



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 819 Newsy Stuff

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USA, WI, HUDSON, FEBRUARY 28 2012. TANKER DRIVER KILLED IN WIS. CRASH ID'D

[Watch the Video](#) [Traffic Camera Catches Deadly Tanker Truck Explosion](#)



Authorities have identified the truck driver killed in a fiery accident in western Wisconsin Monday morning. The driver was identified by the Wisconsin State Patrol as Todd G. Richardson, a 51-year-old man from Colfax, Wis. Richardson died Monday after his semi-truck that was traveling eastbound on Interstate 94 near Roberts, Wis., left the highway, crossed the median and crashed into the westbound lanes of Interstate 94. The semi-truck caught fire, closing both lanes of I-94 for several hours. The Wisconsin State Patrol said Richardson was a driver for Kane Transport, Inc. out of Sauk Centre. He had just left the Twin Cities area and was headed for central Wisconsin. The semi-truck was reportedly a fuel tanker carrying nearly 7,500 gallons of fuel. Authorities said what caused the crash is still under investigation by the Wisconsin State Patrol and the St. Croix County Sheriff's Office.

<http://minnesota.cbslocal.com/2012/02/28/truck-driver-killed-in-wis-crash-idd/>

AUSTRALIA, A.C.T, CANBERRA, FEBRUARY 28 2012. FEBRUARY 28 2012. FUEL TANK WORKERS SPARK COMPO SEARCH



All F-111 fuel tank maintenance workers have been called on to come forward to check their eligibility for entitlements. Minister for Veterans' Affairs, Warren Snowdon said it was important to make sure that everyone who work on the fuel tanks had their eligibility for entitlements checked including compensation and health care. Mr Snowdon said that after the 2010 Budget, an estimated 2,400 additional people gained easier access to entitlements from the Department of Veterans' Affairs under the Safety, Rehabilitation and Compensation Act 1988 for medical conditions linked to F-111 fuel tank repair.

Called to Check Eligibility for Claims

"The Government wants to identify all F-111 aircraft fuel tank maintenance workers, not just those who are sick," Mr Snowdon said. "If you, a family member or a mate undertook F-111 fuel tank maintenance work, please call the Department of Veterans' Affairs on 1800 555 323 as soon as possible." He said the Australian Government had committed \$55 million over four years to ensure more F-111 fuel tank maintenance personnel had access to compensation and health care for certain conditions. "For those workers who are unwell as a result of their service, there is a range of benefits available including health care schemes, counselling and compensation," he said. "There is also an ex-gratia scheme available to certain personnel who worked in the RAAF's F-111 formal deseal/reseal programs." Mr Snowdon said the Department had undertaken considerable promotion of the F-111 compensation package to date but there were still people who had not yet come forward. More information is available at this [PS News link](#).

http://www.psnews.com.au/Page_psn30211.html

USA, LA, LAKE CHARLES, FEBRUARY 29 2012. NEDERLAND MAN SCORES BIG IN LAKE CHARLES WITH \$17.5M BENZENE VERDICT

david yates

While Southeast Texas residents often travel to Lake Charles in the hope of hitting it big in a casino, one local man returned from the Louisiana gambling town with an award of \$17.5 million from a lawsuit. As [previously reported](#), on Feb. 10 a plaintiff represented in part by Provost Umphrey attorney Darren Brown reaped a \$17,498,391.87 verdict in his benzene suit against oil giants Chevron USA, Inc., Texaco, Inc. and Unocal. On June 9, 2009, plaintiff Monte McWilliams, a Nederland resident at that time, filed his benzene lawsuit against 19 company defendants, in the 14th District of Calcasieu Parish in Lake Charles,



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La. The suit expanded to include 16 volumes, three-dozen defendants and more than 2,000 filings. Some of the defendants named in the suit include area companies such as Port Arthur Towing Co. and Huntsman Petrochemical, court records show. Corporate defendants with facilities in Jefferson County are also named in the suit, including DuPont and Total Petrochemical. According to the original petition, in the early 1980s McWilliams was a petroleum inspector and suffered extensive benzene exposure in his work on ships and barges in Southwest Louisiana and Southeast Texas. This exposure allegedly caused acute myelogenous leukemia, with which he was diagnosed at the age of 48. The jury found that punitive damages should be awarded in the amount of \$12 million. Calcasieu Parish jurors further awarded McWilliams \$1.5 million for his physical pain, \$2.25 million for his mental suffering, \$698,391 for medical expenses, \$750,000 for lost earnings, \$200,000 for loss of enjoyment of life and \$100,000 to compensate him for his disability. Attorney Wells Watson with Baggett, McCall, Burgess, Watson & Gaughan in Lake Charles also represents the plaintiff. Defendants' lawyers were Robert Scott with Blank Rome, and Gary Bezet with Kean Miller. Judge David Ritchie, Division E, presided over the trial. Case No. 2009-002803-E

<http://www.setexasrecord.com/news/242166-nederland-man-scores-big-in-lake-charles-with-17.5m-benzene-verdict>

ENGLAND, BERKSHIRE, FEBRUARY 29 2012. RIVER THAMES OIL SPILL: LEAK CONTAINED BUT CAUSE NOT KNOWN



The Swans are being treated at Swan Lifeline in Eton, Berkshire.

An oil spill on the River Thames that harmed 68 swans has been contained, the Environment Agency has said. Agency spokesman James Liney said CCTV cameras were being used to try to find the source of the leak near Windsor, Berkshire. The birds have been removed from the river and are being cleaned by Eton-based charity Swan Lifeline. The oil leaked into the River Thames between Eton Bridge and the leisure centre in Windsor on Monday.

'Big Sock'

Mr Liney said the leak had been contained by a "big sock that floats on the river that holds back any excess oil that is coming through the surface drain". Of the oil, he added: "We don't know where it's come from, we're looking in the area south of the leisure centre in Windsor. Teams have been cleaning that whole area. "CCTV cameras are out there at the moment and we are working with local businesses asking questions about where this oil may have come from." The Environment Agency is working with Thames Water to remove any residual oil in the drainage system. The Queen's swan marker, David Barber, said he was concerned the swans may have ingested some of the oil. Last year a virus also killed more than 150 swans in the same stretch of the Thames.

