



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 814 Newsy Stuff

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

February 23 2012



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MALTA, ŻEBBUĠ, FEBRUARY 14 2012. CLOSE SHAVE WITH A FIREWORKS EXPLOSION

[Watch the Video 2 In Lucky Escape as Part of Fireworks Factory Blows Up](#)



Leonard Camilleri was standing just outside the workshop of the St Joseph Fireworks Factory, where he had been building a petard, when he noticed a spark inside the room and ran for his life. An explosion followed but Mr Camilleri, the licence holder of the Kirkop factory, got away with a slight injury to his right arm, his friend Angelo Schembri said. The accident took place yesterday morning at about 11 a.m. Mr Camilleri was the only person injured. Another man, Jesmond Mizzi, was in one of the factory's stores at the time. He did not suffer any injuries since all six rooms making up the factory are built at a safe distance from each other, according to Mr Schembri, the secretary of the St Joseph Musical Society, which owns the factory. Mr Schembri was standing in the road leading to the

factory, together with other members of the society, who gathered there after the explosion. They spoke about the "shock" they got when they initially heard about the explosion. They headed straight to the factory where they were relieved to hear no one was seriously injured. The members could not access the factory since it was cordoned off by police while court-appointed experts analysed the scene as part of a magisterial inquiry. Earlier on, members of the bomb disposal unit cleared the area. Mr Schembri said the factory was not extensively damaged. One of the walls of the workshop collapsed but there was no great financial loss. This was because the workshop only contained the items needed to build the petard Mr Camilleri was working on. He pointed out that both Mr Camilleri and Mr Mizzi were licensed to make fireworks. The men were at the factory working towards the upcoming April fireworks' symposium and for the feast of St Joseph celebrated in July. Civil Protection Department director Patrick Murgo confirmed that the only damage consisted of the collapsed wall. Investigations were being carried out to determine what had caused the blast, he said. Yesterday's near miss was the first fireworks accident of the year. Last December an independent inquiry warned that Malta would experience at least one large-scale fatal fireworks accident this year or in 2013. The inquiry, headed by Prof. Alfred Vella, stressed the urgency of amending fireworks regulations and banning certain chemical mixtures. Home Affairs Minister Carm Mifsud Bonnici had opened the inquiry for public consultation before calling a stakeholder conference to establish which measures to adopt. The consultation period is still ongoing.

<http://www.timesofmalta.com/articles/view/20120214/local/Close-shave-with-a-fireworks-explosion.406665>

USA, WASHINGTON, FEBRUARY 14 2012. BURNING BATTERIES ARE RISK TO JETS. LABEL THEM, UN SAYS

alan levin



In this Sept. 5, 2010 file photo, a general view of the military compound where a 747-400 Boeing cargo plane operated by United Parcel Service Inc crashed in Dubai. Lawmakers, responding to pleas from industry and foreign governments, have tentatively agreed to block the Obama administration from requiring lithium batteries be treated as hazardous cargo because of the danger of fires during flight.

A United Nations panel is calling for tougher inspections and detailed labeling of air shipments of lithium batteries following two incidents in which aircraft were destroyed when freight shipments burst into flames. The Dangerous Goods Panel

at the U.N.'s International Civil Aviation Organization agreed Friday to the new standards, said [Mark Rogers](#), who heads hazardous-materials handling issues for the [Air Line Pilots Association](#) union. The action may lead to more stringent U.S. rules for battery shipments. Congress earlier this month passed an aviation bill restricting federal regulators from imposing rules stricter than those set by the ICAO. Tighter rules proposed by the [Department of Transportation](#) stalled following industry objections that they would lead to higher consumer costs. "I've been working on lithium batteries for 10 years and this is the biggest development to date," said Rogers, who serves on the 19-member ICAO panel. Without new safety standards, lithium batteries that can spontaneously combust were projected to destroy one U.S.- registered cargo jet every other year, according to a study commissioned by U.S. and Canadian aviation regulators. Shipments of lithium batteries that include those used in mobile phones, tablets and laptop computers have been suspected of contributing to two U.S. cargo-jet accidents since 2006. The [Rechargeable Battery Association](#), which represents companies such as Apple and Panasonic, said in an email statement Monday that the ICAO panel's recommendations were a "reasonable compromise." The industry group urged the



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Transportation Department's [Pipeline and Hazardous Materials Safety Administration](#) to adopt the ICAO standards, according to the statement. "It is imperative that countries strictly enforce these new regulations that go into effect on January 1, 2013, or the hard work by the ICAO Panel will be for naught," it said in the statement. The group previously said the proposed U.S. regulations were too costly and wouldn't improve safety. The ICAO standards are less strict than the pipeline agency's proposal. Lithium batteries for products ranging from hearing aids to laptops can be shipped on cargo planes with few restrictions today. The [Federal Aviation Administration](#) barred passenger flights from carrying non-rechargeable lithium batteries in 2004 because they if they catch fire, flames cannot be stopped by cargo compartment extinguishers. Packages containing as much as 66 pounds of rechargeable lithium-ion batteries can be carried as cargo on passenger flights under U.S. regulations. Under the proposed ICAO standards, all lithium battery shipments will have to be labeled as hazardous material, Rogers said. Companies that want to ship batteries must train employees on how to handle the battery shipments. Airlines such as [United Airlines](#) or FedEx Corp. would have to inspect the battery shipments before loading them on a plane and after they are removed, Rogers said. Pilots would also be notified when lithium batteries are loaded on a flight, he said. The new standard would exempt shipments of two or fewer batteries from the requirements as well as devices that have installed batteries. The ICAO panel's recommendation will now be considered by the organization, [Stephane Dubois](#), a spokesman, said by phone. It will become the international standard Jan. 1 if approved, she said. Three pilots on a United Parcel Service Inc. Boeing Co. DC- 8 barely escaped on Feb. 7, 2006, after fire broke out as they approached Philadelphia, a [U.S. National Transportation Safety Board](#) investigation found. The jet contained "numerous" lithium batteries in computers and other devices, according to the [NTSB](#). The investigation, which focused on batteries, was unable to determine the cause of the fire. A UPS Boeing 747-400 that caught fire 22 minutes after it left Dubai on Sept. 3, 2010, was carrying more than 81,000 lithium batteries, according to a preliminary report by the [General Civil Aviation Authority of the United Arab Emirates](#). The jet crashed at a military base while pilots tried to make an emergency landing. Both pilots died.

<http://www.chron.com/news/politics/article/Burning-batteries-are-risk-to-jets-Label-them-3322372.php>

AUSTRALIA, NEW SOUTH WALES, ORANGE, FEBRUARY 14 2012. CALLS TO QUICKEN CONTAMINATION CLEAN-UP

clare colley



Clean Up: Councillor Neil Jones is concerned that assessments and remediation of seven contaminated sites in Orange including the BP depot in Margaret Street is taking too long.

