunday at an abandoned wellhead that has discharged about 200 to 250 barrels of oil in [Bayou Dupont](#) and north Barataria Bay, Jefferson Parish and Coast Guard officials said. The leaking oil has been contained by boom, and there have been no reports of wildlife being harmed, the Coast Guard said in a news release. Two of the three leaks in a pipeline connected to the wellhead have been sealed. The 2-inch-diameter line continues to discharge about a half-barrel of oil per hour, according to an email update sent Wednesday afternoon by Heather Hilliard, a chief administrative assistant to Jefferson Parish President John Young. Hilliard said the leaking oil has been "entirely contained" by two layers of hard boom and a third layer of absorbent boom. Three oil skimmers have been deployed to the area, Coast Guard officials said. The platform and connected wellheads are classified as orphaned by the state Department of Natural Resources, which lists Cedyco Corp. as the last owner of record. Under authority provided

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by the Federal Water Pollution Control Act, the Coast Guard ordered Cedyco to seal the discharge and conduct cleanup operations. Coast Guard Sector New Orleans is coordinating response efforts with the Louisiana Oil Spill Coordinator's Office, State Police, and the state departments of Environmental Quality, Wildlife and Fisheries and Natural Resources.

### Related Links

- [USCG: Louisiana pipeline leaking](#)
- [Kill of second Gulf spill two weeks out](#)
- [New Gulf leak sends oil skyward](#)

[http://www.nola.com/environment/index.ssf/2011/09/coast\\_guard\\_works\\_to\\_plug\\_oil.html](http://www.nola.com/environment/index.ssf/2011/09/coast_guard_works_to_plug_oil.html)

### HUNGARY, BUDAPEST, SEPTEMBER 15 2011. HUNGARIAN TOXIC CHEMICAL SLUDGE SPILL FIRM FINED



*The spill covered a total area of dozens of kilometres.*

An aluminium producer in Hungary has been fined 472m euros (£410m) over a spillage of toxic sludge last year. Ten people died and serious damage to the environment was caused by the leak at a MAL Zrt plant in early October. A government statement said the fine reflected the unprecedented volume of hazardous material released when reservoir walls were breached. Some 700,000 cubic metres (184 million gallons) flooded out. The company has two weeks to pay the fine or appeal. "MAL Zrt will be obliged to pay a fine of over 135 billion forints for the environmental harm caused during the operation of the red mud reservoir," the ministry of rural development said on its website. The alkaline substances - a

byproduct of aluminium production - flooded into nearby towns and villages and across agricultural land in western Hungary. It eventually spread across an area of 40 sq km (over 15 sq miles) and reached the River Danube, injuring more than 150 people. Officials said it was Hungary's worst chemical accident but the firm was allowed to resume production barely two weeks after the accident.

### Related Links

- [After the sludge: Rebuilding Hungary's towns](#)
- [How toxic is red sludge?](#)
- [Eyewitness: Hungary's toxic spill](#)
- [Toxic sludge was like a 'tidal wave'](#)

<http://www.bbc.co.uk/news/world-europe-14922301>

### USA, MT, BILLINGS, SEPTEMBER 15 2011. LANDOWNER WAITS FOR OIL CLEANUP

**Watch the Video** <http://www.kulr8.com/home/related/Landowner-Waits-for-Oil-Cleanup-129858018.html>

nicole grigg



Operations to completely seal off the broken Silvertip pipeline and ready it for removal were completed Wednesday. Now, ExxonMobil will have to wait until they can get their permit to remove the old line that's no longer needed from the Yellowstone River. The pipeline spilled about 42,000 gallons of oil into the river on July 1, 2011. This is the first full week for the state to take the lead role for the Exxon oil spill. Despite the cleanup and progress being made toward construction of a new pipeline, landowner Jim Swanson said he's still anxiously waiting for his land to be cleaned. It's now been two and one-half months since the spill. Swanson said every time he walks his property, he finds new stains of oil, "I can't walk down within fifty feet of the river at all, unless I want to get dirty with oil." The EPA met federal requirements last week, which relieved them of their duties in the state. Swanson said the only clean up that's been done was the first few days after the spill, when

the media from across the nation used his land as a staging area. After that, cleanup crews left his property. He said he thinks it's the lack of communication that has left him still covered in oil. I'm heavy with it on my property, and I've been sitting with it ever since." Swanson said he just wants cleanup crews to explain what their process is, "I told them you haven't told me what