<http://www.bbc.co.uk/news/uk-england-berkshire-17205294>

USA, WA, BURBANK, FEBRUARY 29 2012. 44 GALLONS OF TRANSFORMER OIL SPILL INTO SNAKE RIVER

annette cary

An estimated 44 gallons of transformer oil that leaked into the Snake River was being cleaned up by Army Corps of Engineers spill response teams Tuesday. The spill occurred as work was under way to repair Ice Harbor Dam cooling units that gradually leaked as much as 1,680 gallons of transformer oil contaminated with polychlorinated biphenyls, or PCBs, into the river some time after June and continuing through January. The earlier river contamination was caused by pinhole leaks that developed in metal tubing in the cooling units and grew over several months. But the new spill was caused by human error. Maintenance staff were running new transformer oil through lines to clean out old PCB-contaminated oil when the spill occurred, said Corps spokeswoman Gina Baltrusch. Within 15 minutes, staff realized oil was escaping through an open transfer connection onto a concrete floor in the powerhouse and stopped work, she said. Some of the oil ran into a drain connected to a sump. About 64 gallons of oil were believed to have leaked through the open transfer connection, but about 20 gallons were recovered before being discharged to the river. About 11:40 a.m. Monday, an oil sheen was spotted downriver from the drainage discharge by one of the Corps employees scouting the river for signs of contamination. During the months of gradual leakage of transformer oil, a sheen was not spotted on the water until Dec. 5 and that and subsequent sheens that were spotted spread quickly to a very thin layer on the surface of the water and were not considered recoverable by the Washington State Department of Ecology. However, crews were able to use absorbent booms placed in the water to clean up the Monday spill. One boom was placed near the dam to prevent any further spread of oil. Three more booms were used downstream near Eagle Island to soak up the oil, with boat response crews maneuvering them. An additional spill-response team from Lower Monumental Dam



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joined Ice Harbor's crews Tuesday. "We're conducting an investigation to determine the appropriate actions to help prevent this particular type of incident from happening again," said Lt. Cold. David Caldwell, the district commander, in a statement.

<http://www.tri-cityherald.com/2012/02/29/1844865/44-gallons-of-transformer-oil.html>

USA, ILL, SHEFFIELD, FEBRUARY 29 2012. UPDATE: HAZMAT TEAM HELPS AT ETHANOL TRUCK CRASH

Sheffield firefighters followed by firefighters from throughout the region who are trained for hazardous materials rushed to the scene of an ethanol-tanker truck accident late Tuesday morning. An eastbound semi hauling ethanol reportedly crossed from the eastbound lanes into the westbound and crashed, overturning off of Interstate 80 about four miles west of Route 40, northwest of Sheffield. The driver of the semi was trapped in the cab when fellow truck drivers came to help as well as when firefighters arrived. Annawan and Sheffield firefighters extricated truck driver Patrick J. Garrison, 43, of Clinton, Iowa from the rig, according to Illinois State Police District 17. Garrison was taken to Kewanee Hospital. Kewanee Hospital staff said they cannot provide information to the media if they do not have a signed release from the patient. "The driver was alert and conscious the entire time. The tanker is loaded with ethanol and troopers are reporting that a small amount of liquid is dripping from the top hatch on the tanker. Local fire and ambulance crews are on scene," state police reported via e-mail at about noon. According to police scanner traffic, small leaks in the tanker truck were patched. "The trucking company has another tanker truck en route to the scene for the ethanol to be pumped into from the damaged tank. Once the transfer of the product is complete the crashed truck will be uprighted and removed," state police reported at about 12:30 p.m. The accident occurred when Garrison reportedly started coughing and blacked out, according to a state police. He was charged with improper lane usage. The scene finally was cleared at 7:47 p.m., state police said.

<http://www.newstrib.com/articles/news/nci/default.asp?article=32667&aname=Update%3A+Hazmat+team+helps+at+ethanol+ruck+crash>

CHINA, SHANGHAI, KANGQIAO, FEBRUARY 29 2012. SHANGHAI HALTS JOHNSON CONTROLS LEAD PROCESSING

james t. areddy



Officials said 49 area children showed excessive lead exposure. Above, a child hospitalized in September.

Authorities hereditarily linked lead pollution that they said had sickened local children to emissions from a [Johnson Controls](#) Inc. battery plant and indicated the facility would not be permitted to process lead in the future. The move comes amid rising worries in China over pollution. Last September, townspeople in the eastern city of Haining demonstrated, sometimes violently, over pollution they blamed on a solar panel factory. In January, Beijing began offering additional data on air quality amid a public outcry over the city's air pollution. It also raises issues of land use—a persistent problem in the fast-growing country. Zoning in China's urban areas was traditionally weak and even today housing blocks stand next to factories. China's richer cities like

Shanghai are increasingly eager to push polluting industries elsewhere, sentiment Johnson Controls said it detected in its negotiations with local authorities. On Sunday, the Shanghai Municipal Environmental Protection Bureau said the Johnson Controls plant in an area of the city called Kangqiao had a role in lead pollution that sickened 49 children. "There is an obvious link between the excessive lead in those children's blood in the Kangqiao area and the lead emission by Johnson Controls," according to a summary of its findings published on an official government website. Milwaukee, Wis.-based Johnson Controls rejected claims its plant can be tied to illness in local children. "Based on all available facts, Johnson Controls disagrees with any interpretation linking our plant's operation to elevated lead exposure," the firm said in a statement. The Shanghai bureau declined to make its full findings available or to answer questions about it. The government said it discovered excessive lead-exposure in the 49 children—a higher number than previously reported—during routine back-to-school testing in September. It said three children remain hospitalized. The metal is widely known to cause developmental problems in children, and its use is regulated in China. The bureau's summary reiterates a local government assertion last year that Johnson Controls had used more lead in its manufacturing than was allowed by a local quota. Johnson Controls executives agreed but said emissions levels from the plant have been below local and national limits, and that in past years local officials focused on emissions levels, not the quota. On Monday, a Johnson Controls executive said the plant, which the company has owned since 2005 and