The inclusion of seven Orange service stations and fuel depots on a list of the state's contaminated sites is "good news and bad news" for Orange, according to councillor Neil Jones. The seven service stations and fuel depots were included on a list of around 1000 contaminated sites across NSW compiled by the Office of Environment and Heritage (OEH), after notifying the Environmental Protection Authority (EPA) of potential contamination. While Cr Jones applauded the site holders for notifying the authorities, he was concerned the remediation of the Orange sites was taking too long. The EPA is waiting on further information to

complete the initial assessments of four of the sites including BP service stations in Peisley Street and Summer Street, and Caltex service stations in Byng Street and Summer Street. An assessment of the BP depot in Margaret Street is also in progress, with the EPA yet to determine if the contamination is significant enough to warrant regulation. BP and Caltex are both undertaking further investigations for the sites, according to NSW Office of Environment and Heritage spokesperson Jacki Roberts. Cr Jones said most of the sites on the list had been earmarked for future development, indicating that contamination notification wasn't happening until someone wanted to redevelop the site. "When service stations are closing they aren't required to say if they are leaking contamination," he said. "We only hear about it when someone wants to develop the site." With some sites having a history of fuel spills, including leaded petrol, Cr Jones said it was important site occupiers notified the authorities if fuel had moved and contaminated the sites. "We could do with more information readily available about the degree of contamination," he said. Cr Jones also questioned whether the outcomes of the investigations were revealed to the public when assessments were finalised. The EPA has completed the assessments on former Mobil service stations in Peisley Street and Bathurst Road, with the site owners having to comply with statutory requirements for leak monitoring and detection,



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Ms Roberts said. She said the EPA was awaiting further information to determine the scale of contamination and the need for regulation at the Orange sites. "However, we are not aware of any indicators of extensive contamination at this time," she said.

<http://www.centralwesterndaily.com.au/news/local/news/general/calls-to-quicken-contamination-cleanup/2453856.aspx>

USA, N.Y, NEW YORK, FEBRUARY 14 2012. BUCKEYE PARTNERS TO ACQUIRE PETROLEUM NYC TERMINAL

Buckeye Partners LP (Buckeye) announced that its subsidiary, Buckeye Tank Terminals LLC, signed a definitive agreement with Chevron USA Inc (Chevron) to acquire a marine terminal facility for liquid petroleum products in New York Harbor for \$260 million in cash. The facility, which sits on approximately 250 acres on the Arthur Kill in Perth Amboy NJ has over four million barrels of tankage, four docks, and significant undeveloped land available for potential expansion. The facility has water, pipeline, rail, and truck access, and is located only six miles from Buckeye's Linden NJ complex. The acquisition, which is subject to certain closing conditions, is expected to close in the latter half of the second quarter of 2012. "This is a milestone acquisition for Buckeye that is integral to our vision and strategy for positioning Buckeye for long-term success," says Clark C Smith, Buckeye's president and chief executive officer. "We believe that adding the Perth Amboy facility to our existing portfolio of assets will unlock significant long-term value across the Buckeye enterprise." As a result of the acquisition, Buckeye's inland pipeline and terminal networks will have a direct connection to a Buckeye owned and operated marine facility with water access to petroleum products imported from international and Gulf Coast suppliers. Additionally, the Perth Amboy facility will provide a link between Buckeye's inland pipelines and terminals and Buckeye's BORCO facility in The Bahamas, improving service offerings for Buckeye's customers and providing further support to Buckeye's planned clean products tankage expansion at the BORCO facility. Smith says Buckeye has near-term plans to transform the existing terminal operations at Perth Amboy into a highly-efficient, multi-product storage, blending, and throughput facility, through the investment of approximately \$200-225 million of growth capital over the next three. Robert A Malecky, senior vice-president of Buckeye and president of Buckeye's Domestic Pipelines and Terminals business unit, notes that Buckeye intends to expand its capabilities to serve the Northeast markets through the construction of a new 16-inch pipeline between the Perth Amboy facility and Buckeye's Linden complex and an expansion of Buckeye's existing pipelines running from Linden into the Pennsylvania and New York markets.

<http://bulktransporter.com/management/tank-truck/buckeye-partners-nyc-terminal-0213/>

USA, LA, BATON ROUGE, FEBRUARY 14 2012. INVESTIGATION INTO PIPELINE RUPTURE CONTINUES

 **Watch the Video** [Gas Pipeline Rupture Jolts Many Awake](#)



Troopers with the Louisiana State Police Emergency Service Unit (HazMat) continue their investigation into this morning's pipeline rupture north of Baton Rouge. The LSP ESU provided the attached photos of the scene. At approximately 3:00 a.m., the Louisiana State Police HazMat Hotline received a call of a possible explosion in the Pride, LA area near Peairs Rd. at Reames Rd. State, Parish and City emergency crews immediately responded to the area to assess the incident. It was determined that a 30 inch natural gas pipeline operated by Florida Gas Company had ruptured. Work continues at the site in an effort to determine the cause of the rupture. There is no off-site impact and all roadways are open in the area. LSP ESU and DEQ will continue the investigation into the rupture and monitor the site to ensure public safety.

 **Related Links** [I-Team Investigation: The Danger Below](#)

<http://www.nbc33tv.com/news/local-news/investigation-into-pipeline-rupture-continues>

NEW ZEALAND, MOANATAIARI, FEBRUARY 14 2012. COUNCIL KNEW ABOUT TOXIC SOIL YEARS BEFORE GOING PUBLIC

 **Click-2-Listen** [Listen to Waikato Regional Council chair Peter Buckley on Checkpoint](#)

The Mayor of Thames-Coromandel says he was appalled to learn that the regional council knew as early as 2006 that soil in a subdivision was contaminated with arsenic. The contamination at the Moanataiari subdivision which has 200 houses was only revealed publicly in August last year. Dirt tests returned readings of up to 17 times the recommended level - a legacy of the old



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mining tailings used as landfill. A 2006 Environment Ministry paper says while staff at the Waikato Regional Council had not done extensive testing of soil under residences in Moanataiari there was potential exposure to a number of contaminants. The paper noted residents had not been informed of the investigations so the information should be kept confidential. Mayor Glenn Leach says he can not believe the regional council did not act on the information for five years. "The first of it that Thames-Coromandel district knew I believe was about April or March 2011 - and that was a staff letter. It just comes through the system. I'd hate to think that there's more of this sort of situation around." Waikato Regional Council says it didn't tell Thames people about the possibly poisoned soil five years ago because the report that raised the alert belonged to the Ministry for the Environment. The council also says the national environmental standard for assessing and managing contaminants in soil then was different than it is today.

Paper Released Under OIA

Thames lawyer and environmentalist Denis Tegg obtained the 2006 Ministry for the Environment paper under the Official Information Act and says he can't believe the report was kept quiet. "Based on survey information supplied by the regional council, it was ranked the top priority for testing out of 50 other sites nationwide. And yet, here we are five years later before any meaningful testing was done - that's pretty appalling." The council says the information was not released in 2006 because the national environmental standard for assessing and managing contaminants in soil then was different than it is today.

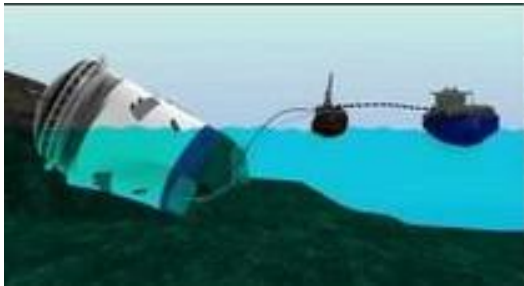
<http://www.radionz.co.nz/news/regional/98258/council-knew-about-toxic-soil-years-before-going-public>

ITALY, ROME, FEBRUARY 14 2012. CONCORDIA FUEL REMOVAL FINALLY BEGINS (INCLUDES ANIMATION)

edward owen

[Watch the Animation Video:](#)

[This Animation, from NMA News Direct, Gives You an Idea How the Oil Removal Process from Concordia will Work.](#)



Almost one month to the day after the Concordia wrecked on the rocks off Giglio, Italy, pumping finally began Sunday to remove a half million gallons of fuel on board the wrecked luxury liner. Crews were on the scene within hours after the ship crashed the night of January 13th, but rough seas and bad weather had delayed implementation of the removal, which is expected to take at least a month to complete. The ship's storage tanks were at around 85% capacity when it was wrecked. [Smit](#), the Dutch salvage firm, along with an Italian partner, is coordinating the removal, which is not as simple as just "draining the tank". Two valves have to be attached to each fuel tank, one on the top, one of the bottom. Before the fuel can be removed, it must be heated to make it easier to remove, and then sea water is pumped into the lower valve to fill a 'vacuum area' left by fuel leaving the upper valve.