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you're going to do yet, so I'd like you guys to leave." The state is now working to prevent a future spill. A panel set up by Governor Schweitzer is reviewing a map of 9,000 locations across Montana where pipelines cross some type of waterway. This is the first time officials are seeing some of these crossings. "We'll all have a better understanding of where these pipeline crossings are, which ones are more vulnerable, how old some of the crossing are, hopefully where the shut off valves are," said Richard Oppen, Director of Montana Department of Environmental Quality. Regulators said they expect to find some pipelines don't have a permit, though that should be easily fixed. Swanson said he expects another clean-up crew by early October. Exxon's new pipeline along the Yellowstone River will be buried 40 feet below the riverbed; compared to the previous one that was six feet underneath.

<http://www.kulr8.com/home/related/Landowner-Waits-for-Oil-Cleanup-129858018.html>

### AUSTRALIA, A.C.T, CANBERRA, SEPTEMBER 15 2011. AUSTRALIA SENATE APPROVES SOLE PETROLEUM REGULATOR



Montara oil spill off North-West WA in 2009, which was the worst oil spill in Australian history. Australia's senate has passed laws to set up a single national regulator for offshore petroleum exploration and production, part of efforts to better regulate risky and expensive offshore drilling. The government announced plans to tighten the approval process for offshore oil and gas exploration last November after Thailand's PTT Exploration and Production Pcl had one of the biggest oil spills in the country's history off Western Australia, the Montara spill, which saw 20,000 barrels of oil gush into the Timor Sea over two months. The new regulator replaces the country's existing National Offshore Petroleum Safety Authority, which a report partly blamed for the Montara spill. Under the new oversight framework, the government had established a National Offshore Petroleum Safety and Environmental Management Authority, or NOPSEMA, as well as a National Offshore Petroleum Titles Administrator. The government aimed for the new regulator to be operational by Jan. 1 2012, Resources Minister Martin Ferguson said in a statement on Wednesday.

<http://www.asiaone.com/News/Latest%2BNews/Asia/Story/A1Story20110914-299484.html>

### DENMARK, HOLTE, SEPTEMBER 15 2011. EU TO START PROJECT TO CLEAN UP PESTICIDES FORMER SOVIET REPUBLICS

The EU has decided to start a project - "Improving capacities to eliminate and prevent recurrence of obsolete pesticides as a model for tackling unused hazardous chemicals in the former [Soviet Union](#)" - to support the former [Soviet Republics](#) in cleaning up the old pesticide storage places. The budget of 7 million Euros is intended to eliminate implementation issues in the entire operation, which will cost at least 700 million. Three members of the European Parliament, Danish Dan Jorgensen, Dutch CDA politicians Ria Oomen and Esther de Lange, have promised to follow this project and the required actions and to further stimulate it. This is the main outcome of the 11th Forum about HCH and Obsolete Pesticides, which was held by the the IHPA in Gabala, Azerbaijan this year from the 7th to the 9th of September. During the opening session, the Azerbaijani Minister of Environment, Huseyn Bagirov, also indicated that his country wants to completely clean up the pesticides from the Soviet era in 8 to 10 years. Azerbaijan wants to take a leading position in the Caucasus and Central Asia with this clean-up action. All this is partially the result of the work that the IHPA, the International HCH & Pesticides Association has accomplished. IHPA has been organizing a conference about the problems of obsolete pesticides every two years since 1992. Over 120 participants from more than 40 countries took part in this conference again this time. IHPA president, Bram de Borst, B Sc. commented: "It is remarkable that the willingness to share experiences between countries has been increasing and that the solution of this world-wide problem has now been accelerated." During the past three years, more than 100 people in the [Eastern Europe](#), Caucasus and Central Asian regions have been getting trained with the help of IHPA in localizing obsolete pesticide storage places, civilian participation and repackaging of these substances. IHPA is also permanently working on putting pressure on international donor organizations and politicians to engage them in the pesticide problem.