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has been closed since September over the lead concerns, likely won't reopen as a manufacturing facility. Alex Molinaroli, president of Johnson Controls's battery division, said Shanghai authorities have indicated they won't permit processing lead there but may allow the company to perform late stage activity, such as charging batteries for the first time. "It is clear they don't want us there," he said. As recently as November, Mr. Molinaroli described closure of the plant as "voluntary" and temporary through the end of last year. At the time, he cited findings from a Shanghai testing firm that determined that Johnson Controls had abided by local laws and wasn't the source of the local lead pollution. But in late December, he said, local authorities indicated new production quotas might not be granted. And in January, the company trimmed its global 2012 earnings forecasts in part to reflect the chance the plant wouldn't reopen in 2012. The company is importing batteries from its plants elsewhere to satisfy its customers in China, a strategy that executives said is break-even at best. The Shanghai plant's annual capacity is 2.6 million batteries, less than a Jiangsu Province plant that can produce 8 million units and a plant being built in Chongqing with a capacity for 6 million batteries annually. Mr. Molinaroli said Johnson Controls can find no scientific basis for the decisions in Shanghai. But, citing the company's large business in China, he added, "we're trying to not be emotional about this." The Johnson Controls Shanghai plant was the only prominent one among a number of factories closed after authorities revealed the lead poisoning. In its report, the bureau also cited lead pollution in the Kangqiao area from two other small companies that it said share the blame and have been closed.

http://online.wsj.com/article/SB10001424052970204653604577248640436283030.html?mod=googlenews_wsj

ENGLAND, CO DURHAM, NEWTON AYCLIFFE, FEBRUARY 29 2012. GETTING THE LOWDOWN ON HAZARDOUS GOODS

Companies that transport hazardous goods have learned more about the rules which will prevent them being banned from the roads. Teesside haulage company Nicholson's Transport brought together industry experts for an informative workshop about European legislation. Authorities are clamping down on both the hauliers and consignors of goods to ensure they are keeping on the right side of the law. Representatives from 25 chemical and manufacturing firms from across the North-East attended the free Hazchem workshop at Carlton House in Newton Aycliffe last week. David Nicholson, Managing Director of Nicholson's Transport, said: "It's important that anyone transporting hazardous and dangerous goods fully understands the legislation, what it means to them and their legal obligations. "The regulations affect so many businesses because what constitutes hazardous goods has been widened and includes things such as lithium batteries and lubricating oils. "There has been some confusion about the legislation but hopefully we cleared that up with a one-stop session that gave people all of the information they need." The workshop covered a range of topics including transporting dangerous goods and waste safely, the impact of the current regulations and enforcement and prosecution. One of the main changes to the law is that any individual or company that handles or transports hazardous goods is required to complete paperwork that details exactly what they are carrying and who they are carrying it for. Guest speakers at the workshop included Graham Dennis, emergency planning officer with Cleveland Police; John Ford, environmental crime officer with the Environment Agency; and Ali Karim, founder of the Hazchem Network and a leading expert on the safe handling and transport of hazardous goods. Mr Karim said: "The regulations are becoming increasingly complex so it's important to have these sessions to ensure that transporters understand that the onus of responsibility now falls onto them rather than the consignor of the goods. "As we have learned, the authorities are coming down hard on those who do not have the correct documents – and ignorance of the law is no defence." This legislation has been introduced Europe-wide and is enforced by the police, the Vehicle and Operator Services Agency (VOSA) and the Health and Safety Executive (HSE), who will have the authority to issue a prohibition notices for non-compliance.

<http://bdaily.co.uk/news/industrials/28-02-2012/getting-the-lowdown-on-hazardous-goods/>

USA, ILL, MADISON CO, FEBRUARY 29 2012. PLAINTIFF IN BENZENE CASE WILL BE DEPOSED IN MISSISSIPPI

christina stueve

Plaintiff Ricky Marshall will undergo a discovery deposition this Thursday in Moss Point, Miss., according to a notice filed Friday in a Madison County benzene case. Marshall claims he developed leukemia after being exposed to benzene throughout his career as a pipefitter. Ricky and Jerry Marshall of Mississippi filed a lawsuit Nov. 14 against 53 defendant companies. Ricky Marshall allegedly worked as a pipefitter from 1970 until 2008 when he was exposed to benzene and benzene-containing products, according to the complaint. Because of his exposure, Ricky Marshall developed acute myelogenous leukemia and was diagnosed with the cancer Sept. 5, 2011, the suit states. The case has had several recent actions:



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- Raymond Bell and the law firm of Foley & Mansfield entered their appearance on behalf of defendant Kano Laboratories on Feb. 23.
- Attorney Jill Price certified that a copy of Ricky and Jerry Marshall's first amended responses and objections to certain defendants' questions were sent to the attorneys of record for all defendants on Feb. 22.
- Defendant Sherwin-Williams Company on Feb. 23 called for a hearing of its motions for admissions of counsel Feb. 24.
- Christopher Stofko, a Pennsylvania attorney, requested permission Feb. 23 to appear and participate as an attorney on behalf of Sherwin-Williams Company, one of the parties in the case.
- Tracy Jonathan Cowan of the firm Hawkins, Parnell, Thackston & Young, in St. Louis, was retained as a local attorney.
- Defendant Kano Laboratories through its attorneys Foley & Mansfield filed a motion to dismiss the plaintiff's first amended complaint on Feb. 23.

Kano Laboratories states that the plaintiff did not identify the locations or activities where he was allegedly exposed to benzene or benzene-containing products, which was a failure to meet Illinois law fact-pleading requirements. Also, Kano says that the plaintiff's complaint did not identify the specific products the plaintiff was exposed to while employed at numerous locations and how such products were related to Kano and when exposure to Kano products occurred. - John Patton Jr., attorney for defendant Turner Industries Group, entered his appearance on Feb. 17. The Marshalls seek damages of more \$50,000. Richard L. Saville Jr., Ethan A. Flint, Andrew J. Balcer, Joseph Whyte, Jill Price and Eric Jackstadt of Saville and Flint in Glen Carbon represent the plaintiffs. Madison County Circuit Court case number: 11-L-1211.