Smit divers attach the first of a series of valves to Concordia's hull.

Crews are expected to work around the clock pumping the fuel, concentrating at first on the front part of the ship. Over 60% of the fuel is centralized in that area. Although there have been no reports of serious leaks, fears have been growing in the area around the ship that prolonged delays in removing the fuel could create an environmental hazard near Giglio. The water surrounding the ship is part of a marine sanctuary. Marine life in the area include dolphins, whales and porpoises. At this point, [17 bodies have been recovered](#), with 15 people still missing. The [ship crashed](#) after the captain took the ship off course and went too close to the island. The captain, [Francesco Schettino](#), remains under house arrest under multiple charges. Prosecutors have stated they are seeking nearly [2,700 years in prison](#) for him. Italy's President [Giorgio Napolitano](#) attended a service for the victims in Rome over the weekend, and

apologized to the world for the incident, saying the disaster "was the responsibility of Italy and Italians". Another memorial



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service was planned on [Giglio](#) for today, the one month anniversary. Over the weekend, Italian news service TG5, [released a video](#) shot on the bridge minutes after the ship struck rocks and began filling with water. It shows a calm Captain Schettino, while ship's officers appear to beg him for instructions. A second part of the video is scheduled for release early this week. <http://www.examiner.com/cruise-in-bowling-green/concordia-fuel-removal-finally-begins>

ITALY, ROME, FEBRUARY 14 2012. FUEL REMOVAL UNDER WAY AT COSTA CONCORDIA SITE

Watch the Video's

- [Video Inside Ship Shows Crew Reactions During Crash](#)
- [New Video Shows Chaos on Costa Concordia](#)
- [Video Shows Captain Dithering on Bridge after Cruise Disaster](#)

Photo Gallery's

- [\[24 pics\] Views of the stricken luxury liner Costa Concordia](#)
- [\[167 pics\] Cruise Ship Runs Aground Off of Italy](#)

Key Points:

- 500,000 Gallons [2,300 Tonnes of Diesel]
- Will Take 28 Consecutive Days of Pumping
- 24 hours a day pumping out the fuel
- Fears of Fuel Leaks Contaminating the Pristine Waters Around the Island of Giglio



Pumping is expected to take about four weeks to complete.

Underwater pumping operations began Sunday to remove some of the 500,000 gallons of fuel aboard the [Costa Concordia](#), officials said, nearly a month after the cruise ship ran aground off Tuscany. After nearly two weeks of delays because of rough seas and bad weather, the pumping got under way on the first of 15 tanks that are believed to hold around 84 percent of the fuel on board, Italy's civil protection department said. Officials say it will take 28 consecutive days of pumping to empty the tanks. Dutch shipwreck salvage firm Smit is overseeing the operation, along with an Italian partner. The fuel extraction process involves fixing valves on

the underwater fuel tanks, one on top, one on bottom. Hoses are attached to the valves and as the oil — which must be warmed to make it less gooey — is sucked out of the upper hose, sea water is pumped in to fill the vacuum via the lower hose. "We expect the next five days to be good weather, and we will work 24 hours a day to pump out the fuel," said Bart Huizing, Smit's salvage master. He said operations would initially focus on the six tanks in the front part of the ship where about 62-65 percent of the fuel is located. "Hopefully by the end of the week we will have the majority out," he told The Associated Press in Giglio. Ever since the Concordia ran aground Jan. 13, fears have swirled about fuel leaks and resulting contamination of the pristine waters off the tiny island of Giglio, which form part of a protected sanctuary for dolphins, whales and porpoises. There have been no reports of any serious leaks. The Concordia slammed into a reef off Giglio after the captain deviated from the ship's planned course in an apparent stunt. Passengers have said the captain then delayed sounding the evacuation alarm until the ship had capsized so much that lifeboats on one side couldn't be lowered. About 4,200 passengers and crew escaped, but 17 bodies have been found and another 15 people remain missing and presumed dead. The captain, [Francesco Schettino](#), is under house arrest, accused of manslaughter, causing a shipwreck and abandoning the ship before all the passengers had been evacuated. He has said the reef wasn't marked on his nautical charts. Earlier Sunday during a memorial service for victims, Italy's president and the country's top bishop demanded justice and called for the truth of what transpired that night to come to light. "Let the light of the Lord help bring about truth and justice, let wounds be healed and let trust and courage for the future be reinforced," Cardinal Angelo Bagnasco said in his homily. President Giorgio Napolitano, who attended the service at Rome's St. Mary of the Angels basilica, said he was sorry that what transpired "was the responsibility of Italy and Italians." "We must continue to investigate," he told reporters outside the basilica. "Prosecutors deserve respect for the job they're doing." Another memorial service, falling on the one-month commemoration of the grounding, was planned for Monday in Giglio itself.

<http://travel.usatoday.com/cruises/story/2012-02-12/Italy-president-demands-justice-for-cruise-ship-victims/53059544/1>



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AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, FEBRUARY 14 2012. SULPHUR DIOXIDE LEAK AT ORICA PLANT >> RECORDED SULPHUR DIOXIDE EMISSIONS AT 3 TIMES THEIR ALLOWABLE LIMITS

Map: [Kooragang](#)

 [Watch the Video](#) [Orica Suspends Kooragang Restart](#)



Hydrogen burning from a stack at Orica's Kooragang plant near Newcastle. The company reported a sulphur dioxide leak on Friday night.

Elevated levels of sulphur dioxide have been reported leaking from Orica's Port Kembla plant on the south coast. The chemical giant said it recorded increased amounts of sulphur dioxide from its Spent Acid Regeneration plant on Friday night. The sulphur dioxide spiked about 3000 parts per million and stayed above the 1000 parts per million limit for about 15 minutes, Orica said. "There was no harm to the community, the plant or the environment," it said. The Environmental Protection Authority will examine the reading. The NSW Environment Minister, Robyn Parker, said she was pleased Orica reported the leak so quickly. "Orica has done this as part of new requirements under the Protection of the Environment Act that became effective on Monday," she said. Operators who do not immediately report pollution

incidents now risk \$2 million fines. In December, the company confirmed a "contained leakage" of about 3000 to 4000 litres of sulphuric acid from the same facility. Orica's ammonia plant on Kooragang Island, near Newcastle, was temporarily shut in August due to a toxic hexavalent chromium leak.

<http://www.smh.com.au/environment/sulphur-dioxide-leak-at-origa-plant-20120211-1sycr.html>

USA, N.J, BRIDGEWATER, FEBRUARY 15 2012. MONITORING AGENCY SAYS EPA FAILED TO SHARE REPORTS OF RARITAN RIVER BENZENE CONTAMINATION NEAR AMERICAN CYANAMID SUPERFUND SITE IN BRIDGEWATER

warren cooper



The former American Cyanamid Superfund site, now owned by Pfizer, Inc.