#### About IHPA

The International HCH and Pesticides Association is a Foundation with a clear mission: To free the world from obsolete pesticides. IHPA has therefore committed itself to ensuring that the elimination of obsolete pesticides is on the global agenda.

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IHPA initiates bi-annual meetings for exchange of information and review of results. The issue of obsolete pesticides is not only an environmental problem; it also impacts the quality of life and the right to live in a safe environment. The issue of obsolete pesticides and the damages and impacts they cause have a direct influence on the quality of life of people, especially the poor, the old, women and children living in rural areas. And obsolete pesticides have long term effects on environmental quality, human health and the ecosystem. Scientific (medical) research shows more and more the threats of low concentrations of dangerous chemicals, including pesticides on human health.

<http://www.sacbee.com/2011/09/15/3911962/eu-to-start-project-to-clean-up.html>

#### **CANADA, VANCOUVER, SEPTEMBER 15 2011. LEAK UNDER VANCOUVER SHELL GAS STATION CONTAMINATES 78 KERRISDALE PROPERTIES**

jeff lee



*At least 78 properties in Vancouver's Kerrisdale neighbourhood have been contaminated by a historic gas leak under a Shell gas station, the company said Monday. Of those, all but six are homes on streets around Granville Street and 41st Avenue.*

At least 78 properties in Vancouver's Kerrisdale neighbourhood have been contaminated by a historic gas leak under a Shell gas station, the company said Monday. Of those, all but six are homes on streets around Granville Street and 41st Avenue, according to Jeff Gabert, Shell's senior communications manager. The rest are commercial properties and the city's roads. News of the contaminated sites leaked out Monday after Shell scheduled a private meeting with all the affected owners at the Arbutus Club to update them on the company's investigation. Staff

from the provincial Ministry of Environment and city of Vancouver are also attending the meeting. Gabert said the leak was first discovered in 2006 when Shell began renovations of its station on the northwest corner of Granville at 41st. The property has been a gas station for nearly 80 years. The company doesn't know how the leak occurred but testing showed hydrocarbons had seeped about 60 feet deep and got into groundwater table, Gabert said. Initial tests in the neighbourhood confirmed a number of surrounding properties were affected. But when the provincial environment ministry amended regulations that required more stringent testing, the company widened its notification to the 78 properties and is continuing to do more testing. "We still have to finish delineation. We feel we are pretty close to finding the size and scope of this," Gabert insisted there doesn't appear to be any risk to homeowners because of the significant depth of the contamination plume. "In general, this is contamination that is quite deep, about 60 feet. There is not going to be any health issues associated with this, but then every single property owner will have concerns, whether they are health and safety or property value," he said. But the contamination does have an impact on homeowners when they go to sell. "If they go to sell their property, they have to disclose to the people who are buying, and because of that we are helping in that process," Gabert said. "So far homes that have been sold in the area have been sold at list price or above." Gabert said the gas station's soils were properly remediated in 2006. The station remains in operation. David McLellan, Vancouver's general manager of community services, said the city isn't worried about the size or effect of the contamination. Shell is complying with environment ministry protocols, he said, and there are many former gas stations and old industrial sites that are under remediation elsewhere in the city. "From what we've been advised, this one is quite deep in the land," McLellan said. "But you have to remember that the city has lots of contaminated sites. The entire area around False Creek was once an industrial neighbourhood and it has been successfully remediated." McLellan said Shell showed the city maps that show the plume spread southwest from the gas station, across 41st Avenue. They may affect 78 properties but the size of the leak is smaller than some contaminated areas on rail lands within the city, he said.

<http://www.vancouver.sun.com/business/Leak+under+Vancouver+Shell+station+contaminates+Kerrisdale+properties/5390643/story.html>

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