<http://www.madisonrecord.com/news/242167-plaintiff-in-benzene-case-will-be-deposed-in-mississippi>

CANADA, B.C, VANCOUVER, FEBRUARY 29 2012. SUICIDE PACT SPARKS WINNIPEG AIRPORT SCARE >> MAN, WOMAN HAD FORMED SUICIDE PACT ONLINE, POLICE SAY



Winnipeg police located a man who was waiting in a vehicle containing hazardous chemicals outside James A. Richardson International Airport on Monday night.

Police swarmed Winnipeg's airport Monday night after being tipped off about a suicide pact involving hazardous chemicals in a car. According to Winnipeg police, RCMP in British Columbia took a woman into custody at the Vancouver airport and learned of her plan to meet up with a man in the Manitoba capital. Police said the woman, 33, who had just arrived in Canada from Europe, told officers she was meeting the Winnipeg man —whom she had met on a suicide pact website — in order to end their lives. "It appears that they had initiated a relationship online," Const. Jason Michaylshen told

reporters on Tuesday. "This is a very unique circumstance." In Winnipeg, the man was waiting for the woman outside the James A. Richardson International Airport in a vehicle containing a quantity of hazardous chemicals, police said. Police located the car at about 11 p.m. CT, blocked the roadway exits from the airport, and moved in to take the driver into custody. The hazardous materials unit determined that the chemicals were in new sealed containers, police said, adding the investigation has revealed that there was no intention to harm anyone else.

Support Being Provided

Michaylshen said the chemicals are safe on their own, but would create a noxious gas when combined. Both the man and woman have been sent for psychiatric assessments, he added. "At this point we're not seeking any charges. However, [we are] providing supports and resources with respect to the nature of the incident and based on the information that we have with regards to the intentions," Michaylshen said. Access to the Winnipeg airport was cleared around midnight and no flights were affected. Airport officials said the roadway near the arrivals and departures areas was closed for about an hour, affecting vehicle and pedestrian traffic only. Experts say they worry some people frequent suicide pact websites just to encourage others to kill themselves. Others who go to such sites may actually be seeking help, said Tim Wall, the director of counselling services at Klinik in Winnipeg. "It's my belief that that when they're doing that, there's still a part of them that is not wanting to



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die and is looking for someone to intervene," Wall told CBC News. Wall said he isn't sure how suicide pact websites could be controlled or shut down, but he said he hopes people in need will seek suicide-prevention resources.

<http://www.cbc.ca/news/canada/manitoba/story/2012/02/28/mb-airport-.html>

AUSTRALIA, NORTHERN TERRITORY, DARWIN, FEBRUARY 29 2012. DERAILEMENT SPILL WORSE THAN REPORTED: WATCHDOG

katrina bolton

Map: [Darwin 0800](#)



An ATSB report says train drivers were unlikely to be responsible for a derailment near Katherine.

An Australian Transport Safety Bureau (ATSB) interim report into a Northern Territory train derailment says much more copper concentrate was spilled than had been previously reported. The report says about 1,700 tonnes of copper concentrate was spilled when a freight train derailed in floodwaters north of Katherine on December 27 last year. Mining company OzMinerals had reported losing 1,200 tonnes of the oxide, which is classified as environmentally hazardous. The ATSB report finds that heavy rain at the tail end of Cyclone Grant meant conditions had worsened along the stretch of track since it was inspected the day before. It says one train went through without incident, with the drivers shining their torches to check river levels. Referring to the train that derailed, the report clears the drivers

of blame but leaves key questions unanswered. It says severe weather and flood warnings were still in force in the wake of Cyclone Grant when the freight train was authorised to set off from Darwin for Katherine in December. It says the train was travelling at 80 kilometres an hour when the drivers saw a vast expanse of floodwater covering the Edith River Bridge, and feared for their safety as they hit the water. The report says the two were thrown about violently. It noted that it was fortuitous their locomotive reached the other side of the river crossing before the carriages left the rails. The ATSB is still investigating aspects of the derailment. Its final report will examine the freight company's operating procedures, what weather information was available and the design of the bridge. Territory Chief Minister Paul Henderson says he is satisfied with the response to the Edith River train derailment. The Adelaide to Darwin rail line between Katherine and Darwin is due to reopen later today. The Territory Environment Department continues to monitor the river clean-up. Mr Henderson says there does not appear to be permanent environmental damage resulting from the derailment. "It was an extraordinary rainfall event, one in several hundred years," he said. "That river came up very quickly and, of course, we will learn the lessons out of the (ATSB) investigation. "But nobody was killed, there is no permanent environmental damage, the railway is up and running and we move forward."

<http://www.abc.net.au/news/2012-02-29/safety-watchdog-report-on-train-derailment/3860104?section=business>

USA, N.J., GREENWICH, FEBRUARY 29 2012. GREENWICH REFINERY 'CRUDE OIL' CLEAN-UP DOWN TO LAST 20,000 BARRELS

Watch the Video [High Winds Hamper N.J. Oil Spill Cleanup \(6.3M Gallons\) Residents Feel Sick](#)



Crews on Monday had pumped out most of the crude oil that spilled late last week from a tank in the PBF Energy refinery here, better known as the Paulsboro Refinery, New Jersey Department of Environmental Protection spokesman Larry Hajna said. Hajna said about 150,000 barrels had been removed by Monday from an emergency containment berm designed to hold spilled oil. The oil has been moved to other tanks. About 10,000 to 20,000 barrels remained in the berm, he added, and that was a mixture of oil, recent rain water and foam that workers had sprayed to help prevent a fire. A barrel of oil is 42 gallons. The berms are designed to hold about 377,000 barrels. "We had a really good day yesterday and today, until the wind picked up," PBF spokesman Mike Jarlovich said. High winds have at times disturbed the