News of benzene contamination of the Raritan River downstream of the former American Cyanamid chemical manufacturing facility in 2006 was not disseminated by the state Department of Environmental Protection or the federal Environmental Protection Agency, according to a local grass-roots citizens' environmental group charged with monitoring the cleanup of the Superfund site. Walt Sodie, the director of CRISIS, which has received EPA grants to monitor the cleanup, said today that he received a tip two weeks ago about the 2006 tests and verified the results this past week. According to Sodie, the Raritan River was declared "impaired for benzene" at the Queens Bridge testing station in nearby Bound Brook in 2006. The impairment designation, Sodie said, remains in effect. According to CRISIS technical adviser Thomas Germinario, the data suggests that the source of the chemical is "in close upstream proximity to the monitoring point," likely from

seepage along the American Cyanamid riverfront. Sodie said that the DEP is required to send such reports to the EPA's Watershed Management Branch, but CRISIS's contact at EPA was "unaware" of the impairment designation. "There appear to be only two plausible explanations," Sodie said. "It was either another classic case of bureaucratic dysfunction, resulting in information not being channeled to parties that should have been notified of it, or a conscious attempt was made to withhold the data from interested stakeholders." According to Sodie, the pharmaceutical company Pfizer, Inc., which now owns the 435-acre site across from Patriot Stadium in the southeast corner of the township and has taken responsibility for its cleanup, reported to EPA last March that it discovered a seepage of contaminated groundwater into the Raritan River. Benzene readings at the point of the seep were at 20,000 parts per billion, Sodie said, and readings only slightly downstream in the river were as high as 236 ppb. Such readings required corrective action. Benzene readings in 2006 were 8.5 ppb, above the 5 ppb EPA maximum concentration under the federal Safe Drinking Water Act. "It is reasonable to question whether the seepage has been occurring for many years," Sodie said. According to CRISIS, any measurable concentration of benzene has adverse health effects. Pfizer spokesman Russell Downey told the Bridgewater Township Council on Feb. 6 that the EPA is poised to



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begin a public input period on a feasibility study regarding the long-term cleanup of the site. The cleanup strategy the company favors is expected to cost more than \$200 million.

http://www.nj.com/messenger-gazette/index.ssf/2012/02/monitoring_agency_says_epa_failed_to_share_reports_of_raritan_river_benzene_contamination_near_ameri.html

USA, MN, COLUMBIA HEIGHTS, FEBRUARY 15 2012. AUTHORITIES EVACUATE WATER TREATMENT FACILITY IN COLUMBIA HEIGHTS AFTER DANGEROUS CHEMICAL MIX

sarah horner

People were evacuated from a water treatment facility in Columbia Heights Tuesday after two chemicals were accidentally mixed together and caused a dangerous reaction. Employees notified the Columbia Heights fire department just after 1 p.m. that hydrochloric acid and caustic soda had been combined at the plant, according to John Larkin, assistant fire chief. When mixed, the two chemicals cause excessive heat and triggered the sprinkler system to go off in the building. All employees were immediately evacuated and no injuries were reported, Larkin said, adding that the reaction was contained to the facility's hydrochloric acid room. The official name of the plant is called the Minneapolis Water Works Treatment Plant, but the building is located on the 4400 block of Reservoir Boulevard in Columbia Heights. As of late afternoon, members of the Minneapolis Fire Hazardous Material Team were reporting temperatures in the room had dropped and the sprinkler system was shutting down, Larkin said. Larkin did not know how the chemicals were incorrectly mixed but said he thought it occurred through an automated process.

http://www.twincities.com/localnews/ci_19963322

USA, WA, CLE ELUM, FEBRUARY 15 2012. OVERTURNED FUEL TRAILER SNARLS I-90 TRAFFIC NEAR CLE ELUM



A tanker truck carrying jet fuel overturned in the eastbound lanes of Interstate 90 near Cle Elum this morning, forcing authorities to close the lanes during salvage operations.

Eastbound traffic on Interstate 90 outside of Cle Elum was blocked or restricted for much of Monday after a tanker trailer overturned, requiring cleanup. Traffic was detoured onto State Route 970 for about two hours midday while a hazardous-materials crew from Seattle worked to drain the 6,000-gallon tanker of the fuel it was carrying, officials said. Both lanes of the highway had reopened by 6 p.m. Monday, but the shoulder remained closed. The cleanup crew was expected to return to finish working today. The rear trailer being towed by the eastbound semi flipped over after the big rig drove into the median about 5:15 a.m. Monday. The tractor

then returned to the highway, according to the Washington State Patrol. The driver, from Lynnwood, was not hurt, troopers said. The cause of the crash is under investigation, but the driver was not intoxicated, according to a patrol news release.

<http://www.yakima-herald.com/stories/2012/02/13/overturnd-fuel-trailer-snarls-i-90-traffic-near-cle-elum>

USA, CO, PARACHUTE, FEBRUARY 15 2012. WRECKED TANKER WAS CONTRACTED TO WPX ENERGY >> COUNTY OFFICIAL BELIEVES SPILL DID NOT THREATEN COLORADO RIVER



A wrecked tanker truck belonging to Summit Energy Services, with its cab crushed, stands along the Parachute-Una Road (Garfield County Road 300) after being righted by a tow truck. A crew and a tanker truck from Summit Energy was on hand to pump an estimated 500 gallons of produced water that had spilled into a ditch alongside the road.

A tanker truck that wrecked on Saturday and apparently spilled "produced water" onto the ground was contracted to the WPX Energy gas drilling company, according to a county official. Garfield County oil and gas liaison Kirby Wynn said on Monday afternoon that he had not yet visited the scene of the accident, nor had he gotten a detailed report about what happened. But he said he believed the company involved had dealt with the spill appropriately. "I'm sure they reported it," Wynn said of the



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accident, although no report had been logged onto the website of the Colorado Oil and Gas Conservation Commission (COGCC) as of Monday afternoon. The truck, belonging to the Summit Energy Services contracting company of Grand Junction, slipped off the side of County Road 300 (the Parachute-Una Road) west of Parachute, rolling over onto its top and spilling an estimated 500 gallons of what is known as "produced water." The driver, Glen Schramm of Hotchkiss, was trapped in the crushed cab but escaped relatively unscathed, according to Colorado State Patrol Trooper Kevin Rae, who was reached at the accident scene on Saturday. Produced water, which is found deep underground with oil and gas deposits, comes to the surface during the drilling and hydraulic fracturing operations, along with the oil and gas. Rae said the substance spilled was not on the state's hazardous materials (HazMat) list, so it does not require special clean-up treatment. He said a HazMat team would not be dispatched to the scene, and the state patrol would follow up later to determine whether the spill was handled correctly. The trucking company sent its pumper trucks to the accident, which happened at about 9 a.m., and pumped spilled liquid out of a ditch next to the road. Wynn said WPX Energy (formerly Williams Production RMP) has anywhere from one to 10 days to report a spill, depending on its severity and the potential for contamination of a nearby river or creek. He said he believed that the spill was not severe enough to warrant an immediate report, and said he would be following up to determine what happened. "I think this one falls within the 10-day reporting period," he explained, saying it was not close enough to the Colorado River to threaten contamination. Attempts to reach Susan Alvililar, community relations spokeswoman for WPX Energy, were not successful on Monday afternoon.

<http://www.postindependent.com/article/20120214/VALLEYNEWS/120219957/1083&ParentProfile=1074>

FRANCE, PARIS, FEBRUARY 15 2012. MONSANTO FOUND LIABLE FOR WEEDKILLER POISONING IN FRANCE

elizabeth flock

Monsanto spokesman Tom Helscher says the company does not think there is "sufficient data" to demonstrate a link between the use of Lasso herbicide and the symptoms Francois reported. "We do not agree any injury was accidentally caused nor did the company intentionally permit injury," Helscher said, saying Monsanto is planning to appeal the verdict. "Lasso herbicide was... successfully used by farmers on millions of hectares around the world."

Original Post: Memory loss. Headaches. Stammering.