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foam applied to the spilled oil. "At this point, we're just focusing on the cleanup," Jarlovich added. "We continue to work with government agencies and focus on cleaning up the area." Jarlovich said his company has heard complaints from South Philadelphia about the odor that had bothered residents of South Jersey and even as far as Maryland at times since the spill. State Assemblyman John Burzichelli (D, Paulsboro) said he's been keeping tabs on the situation. The former mayor of Paulsboro is well familiar with the plant's impact on the area, good and bad. He also attended a site inspection performed during a visit by Lt. Gov. Kim Guadagno shortly after the incident. "It sounds like they're ahead of schedule," Burzichelli said of the cleanup, conceding weekend winds had made it difficult. The assemblyman added officials were monitoring the air — particularly in Paulsboro, Greenwich Township and the refinery itself — to ensure potentially harmful compounds don't exceed mandated limits. When asked about any potential penalties against PBF, Burzichelli suggested exceeding those air quality mandates could result in fines. Hajna said he hadn't received word of potential fines or other penalties to the refinery. He said there still hadn't been any impact to the Delaware River, and air monitoring in the area hadn't raised concerns. Burzichelli maintained the refinery is a valuable local asset. "The jobs are important, and the product they refine is essential," he said. "It's sophisticated. It's a 24/7 operation. "The response (to the spill) has gone as planned," Burzichelli continued. "The smell has been unpleasant and you prefer that these things don't happen...But a spill like this is very rare. "These tanks are more prone to being hit by lightning," he said. He recalled the July 2007 lightning strike to a chemical tank at what then served as Sunoco's now idle Eagle Point plant in West Deptford Township. The bolt that hit an oil storage tank with 1.5 million gallons of gasoline blending chemical caused an inferno to which 33 fire companies responded.

http://www.nj.com/gloucester-county/index.ssf/2012/02/greenwich_refinery_cleanup_dow.html

NEW ZEALAND, TAURANGA, MARCH 1 2012. RENA CAPTAIN PLEADS GUILTY TO ALL CHARGES



The captain of the cargo ship which grounded on a reef off Tauranga last year has pleaded guilty to all charges against him. The Rena hit the Astrolabe Reef in October last year causing an environmental disaster - spilling oil and containers into the water and killing masses of sea animals. The stricken ship broke in two early this year. The captain pleaded guilty today in the Tauranga District Court to charges laid under the Maritime Transport Act, Crimes Act and Resource Management Act. He retains name suppression. Prime Minister John Key said the captain's guilty plea vindicated the charges against him. "It's important justice bought to bear here, significant environmental damage that's occurred in New Zealand and the Government is very concerned about that," he said. The ship's navigation officer, whose name is also suppressed, also appeared in court today and he pleaded guilty to a charge laid under the Maritime Transport Act and three Crimes Act charges. He is yet to enter a plea on a Resource Management Act

charge. Both men face the same charges; under the Maritime Transport Act 1994 for operating a vessel in a manner likely to cause danger, under the Resource Management Act 1991 for discharging a contaminant and on three charges under the Crimes Act for altering ship documents. The captain faces one additional charge under the Crimes Act for altering ship documents. The charges under the Crimes Act each carry a maximum penalty of seven years imprisonment. The RMA charge is under section 338 (1B) and (15B) relates to the 'discharge of harmful substances from ships or offshore installations'. It carries a maximum penalty of a fine of \$300,000, or two years imprisonment and \$10,000 for every day the offending continues. The Maritime Transport Act carries a maximum penalty of \$10,000 or a maximum term of imprisonment of 12 months. Sentencing for both men is scheduled for May 25 at the Tauranga District Court. The navigation officer is scheduled to reappear in the Tauranga District Court on May 22 where more pleas are expected. A spokeswoman for Maritime New Zealand said the organisation would not comment on today's development. "We can't comment while it's still before the courts," she said. However, the public could expect to hear MNZ's views after the men have been sentenced, she said.

<http://www.stuff.co.nz/environment/rena-crisis/6498529/Rena-captain-pleads-guilty-to-all-charges>

USA, S.D, MADISON, MARCH 1 2012. TRADE SHOW SET TUES. FOR FARM FUEL TANK OWNERS

Dakota Environmental will be sponsoring an SPCC Seminar and Trade Show for area ag producers on Tuesday at the Huron Event Center in Huron. The day's events will be split into two sessions and are free to the public. Each session will start with a presentation titled "What Do I Have To Do With My Farm Fuel Tanks?" The morning and afternoon sessions will follow the



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same time schedule, which will allow attendees the flexibility to attend whichever session fits into their schedules the best. The first presentation will start at 9 a.m.; the afternoon presentation will start at 1:30 p.m. Each presentation will be followed by a trade show which will enable attendees to view various products dealing with their fuel tank systems. There will be exhibitors on hand who sell tanks, containments, pumps and accessories, tank cleaning services and more. As a reminder, if ag producers have over 1,320 gallons of total storage including all containers 55 gallons and larger, they fall under the US EPA SPCC Rule. Ag producers with between 1,320 and 10,000 total gallons have the ability to self-certify their own SPCC plans, while ag producers with over 10,000 gallons of total storage are required to have an engineer complete their SPCC plans. The day's presentations will have a strong emphasis on facilities with greater than 10,000 gallons of total storage, but will also cover things that need to be done for facilities with less. The date for ag producers has been extended to May 10, 2013, to get into compliance.

http://madisonet.com/site/news.cfm?BRD=1302&dept_id=181978&newsid=20469919&PAG=461&rfi=9

USA, MA, WESTON, MARCH 1 2012. TANKER CRASH AND FUEL SPILL CLOSES RTE. 30 IN WESTON



Three-vehicle accident involving an oil tanker truck closed Rte. 30 in Weston Tuesday afternoon.

An oil tanker rolled onto its side on Rte. 30 Tuesday afternoon, shutting down traffic in both directions, police said. The multi-car crash near the intersection of Pine Street occurred just after 4 p.m., Weston police said. The town's dispatcher said six officers rushed to the scene. Two engines, a ladder truck and an ambulance also responded, according to the Weston Fire Department. Natick firefighters also sent one engine, the Natick department said. Natick firefighters said the crash involved two or three other cars.

<http://www.wickedlocal.com/weston/news/x1640255095/Tanker-crash-and-fuel-spill-in-Weston#axzz1nrVF8nkN>

PHILIPPINES, MANILA, MARCH 1 2012. PAMALAKAYA DEMANDS COMPENSATION FOR FISHERMEN AFFECTED BY CHEVRON OIL SPILL

ina alleco r. silverio

An organization upholding the welfare of the country's fisherfolk is taking oil company Chevron Philippines Inc. to task for an oil spill that has affected the livelihood of fishermen in Sitio Tawi-tawi, San Fernando City in La Union province. The group is also demanding that local government officials, as well the Department of Environment and Natural Resources take action on the oil spill. The Pambansang Lakas ng Kilusang Mamalakaya ng Pilipinas (Pamalakaya) is asking La Union Gov. Manuel Ortega to demand for compensatory damages from Chevron because of an oil spill. The group is pressing the official to go after the company after thousands of liters of oil leaked from the depot's pipelines on Tuesday, February 21. Marine Tanker (M/T) Panglao Island docked at Pier 1 of Poro Point, was reportedly discharging automotive diesel oil (ADO) when a pipe sprung a leak. The official has already ordered a probe into the incident. In the meantime, the Environmental Management Bureau (EMB) has initiated legal action against Chevron and has called on local courts to issue a cease and desist order against the operators of oil depot at Poro Point. The EMB's regional director Joel Salvador has told the media that the leak happened as the ship MV Panglao was discharging oil into CPI's pipelines. Two other companies share the depot, Shell and Petron. The oil spill incident in La Union was actually the second in a month. Early on February 14, the Bohol Coastal Resource Management Task Force (BCRMTF) called on the Bohol Provincial Capitol to issue a reward of P50,000 for anyone who will give information to the authorities as to who or what is to blame for the oil spill in the Danajon Double Barrier Reef. Some 600 liters of used oil was discovered to have been dumped in the reef, and the spill spread to some 1.450 kilometers.

Compensation for the Fisherfolk

Pamalakaya chairman Fernando Hicap welcomed the move made both by Ortega and the EMB, but insisted they should do more and address the effects of the oil spill on the residents. He said many impoverished fisherfolk and other villagers make a livelihood from fishing, and they were all negatively effected by the oil spill. "It's good that officials are aware that the oil spill might cause long-term effects on the environment, but they should also consider the effect on the people who live in San Fernando. We ask Gov. Ortega and other officials of La Union province to turn over whatever funds Chevron Phil. will release as compensation for the damage wrought by its oil spill to the small fishing communities. They're the ones who are most



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affected by this," he said. Hicap said Ortega and EMB officials should charge officials of Chevron Philippines and make them accountable for the oil spill. In the meantime, Chevron has already issued statement in an attempt to clear its name. It argued that the spill occurred as the depot's common receiving line sprung a leak while it was receiving diesel. The EMB stressed that the oil spill incident violated the Philippine Clean Air Act of 1999 (Republic Act No. 8749) and ordered Chevron to cease and desist from operating the depot until a cleanup is completed and the pipelines are repaired. Pamalakaya said there is a possibility that MV Panglao might have discharged a significant volume of the 530,000 liters of oil given the wide area covered by the oil leak as shown in national TV.

Children Falling Ill

BomboRadyo.com reported that children who swam in the waters contaminated by the oil spill have begun to get sick. Parents and children alike have been trying to salvage CPI's spilled oil. One of the children who has fallen ill, BomboRadyo.com said, is the granddaughter of a barangay tanod or a member of the village watch Elesio Dunca. Dunca said his granddaughter began coughing and throwing up almost immediately after getting out of the water. Three other children have been monitored to have fallen ill. In the meantime, adults are complaining of various skin rashes after exposure to the water. Oil spills poison the water, kill life. According to environmentalist groups, the impact of oil spills on the environment and the ecosystem cannot be exaggerated. Based on a report on Green Living Tips.com, a single gallon of oil can create an oil slick up to a couple of acres in size. When oil mixes with water, the composition changes and becomes something environmentalists call "mousse." The mousse is very sticky and clings to whatever it comes into contact with. Many marine animals including fish may be attracted to it and eat it. Direct contact with oil spill can cause birds to get hypothermia as oil breaks down the insulating capabilities of their feathers. The oil also makes the feathers heavy, compromising the birds' flying ability. Many fall into the water and die. When ingested, oil is automatically a poison. Birds, fish, shellfish are in immediate danger as the oil damages their airways, compromises their immune systems and destroys their breeding/ shelter/feeding areas. Even after the oil spill has been cleared, not all of the oil immediately disappears. It moves below the surface of the water and down into the seabed, affecting marine organisms that burrow, such as crabs. "These burrowing creatures are also food for other animals, so the cycle of poisoning continues for many years," the report said.

<http://bulatlat.com/main/2012/03/01/pamalakaya-demands-compensation-for-fishermen-affected-by-chevron-oil-spill/>

USA, CO, DENVER, MARCH 1 2012. UNCOR WORKING TO EXPEL CANCER-CAUSING BENZENE FROM UNDER DENVER-AREA REFINERY

bruce finley



A view from the confluence of Sand Creek and the South Platte River shows the Sand Creek aeration system that Suncor Refinery, pictured in the back, is using to expel benzene from the water. Air bubbles can be seen surfacing halfway upstream in Sand Creek.

Suncor Energy has expanded the hose system blowing air bubbles into Sand Creek attempting to expel cancer-causing benzene spreading from under the company's oil refinery north of Denver. Its crews also have been packing a trench with bentonite clay from Wyoming, focused on meeting a deadline today for the completion of a 1,000-foot-long, 30-foot-deep underground wall designed to hold back contaminated groundwater. But benzene levels in Sand Creek and the South Platte River remain significantly elevated — as much as 100 times higher than the U.S. health standard. Three months after state regulators ordered an intensified cleanup, the fouling of northeastern

Colorado's main waterway continues — illustrating the difficulty of dealing with one of the Rocky Mountain region's long-running cases of industrial pollution. A Denver Post analysis of water sampling data shows that the benzene levels in the creek and river may be increasing.

- At the confluence of Sand Creek and the South Platte, the latest test results show an average benzene concentration of 460 parts per billion in February, up 29 percent from an average of 356 ppb in December. The average for the past eight samples, taken in January and February, was 511 ppb. The federal drinking-water standard is 5 ppb.



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- Farther downstream, beneath a bike bridge on the South Platte, tests show an average benzene concentration in February of 241 ppb, up nearly 10 percent from 220 ppb in December.
- Benzene measured in the past two weeks at a series of surface wells along Sand Creek also remained elevated: 170 ppb, 110 ppb, 93 ppb and 89 ppb.
- The data, from samples taken by Suncor and provided to the Colorado Department of Public Health and Environment, were provided to The Post in response to written requests.