French farmer Paul Francois says he suffered all three neurological problems after inhaling a weedkiller made by biotech giant Monsanto in 2004. On Monday, a French court found Monsanto legally responsible for poisoning Francois and ordered the company to compensate him "entirely," Agence France-Presse [reports](#). The decision could affect more than just Francois; it marks the first time a farmer has successfully sued the company over claims of the health problems caused by pesticides. Francois, who is 47, [told Reuters](#) that he was pleased with the decision but said many other farmers have already been affected. "I am alive today, but part of the farming population is going to be sacrificed and is going to die because of this," he told Reuters. Monsanto's lawyer had argued that poisoning couldn't be proved because Francois's symptoms didn't appear until months after the inhalation. Since 1996, 200 farmers have reported health problems to the agricultural branch of the French social security system that potentially are a result of pesticides. But prior cases by farmers against Monsanto have been less successful, as they tried to argue about health problems accumulated over time. "It's like lying on a bed of thorns and trying to say which one cut you," a farmer who recovered from prostate cancer and asked not to be named told Reuters. Francois's suit accuses Monsanto of not providing adequate health warnings on the label of the weedkiller, Lasso, as well as keeping the product on the French market even though it had been banned in Canada, Britain and Belgium. The world's largest pesticide producer said it has not decided whether to appeal the verdict. Monsanto has been at the center of dozens of protests over the years, most often over health problems possibly associated with genetically modified foods it has produced, including soybean, corn, rice and eggplant. Last month, a two-year-old appointment of a former Monsanto vice president to the Food and Drug Administration sparked an [online petition](#) for his removal.

http://www.washingtonpost.com/blogs/blogpost/post/monsanto-found-liable-for-weedkiller-poisoning-in-france/2012/02/13/gIQAp2WcBR_blog.html

USA, WASHINGTON DC, FEBRUARY 15 2012. DRY CLEANING SOLVENT IS LIKELY CARCINOGEN, EPA CONCLUDES IN FIRST UPDATE SINCE 1988

pat rizzuto & patrick ambrosio

The Environmental Protection Agency formally concluded Feb. 10 that a widely used dry cleaning solvent is a likely human carcinogen, paving the way for the agency to reconsider drinking water and other standards for the chemical. The agency



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released its final assessment of perchloroethylene, or perc (CAS No. 127-18-4). That assessment had not been updated since 1988. The agency's decision to classify perc as a likely human carcinogen is consistent with its finding in 2008, when it released a draft assessment of perchloroethylene (32 CRR 641, 6/30/08). The National Academies also supported that classification in a 2010 report. In EPA's new assessment, the agency also concluded that laboratory animal testing and other data on perc show lifetime daily ingestion at far lower levels of the solvent than estimated in 1988 could cause neurological, kidney, immune, or other problems other than cancer. Specifically, the final assessment provides a reference dose of 0.006 milligram per kilogram body weight per day compared to the RfD of 0.1 mg/kg/day set by the agency in 1988. EPA's assessment sets its first reference concentration, or RfC, for perchloroethylene. The RfC is an estimate of a lifelong concentration of perchloroethylene in air that people could breathe over their lifetimes without the expectation that solvent would cause neurological, kidney, immune, or other noncancer problems. Previously EPA did not have an RfC for perchloroethylene.

Praise from Environmental Advocates

Environmental health advocates quickly praised EPA's final assessment. "The evidence against this ubiquitous dry cleaning chemical piled up for years, like dirty laundry in the corner of the room," David Andrews, a senior scientist with Environmental Working Group, said in a statement. "It's encouraging that EPA is completing this assessment so that health measures can be taken to protect workers and the public," he continued. The Halogenated Solvents Industry Alliance Inc., which represents companies that make perchloroethylene and other chlorinated solvents, said it is "pleased that EPA has completed the review and removed some of the uncertainties related to evaluating human health exposures to the solvent, and [we] also appreciate EPA's reassurance that wearing clothes dry cleaned with perchloroethylene is not a human health concern." A fact sheet EPA issued together with its assessment stressed: "EPA does not believe that wearing clothes cleaned with perc poses a risk of concern." John Bell, HSIA science program director, voiced concerns, however, about what he called inconsistencies between the agency's assessments of perchloroethylene and other volatile organic compounds being analyzed by EPA's Office of Water. That office has said it is developing a maximum contaminant level for carcinogenic VOCs that could be 0.05 parts per billion, Bell said. Yet, this review "establishes a negligible human health risk at 20 ppb or higher."

Drinking Water, Cleanup Standards

EPA said it will use its classification decision and the risk values in the assessment to develop drinking water standards for perchloroethylene and other carcinogenic volatile organic compounds. "Typically, it takes about 2 to 2.5 years to develop a proposed rule and about 2 years to promulgate a final rule," EPA said. The assessment also will be used to derive cleanup levels for indoor air contaminated by vapor intrusion, EPA said. The assessment could provide valuable guidance to cleanup managers who have been remediating homes near superfund sites where perchloroethylene contaminates indoor air due to its presence in groundwater. EPA's superfund program has been basing its vapor intrusion standards on an assessment developed by California's Environmental Protection Agency for vapor intrusion, EPA said in a fact sheet. California's analysis found perc to be more hazardous than EPA's assessment concluded, EPA said. Where a state, such as California, has a more stringent standard, that will be considered the cleanup goal, EPA's fact sheet said. Elsewhere, however, vapor intrusion standards will be less stringent, meaning "no additional cleanup will need to be done at any previously cleaned superfund sites," the fact sheet said, adding there are many reasons why one agency's analysis will differ from another's. Perchloroethylene is produced commercially for use in dry cleaning, textile processing, and metal-cleaning operations, although its primary use is to make other chemicals, EPA's assessment said. Perchloroethylene, also known as tetrachloroethylene, has been detected in hundreds of hazardous waste sites, in groundwater, in surface water as well as in air, soil, food, and breast milk.

Related Links

- EPA's assessment of perchloroethylene is available at <http://www.epa.gov/iris/toxreviews/0106tr.pdf>
- EPA's summary of that document is available at <http://www.epa.gov/iris/subst/0106.htm>

<http://www.bna.com/dry-cleaning-solvent-n12884907857/>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, FEBRUARY 15 2012. PETROLEUM LEAK AT KURNELL REFINERY

emma partridge

Emergency services and staff have fixed a minor leak at the Caltex oil refinery at Kurnell this afternoon. An alarm was sounded this afternoon at the refinery after reports of a liquid leak. Miranda police said the leak never posed any threat to



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nearby residents or businesses. The leak was fixed about 3pm. Caltex spokesman Sam Collyer said it was a not a gas leak and that all employees would remain on site as part of a standard safety procedure. A person onsite, told the Leader that staff were not able to leave the site until the leak was fixed. "All personnel have been moved away from the area to allow emergency service and Caltex personnel to responded to the leak," Mr Collyer said.

<http://www.theleader.com.au/news/local/news/general/petroleum-leak-at-kurnell-refinery/2456856.aspx>

USA, MN, APPLE VALLEY, FEBRUARY 15 2012. UP TO 10,000 GALLONS OF UNLEADED GASOLINE LEAKS FROM FUEL TANK



Fire officials are on the scene of a large gas leak in Apple Valley, according to Fire Chief Nealon Thompson. Crews were called to the scene near the area of Galaxie Avenue and 150th Street in Apple Valley on a report of a smell of gas at about 4:55 p.m. When they arrived, there was a gas leak in an 80,000 gallon storage unit at the Magellan site on the 6400 block of 150th Street. Thompson said so far between 5,000 and 10,000 gallons of fuel has leaked out of the unit. The fuel was contained into a dyke around the storage tank. Thompson said there is no cause for concern at this time and the public is not in any danger. The staff at Magellan is working to retrieve all of the leaked fuel. The cause of the leak is under investigation at this

time, but the leak has been stopped and contained to the facility, authorities said. Officials are reporting that gas can be smelled from up to a half mile away from the scene, but there is no danger to the public. Apple Valley's hazardous material team is on the scene as a precaution. Fire officials will remain on the scene as a precautionary measure. Thompson said the clean-up effort should take two to three more hours.

Related Links

- [Fuel Container Leaking In Apple Valley, No Injuries](#)
- [Thousands of gallons of fuel leak in Apple Valley](#)
- [Cause of Gas Leak at Magellan in Apple Valley Under Investigation](#)

<http://minnesota.cbslocal.com/2012/02/14/fuel-container-leaking-in-apple-valley-no-injuries/>

USA, DE, DELAWARE CITY, FEBRUARY 15 2012. ELAWARE CITY REFINERY POLLUTION CONTINUES FOR SECOND DAY >> 14 TONS OF SULFUR DIOXIDE GAS RELEASED MONDAY

jeff montgomery



Refinery near Delaware City pumps out clouds of black smoke on Sunday.

The Delaware City Refinery reported a second day of major refining unit upsets on Monday, with releases of sulfur dioxide gas from emergency-disposal flare burnoffs estimated at 28,000 pounds. Monday's troubles affected the plant's catalytic cracking unit, a more than 80,000-barrel-per-day system that mainly produces gasoline from partially refined crude oil. PBF Energy spokeswoman Lisa Lindsey said electrical systems for pumps associated with the unit failed during maintenance preparations. Both were reported to be back in service shortly after 4 p.m., and Lindsey said workers were returning the plant to normal service. On Sunday, troubles in the plant's 54,500-barrel-per-day coking unit and a related

pollution-control system sent odors, soot and other pollutants blowing across Delaware City, prompting a large number of complaints in the community. Sulfur dioxide is a respiratory irritant often found in urban smog that has been tied to formation of acid rain and toxic soot. Federal regulators have tightly controlled releases of the pollutant from refinery flares in recent years. State and federal regulators also required the plant's previous owners to spend hundreds of millions of dollars on sulfur emission-control systems, after determining that the Delaware City plant's biggest units were among the largest refinery emitters of sulfur dioxide nationwide. The single-day releases by the plant on Monday exceeded 50 percent of the total annual sulfur-dioxide emissions that can trigger a factory's ranking as a major source of the pollutant under federal rules. PBF Energy purchased the shuttered Delaware City operation in 2010 and resumed full production last year. The plant can process 210,000 barrels of oil daily. The refinery, along the Delaware River at Del. 9 and Wrangle Hill Road, was built to process



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cheap, heavy, high-sulfur crude oil. About 450 work full time at the plant, with hundreds more routinely employed for contract jobs.

<http://www.delawareonline.com/article/20120214/NEWS08/202140337/Delaware-City-Refinery-pollution-continues-second-day?odyssey=tab%7Ctopnews%7Ctext%7CHome>

USA, S.C, MYRTLE BEACH, FEBRUARY 15 2012. MYRTLE BEACH FIREFIGHTERS URGE GASOLINE SAFETY

Myrtle Beach firefighters want area residents to be fire safe during February, which is burn prevention month, said Lt. Christian Sliker, public education officer. City officials are recognizing burn awareness week and have partnered with the National Gasoline Safety Project to increase awareness for safe handling of gasoline, Sliker said. Fires and burns are the third leading cause of deaths among children under the age of 14 and children are more likely to die in house fires that do not have a working smoke detector, Sliker said. "The truth is, most parents don't mix gas and fire. They know it isn't safe. But still some do, and put themselves and their children at risk," said Amanda Emerson of the National Gasoline Safety Project. "Ironically, our research shows even parents who use gasoline to start fires know it isn't a safe thing to do. But they think it's something 'everyone' does. It's not. And it needlessly puts children in harm's way. Sliker said it is not a common issue in the city, but misuse of gasoline handling does occur and area residents should be careful when handling it. Residents should review all safety precautions when using portable fuel containers, and never store gasoline in their vehicle or living space. Other tips include: Always store and use gasoline in a well-ventilated area; avoid prolonged breathing of vapors; keep away from heat sources; do not swallow and never siphon gasoline by mouth; always place container on the ground when filling to avoid static electricity ignition. For more information about gasoline safety call Lt. Christian Sliker at 918-1221.

<http://www.myrtlebeachonline.com/2012/02/13/2657993/myrtle-beach-firefighters-urge.html>

SCOTLAND, ABERDEENSHIRE, FEBRUARY 15 2012. ILLICIT FUEL PLANTS DISMANTLED IN ABERDEENSHIRE



Some of the equipment seized in the raid.

Two illicit bio-diesel production plants have been dismantled by HM Revenue & Customs following an operation in Peterhead. HMRC, assisted by the Grampian Police, raided two storage facilities near Peterhead town centre. They uncovered the plants last Thursday, February 9. During the searches officers seized nearly 4,000 litres of illicit fuel, 750 litres of methanol, 200 litres of kerosene, pumps, equipment and business records. Making biodiesel is a potentially hazardous process that should only be carried out in controlled conditions by people with the proper training and experience. At the very least a poorly made product could seriously damage a vehicle engine. Graeme Anderson, Assistant Director, HMRC Specialist Investigations, said: "Illegal bio-diesel sites and those involved are creating a cheap and unregulated supply that honest producers cannot compete

with. "They rob taxpayers of millions each year in unpaid duty and VAT, funds that could be used for essential services in our communities. "Before buying cheap fuel motorists need to consider the real costs – although you may think you are getting a bargain, you really have no idea what you are paying for. "Buying illicit fuel not only funds crime, but it also supports and encourages these dangerous activities within our communities." Two men were questioned by HMRC and investigations are continuing.

<http://www.deadlinenews.co.uk/2012/02/13/illicit-fuel-plants-dismantled-in-aberdeenshire/>

CANADA, OTTAWA, FEBRUARY 15 2012. FIREFIGHTERS WARD OFF EXPLOSIONS IN SHED FIRE



Firefighters managed to keep the Kinburn Side Road fire from reaching four 5,000-litre fuel tanks that were on the same property.

Fire crews were able to keep a big fire from getting much worse west of Ottawa on Saturday. A 60 foot by 80 foot shop that was used to make biodiesel caught fire after 6 p.m. Saturday in Kinburn, about 45 minutes west of downtown Ottawa. Firefighters had to deal with the chemicals inside the building as well as 20,000 litres of fuel in tanks beside the metal shed. "We're just trying to protect any other possible compressed gasses . . . or propane's that might be inside," said Ottawa fire



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district chief Ray Balcom on Saturday night. "We're trying to make sure none of them explode." That building ended up collapsing on itself but crews were able to save other buildings on the property, including the home 200 feet away. Crews from Mississippi Mills and Arnrior were called to help bring more water to the scene. "In weather conditions like this, in order to provide a continuous supply of water we have to truck it in," Balcom said. "The crews have done a very good job of that." A trailer and a vehicle were destroyed by fire, which caused a total of \$375,000 damage. Environmental crews will handle the cleanup because of the materials in the building. The cause is under investigation.

<http://ottawa.ctv.ca/servlet/an/local/CTVNews/20120212/OTT-kinburn-shed-fire-biodiesel-120212/20120212/?hub=OttawaHome>

USA, CT, PRESTON, FEBRUARY 15 2012. SEAT FUEL SPILL CLEANUP HAS SEVERAL YEARS TO GO >> STATE ALREADY SPENT \$100,000; \$400,000 MORE MAY BE NEEDED

james mosher



Workers from United Industrial Services, based in Meriden, clean diesel fuel in a brook behind the Southeastern Area Transit Authority facility on Route 12 in Preston after the August 2010 oil spill.