90,000 Barrels a Day

Since the 1980s, CDPHE officials have known about and tried to deal with contamination at the refinery north of Denver, where Suncor processes 90,000 barrels a day of crude oil from the region and tar sands piped in from Canada. Suncor purchased the refinery from Conoco in 2004. In 2008, CDPHE officials signed off on proposed "final measures" for corrective action under Colorado's hazardous waste laws. Then, on the Sunday after Thanksgiving, a fly-fisherman spotted black goo oozing into the creek and river — and called CDPHE's emergency line. State spill-response coordinators dispatched a county inspector, who found no problem. U.S. Environmental Protection Agency experts responding to a Denver Post query went to the scene and launched an emergency cleanup. State officials in February 2011 received a report from Suncor about a spill at the refinery likely to worsen problems. But the resurfacing of toxic material in November "was a surprise," said Rob Beierle, the health department environment-protection specialist tasked with overseeing Suncor's cleanup. The continuing seepage of benzene into the creek and river "is a concern," Beierle said in an interview over diagrams and maps. "We need to clean it up. I think we've got a pretty good idea of what's going on. We just need to run Suncor along as fast as we can. It takes time to clean up subsurface contamination."

"Not the Final Solution"

This week, Suncor vice president of refining John Gallagher said aerating Sand Creek to release trapped benzene is not producing the results the company had hoped to see. This "is not the final solution," he said. Company officials and state regulators now envision a combination of cleanup methods, including pumping and treating 500 gallons of contaminated groundwater per minute and removing toxic vapors from soil. "We are applying significant resources to address the problem of underground contamination and will continue to do so until we make it right for the environment and this community," Gallagher said. Gallagher also noted that, under CDPHE's current system for classifying the state's waterways and setting thresholds for pollution, the amount of benzene allowed into Sand Creek is 5,300 ppb — far above the federal 5 ppb health standard. "Based on the fact that the benzene standard is 5,300 ppb, we don't anticipate there is any permanent damage to the Sand Creek environment," he said. The harm from spilled benzene probably depends on when contaminated groundwater first reached waterways and how fast it can be contained and cleaned. State aquatic biologists have raised no concerns. "Cancer in aquatic life, like fish, or in humans who use the water as drinking water might take a decade or two to show up," said Joe Ryan, an environmental engineer at the University of Colorado. "Fish would be much more susceptible to the hazard than humans." Suncor's underground wall "should have an immediate benefit by slowing the groundwater flow," Ryan said. But eventually groundwater may find a way around the walls, and "something will have to be done to remove the source of the benzene and the benzene in the groundwater trapped by the wall," he said.

No Contamination

No contamination of drinking water is expected because municipal water providers who rely on the South Platte below the confluence with Sand Creek — Aurora and Thornton — treat their water to remove contaminants before water is piped to homes. Agricultural irrigators also are tracking the situation, as are water-diversion pipeline operators. The Burlington Ditch, lined with concrete in the 1980s, is not connected with Sand Creek, and water sampling at Barr Lake near Brighton has not detected new pollution. Beyond the refinery, groundwater contaminated with benzene has spread under neighboring property, including Denver Metro Wastewater's Robert Hite Treatment Facility. Metro Wastewater managers there have given Suncor access to build the underground wall and "are concerned for our workers' and contractors' health and safety, and to meet all of our obligations under our (state pollution) discharge permit," agency spokesman Steve Frank said. Meanwhile, Herb Gibson, Denver-area director for the U.S. Department of Labor's Occupational Safety and Health Administration, anticipates his open investigation of worker exposures to benzene will continue for several months. The investigation has expanded beyond refinery locations where benzene was found in drinking water to include benzene in air, Gibson said. "We have received complaints." Benzene apparently penetrated plastic pipes. Suncor still is providing bottled water for drinking. All Suncor workers have had their blood tested. The overall situation forced a CDPHE reassessment of corrective actions approved



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several years ago. By the end of this month, Suncor now is obligated to build an additional 2,000-foot-long underground wall at the edge of the refinery property.

Ways to Extract Benzene

Cleanup plans also call for continued use of systems designed to extract benzene vapors from soil. About 300 wells drilled around Suncor's property are used to try to monitor the movement of benzene and other toxic contaminants in groundwater. Two pre-existing underground barriers are meant to slow the spread of contaminated groundwater. Heavy machinery reverberated this week as contractors filled trenches along Sand Creek with the bentonite, which expands upon contact with water to form what is meant to be an impenetrable barrier. Suncor supervisors said that once this wall is completed, they'll move machinery to start work on the new, bigger underground wall. "When Suncor purchased these properties from other owners, the ground under the refinery was already contaminated," Gallagher said. "Suncor is not perfect. We've had some spills on our site that have added to the contamination. It is our intention — and part of the plan that we're following with CDPHE — to remove and recover all of the hydrocarbons in the soil that is practical. "The uses of our property and neighboring industrial properties will remain the same as they have been prior to this incident."

http://www.denverpost.com/news/ci_20075398

USA, MA, BOSTON, MARCH 1 2012. THREE HURT IN ACCIDENT AT WEYMOUTH GAS STATION

 **Watch the Video** [Gas Pump Falls On Customer After Crash](#)



Accident at Main and Middle Streets in Weymouth which pinned a gas station attendant between a van and the pump after a chain reaction accident.

A man pumping gas into a van was seriously injured when a car was pushed into the pump, knocking it on top of him Wednesday morning in Weymouth. The three-vehicle accident happened shortly before 10 a.m. at the intersection of Middle and Main streets in Weymouth. Three people were taken to the hospital. A Toyota was stopped at the intersection when another vehicle hit it from behind, pushing it into the gas pump at the Mobil station. Initial reports said that firefighters had to lift the pump off the man, who had been standing by the side of the van. But Deputy Fire Chief John Haslam said Wednesday afternoon that the man had already been freed when firefighters arrived. The man, along with the drivers of the two vehicles

involved in the accident, were taken to the hospital. Haslam said station employees quickly shut off the gas and electricity to the pumps and that no gasoline was released during the accident. Details of injuries and those involved weren't immediately available.