A diesel fuel leak detected behind the Southeast Area Transit District bus headquarters in 2010 is expected to take several years to clean up, and state environmental officials are looking to determine who should pay. The state Department of Energy and Environmental Protection already has spent \$100,000 on cleanup efforts at the Route 12 site in Preston, spokesman Dennis Schain said Tuesday. Another \$300,000 to \$400,000 is expected to be spent in the future, he said. "We are still investigating what occurred," Schain said. "Ultimately, we plan to determine who should share in the costs." Metal ground barriers known as sheet

piling have been put in place to capture fuel leaking into Poquetanuck Cove, a tributary of the Thames River. The piling contains the fuel, which is then captured by recovery wells. Fuel is still leaking into the water, Schain said. "We are also maintaining booms in the river," he wrote in an email. "They are still capturing fuel product ... but amounts will diminish with sheet piling/recovery wells in place." The leak was discovered in August 2010 when 1,000 gallons of diesel fuel used to power SEAT buses leaked from a 10,000-gallon holding tank. A second tank holding 10,000 gallons of unleaded gasoline did not leak, officials said at the time. The exact length of time that the leak was occurring hasn't been determined, Schain said. DEEP is working with Middletown-based Alpine Environmental Services LLC on the cleanup. United Industrial Services, a Meriden-based company, began cleanup of the site in 2010. United Industrial and its United Oil Recovery Inc. subsidiary have filed a lawsuit seeking \$415,000 from SEAT, claiming the bus company did not pay for remediation costs upon learning of the magnitude of the leak. SEAT took out a fuel line then reconfigured it to guard against future leaks, General Manager Ella Bowman said Tuesday. "We've tried to make it better," she said. The new arrangement has not damaged efficiency in refueling buses, Bowman said. Expenses have been modest, she said. "The costs have not been extraordinary," she said. Preston First Selectman Robert Congdon couldn't be reached Tuesday for comment.

<http://www.norwichbulletin.com/carousel/x1679446730/SEAT-fuel-spill-cleanup-has-several-years-to-go#axzz1mRYDHPdT>

USA, NY, NEW YORK, LE ROY, FEBRUARY 15 2012. LACK OF INFO ON SPILL DISMAYS LOCAL OFFICIALS

paul mrozek



Groundwater monitoring wells, in the foreground, at the 1970 train derailment site, track the migration of chemicals. Highway Superintendent John Arneith said most people probably don't know what the pipes are.

Genesee County and the town of Le Roy have very few recent documents from the state and federal governments about a 1970 Lehigh Valley Railroad train derailment and spill of the chemical trichloroethene, a check of their files shows. Local officials said they aren't sure why they don't have the information or know if they were supposed to be kept in the loop. They also want to know the reason remediation work seems to ebb and flow at the site. "Front burner, back burner," Le Roy Town

Supervisor Steve Barbeau said. "I'm interested that this was (not) completed to closure. Has everything been tidied up?" said



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Mary Pat Hancock, chairman of the Genesee County Legislature. Genesee County Manager Jay Gsell said he wasn't sure if providing progress reports on projects of interest to local governments is a function the federal government is required to do. "We have not gotten any routine updates," he said. The county manager said local elected officials should seek out information and not assume it will be forwarded to them. Genesee County was not a party directly involved with the cleanup and remediation, Gsell said. Woodward Memorial Library is the official repository of EPA documents on the spill site. The library's most recent paperwork is from 2008, a proposal to get municipal water service to Neid Road, which is near the spill area. Le Roy town Highway Superintendent John Arneth said the only documents he had as of a week ago were two pages of handwritten notes he took in 2008, at an information meeting with federal officials at Northwoods Sportsman's Club. "Frustrating," Arneth said. Northwoods is located on Gulf Road and the organization now owns the Lehigh Valley derailment area. The hunting club is not responsible for any cleanup costs. Lehigh Valley no longer exists but the company that purchased parts of it also inherited the liability. American Premier Underwriters, which is the former Penn Central Railroad, is the responsible party for the cleanup and remediation.

Knowledge Gaps

One example of information the town of Le Roy did not have until last week is a map showing the number and location monitoring wells that were drilled to track the underground migration of chemical contaminants and concentrations of the pollutant. Barbeau, the town supervisor, had those maps e-mailed to him Thursday morning by the EPA and he dropped off copies at the Town Hall and Woodward Memorial Library. "We're looking at this as first responders," Barbeau said. "It's unfortunate that it took so long to get," Arneth, the highway superintendent, said Tuesday. Knowing the location of 134 monitoring wells will be helpful if there is any sort of emergency incident near the spill site, such as a fire or auto accident. Local authorities can also contact the contractor working at the site, Barbeau and Arneth said. Arneth said he received his copies of the maps from Barbeau at Thursday's Town Board meeting. The county Health Department has a 2010 map that shows the location of 76 proposed federal Environmental Protection Agency monitoring wells and 58 similar ones drilled previously by the state Department of Environmental Conservation. There was no confirmation the 76 new wells were installed. EPA spokeswoman Mary Mears confirmed in an e-mail Monday that a contractor hired by the EPA did drill the 76 new wells. She said water samples are taken quarterly, the most recent ones in December. New groundwater information on the TCE spill is available on the EPA website and will be filed at Le Roy's public library, Mears stated in her e-mail. A second map on file with county health, also from 2010, shows how an underground plume of chemicals has migrated from the derailment area to the east and southeast. County health had no reports of any recent water sampling or any test results from the new EPA wells. Le Roy Town Hall's most recent paperwork on the spill other than the two new maps from Barbeau is from 2000. It is a state Health Department draft of a proposed health survey of residents who lived in the spill area. There are no documents from the EPA. Mears did not respond to e-mails sent to her Monday and Tuesday on the question of whether the EPA is required to provide project updates to local municipalities. Genesee County Legislator and former Le Roy town supervisor Shelley Stein was asked how much contact she had with the EPA in her eight years leading the community. "Virtually none," she said. Stein, who left town office at the end of 2007, attended meetings and updates on the chemical spill, most of which were held in Caledonia, which has a larger area of TCE contamination than Le Roy. Stein said her focus as supervisor was to get public water for people with wells who lived near the TCE spill. The EPA concentrated primarily on the spill, Stein said. Most residences in the area got municipal water service in 2003, as part of a multi-million dollar county water project. However, residents on a 1-mile stretch of Route 5 and on Neid Road, just north of the TCE site, got it about four years ago.

History

An estimated 30,000 gallons of liquid TCE and 1 ton of crystallized cyanide leaked out of tanker cars during the Dec. 6, 1970, derailment on Lehigh Valley Railroad tracks on the south side of Gulf Road. The cyanide was cleaned up; the TCE went into the ground. TCE was detected in nearby residential wells within weeks of the spill. Tests of homeowners' water and monitoring wells showed the chemical plume migrated slowly to the east and southeast and extended 4 miles, into the towns of Caledonia and Wheatland. Residents in the affected area now have municipal water. Some residences also have equipment in their basements to extract TCE vapors. Barbeau, the town supervisor, said providing public water to homes in the spill area was a huge issue 10 and 20 years ago but no longer is because everyone who wanted water service has received it. Former Genesee County legislator Jerome Grasso said he had several phone conversations and e-mails exchanges with the EPA in 2008. He was concerned about two things, hundreds of barrels left on the spill site and the slow manner in which air quality test results done in homes in the affected area were made available to the residents. "I felt it was my role as a county legislator



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at the time," Grasso, who left office at the end of 2011, said. Grasso said some basements had higher than acceptable levels of TCE vapors — it was enough to be a health concern because the volatile chemical causes cancer in laboratory rats — but residents weren't getting test results in a timely fashion. He also wanted to know what was in the barrels at the spill site and told the EPA that the town and county wanted them removed. Arneith, the town highway superintendent, said he was shown a photo of the rusting barrels in 2008. According to officials from the EPA and state Department of Environmental Conservation, approximately 240 barrels were most likely left there by contractors hired by either agency, or both. They most likely contain debris generated during the drilling of monitoring wells. Tests have been completed on the contents of the first 80 barrels; 79 were negative for TCE and the remaining one had a trace amount that did not pose a health risk. Leaving the barrels was "irresponsible" and they should have been shipped off long ago to a disposal facility, Barbeau said. Some of the drums have been on site for approximately 15 years, dating back to the 1990s, he said. "Quite frankly, they should have been removed if only for perception purposes," Barbeau said. "They still left the site in very poor condition," Arneith said.

Federal Assistance

Arneith said three members of New York's Congressional delegation, senators Charles Schumer and Kirsten Gillibrand and Rep. Kathy Hochul, have been instrumental in resumption of activity at the spill location. The three officials announced earlier this month the barrels will be removed by the end of February. Arneith said no activity took place at the derailment location between 2008 and the summer of 2011. A local contractor contacted the highway superintendent in 2011 and told him new monitoring wells were being drilled to the east of the Lehigh derailment. Arneith said communication has been "very poor" between the town and the contractor the EPA hired, Unicorn Management of Connecticut. He said no one knew if the 240 barrels contained hazardous materials until this past week. The EPA has not stated when the drums will be removed and where they will be shipped, other than to a "permitted facility." The Daily News contacted Unicorn Management, a company that specializes in environmental cleanups. A spokesman said he wasn't allowed to comment and referred the call to the EPA. Arneith said more transparency by the EPA will ease people's minds. "At least they are addressing things. They are sharing information that we can share with the community."

Media Glare

The 55-gallon drums garnered heavy media attention the past three weeks because of environmental activist Eric Brockovich's appearance on a cable television program, "The Dr. Drew Show." Brockovich speculated there was a possible connection between the TCE spill and 18 Le Roy Junior/Senior High School students who are exhibiting symptoms similar to Tourette syndrome, including ticks, involuntary movements and uncontrolled verbal outbursts. The state Health Department and physicians from a neurology clinic treating most of the stricken students have ruled out any link between the derailment and the health problems of the 18 young people, which includes 17 girls and one boy. The victims are between the ages of 13 and 19. The first ones became ill in May. There is also a 36-year-old woman who developed the same symptoms. The diagnosis by physicians from the clinic and state health department is the students have mass psychogenic illness, more commonly called mass hysteria. The illness is a psychological one; people under some sort of stress end up with physical ailments, in this case behavior similar to Tourette's. The prognosis is the students will fully recover. Air quality samples taken in the school were negative for any environmental connection to the tic-like symptoms. Additional tests of school soil and air are planned. Medical tests done on the students also ruled out any infection or exposure to heavy metals. Some parents disagree with the diagnosis and have insisted there must be a link to an infection or something at the school. A New Jersey physician, Dr. Rosario Trifiletti, examined eight of the students and said his working diagnosis is PANDAS, Pediatric Autoimmune Neuropsychiatric Disorder Associated with Streptococcus. PANDAS is linked to individuals who previously had strep or other bacterial infections. Trifiletti also appeared on the "Dr. Drew Show," broadcast on HLN. The Le Roy story became an international one, with television networks from New York City, Atlanta, Japan and Sweden traveling to Genesee County. CNN broadcast live from Le Roy for several days.

http://thedailynewsonline.com/news/article_b2f852ec-579e-11e1-9ccd-0019bb2963f4.html

AUSTRALIA, NEW SOUTH WALES, FEBRUARY 15 2012. THE FUTURE OF ETHANOL IN AUSTRALIA

cathy pryor

Click-2-Listen [The Future of Ethanol in Australia](#) or right click and "Save link as.." to download

A stoush has erupted in NSW over a government proposal to ban regular unleaded fuel to encourage the use of ethanol. NSW premier Barry O'Farrell recently backed down on the pledge, after sustained pressure from petrol stations throughout the state,



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but a six per cent mandate for the use of ethanol remains. The NSW Greens are against the idea, arguing it has little to do with a clean energy future. So what is the future for ethanol fuel in Australia?

John Kaye, Greens MLC in NSW; David Szymczak, general manager of biofuels at United Petroleum and board member, Biofuels Association of Australia; Nic Moulis, general manager of the Australasian Convenience and Petroleum Marketers Association; Dick Honan, chairman of the Manildra Group (archival audio)

<http://www.abc.net.au/rural/telegraph/content/2012/s3431407.htm>

USA, CO, DENVER, FEBRUARY 15 2012. UNION PACIFIC, EPA REACH \$1.5M SPILL SETTLEMENT

Federal officials and Union Pacific Railroad have agreed to a \$1.5 million settlement over oil and coal spills in Colorado, Wyoming and Utah. The Environmental Protection Agency announced the settlement with the nation's largest rail operator on last week over eight spills in 2003 and 2004. Seven followed train derailments but one involved a discharge of oily water from a treatment plant at a Denver rail yard, EPA environmental scientist and enforcement officer Donna Inman said. The deal also settles allegations that Union Pacific didn't have adequate protections in place in case of spills and other problems at 20 rail yards in the three states. For example, Inman said UP's Rawlins yard, where trains fuel up, has tanks holding up to 3 million gallons of diesel fuel but still doesn't have an EPA-approved response plan in case of a spill. A spokesman for the Omaha, Neb.-based railroad said the company is committed to protecting the environment, including responding to disasters. "Union Pacific is working to ensure our response plans are up-to-date across our entire network and that our derailment response is as swift as possible while at the same time conforming to all applicable environmental laws," spokesman Mark Davis said in a statement. The EPA said the Colorado rail yard violations happened at Denver 36th Street, Burnham, Denver North, East Portal Moffat Tunnel, Grand Junction, Kremmling, Pueblo and Rifle. In Utah, the alleged violations were found at the Helper, Ogden, Provo, Roper, Salt Lake City North and Summit yards. There were violations at the Bill, Buford, Cheyenne, Green River, Laramie and Rawlins yards in Wyoming. The EPA said all but \$100,000 of the fine would go to a federal trust fund used to respond to oil spills. The remainder would go to the government's general coffers. The settlement must still be approved by a judge.

<http://www.deseretnews.com/article/765550868/Union-Pacific-EPA-reach-15M-spill-settlement.html>

VENEZUELA, CARACAS, FEBRUARY 15 2012. NINETY PERCENT OF OIL SPILL IN VENEZUELA REPORTEDLY COLLECTED >> IN 10-DAY TERM, RIVER GUARAPICHE WILL GET BACK TO NORMAL



As many as 140 kilometers of the Amana-Maturín pipeline have been revamped.

"We have fully controlled the oil spill; 90% of the oil is within the barriers and it is been taken out with different systems available in the oil industry to cope with such occurrences," Minister of Environment Alejandro Hitcher commented. The senior officer reported that the oil spill over River Guarapiche, Maturín, the capital city of eastern Monagas state, is under control. The event took place last Saturday, February 4. He told state-run news agency AVN that almost 90% of the oil spill could be collected through the control systems implemented when a pipe of the Jusepín oil complex cracked. He noted that his ministry, state-run oil holding Petróleos de Venezuela and water-supply utility Aguas de Monagas would continue working together to resume water supply in the city. Hitcher reiterated that in 10-

day term, the river would be suitable for water supply to the Bajo Guarapiche plant. "All the best efforts are being made and crews of 1,500 members have been activated to continue cleaning the waters of Guarapiche and surrounding areas as long as needed," he underlined. The minister highlighted that 140 kilometers of pipeline in the Amana-Maturín system are being revamped. Because of these works, he said, the services in the plant are scheduled to start again next Monday, thus increasing the supply.

<http://www.eluniversal.com/economia/120213/ninety-percent-of-oil-spill-in-venezuela-reportedly-collected>



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