<http://www.patriotledger.com/topstories/x1911642751/Weymouth-police-firefighters-at-serious-3-vehicle-accident?img=2>

USA, MD, BALTIMORE, MARCH 1 2012. WORKERS CLEANING UP TWO FUEL SPILLS IN BALTIMORE >> TRAIN ENGINE LEAKED DIESEL AND UNDERGROUND TANK RUPTURES IN CITY

mary gail hare



Maps: [Fort Armistead Rd, Baltimore, MD 21226, USA](#)

[100 N Caroline St, Baltimore, MD 21231, USA](#)

Crews from the Baltimore City Fire Department and the Maryland Department of the Environment worked most of Wednesday morning responding to a 2,000-gallon fuel spill from a train in South Baltimore. Fire officials said the train's fuel tank ruptured about 9:30 a.m. on the tracks along Fort Armistead Road. The spill is confined to the track area and no injuries have occurred, though it has disrupted rail traffic in the area. Officials have yet to determine what caused the rupture. MDE responded to the spill but no immediate cleanup was undertaken because the fuel only spilled into the gravel that makes up the railroad bed, according to Jay Apperson, a spokesman for the department. The railroad is responsible for removing the contaminated gravel, said Apperson, though MDE will oversee the process. Fire crews were also dealing with a heating oil leak from an underground fuel tank in the 600 block of N. Caroline St. in East Baltimore. The incident, which was reported at 12:30 p.m., led to the evacuation of 50 workers at the city Health Department's eastern health center. One person was



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overcome by fumes and treated on the scene. No hospitalization was required, fire officials said. Health department spokesman Brian Schleter said the center would remain closed Thursday, canceling all clinics normally held there. Appointments will be rescheduled, he said. Clients are urged to check the department's website

http://www.baltimoresun.com/news/breaking/bs-md-ci-diesel-spill-20120229_0.2453666.story

USA, N.H, CONCORD, MARCH 1 2012. OP/ED: TANK PROGRAM AN UNSEEN SUCCESS STORY

thomas s. burack

In recognition of the 25th Anniversary of the New Hampshire Department of Environmental Services, over the course of the year, I will highlight 25 agency activities, programs, projects and accomplishments of the past 25 years. This article, the second in the series, relates to the DES Underground Storage Tank Program. Twenty-five years ago, when the Department of Environmental Services (DES) was first formed, we couldn't see them, but there were over 12,000 underground storage tanks (USTs) in the ground in New Hampshire. Virtually all of them were bare steel, single-walled tanks, with no corrosion protection. Some of them had been in the ground since the 1950s, or even earlier. Not surprisingly, many of them were not in very good shape – they had rusted over time and regularly leaked their contents of gasoline, diesel, or fuel oil. Those leaks were contaminating our soil, our groundwater, our rivers, lakes, and streams, and in many cases, our drinking water supplies. Cleanups, where possible, were protracted and expensive. If you were the unlucky owner of one of these facilities, you faced an uncertain future. For many small business owners, the costs of proper tank closure and replacement combined with the high cost of soil and groundwater cleanup amounted to a threat of financial ruin. This resulted in a drain on the state's economy, and the abandonment and underutilization of previously valuable properties. With these conditions reaching a critical stage, definitive action was required. New Hampshire's successful approach was to address both the environmental and the economic problems directly. On the environmental front, state rules, bolstered by emerging federal requirements, emphasized release prevention and closure or upgrade of substandard tank systems. On the economic front, the NH Legislature established the Oil Discharge and Disposal Cleanup Fund (ODDCF), which was funded by a small import fee on motor fuels and provided vital funding to address releases and ensure that contaminated sites would not be abandoned. In 1985, New Hampshire adopted its first UST regulations, which established a tank replacement schedule for older tanks and required secondary containment for new tank installations. In 1988, federal UST regulations further required that unprotected tanks either be upgraded with cathodic protection (a form of corrosion protection) or closed by 1998, and that new tank systems be either double-walled or that the owner provide financial assurance in the amount of \$1 million per release for cleanup and third-party damages. DES worked aggressively to encourage early tank closures. As part of its "Don't wait until '98" campaign, DES urged tank owners to accelerate removal of these risky tanks. This campaign was tremendously successful. Of the 12,000 known, unprotected steel tanks, only about 1% of them remained out of compliance by 1999. And by 2001, all of those tanks had been removed. In 1990, recognizing that even compliant tank systems posed a risk of release, New Hampshire required that tank owners both maintain the federally-mandated financial responsibility for releases, and provide secondary containment for new tanks. But rather than imposing an unbearable burden on tank owners, this requirement was met by the ODDCF, which became operable that same year, serving as a secondary insurer for tanks that were in compliance. This combination of requiring first-rate tank installations and reliable funding for cleanups has put New Hampshire in the forefront nationally in addressing the UST problem. This approach protects small businesses from financial ruin while at the same time providing superior environmental protection. In 1997, New Hampshire moved an important step further by setting a 2015 deadline to require permanent closure of all USTs that do not have secondary containment and leak monitoring; and requiring all new piping to be double-walled. We have a total of about 500 tank systems that need upgrading by 2015 under this requirement and we are optimistic that all systems will achieve compliance by that date. So, now in just a few years, ALL tank systems (the tank and associated piping) will be double walled and have leak monitoring. This is a monumental improvement over the conditions that existed in 1987, when unprotected bare steel, single-walled tanks were the norm. So where were we, and where are we now? Remember, 12,000 unprotected bare steel tanks in 1987. Now, in 2012, we have no known unprotected tanks, and are less than three years away from all New Hampshire tank systems meeting state-of-the-art standards. And perhaps the most telling statistic: In 1993, our worst year ever, there were 245 reported releases from USTs. Last year, there were just 11. And those few releases were associated with tank closures, not operational failures of compliant tanks. While it remains unseen, New Hampshire's UST program is a 25-year story of success in providing vital protection of our precious water resources and our state's economic health.

<http://hampton-northhampton.patch.com/articles/op-ed-tank-program-an-unseen-success-story>



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SOUTH AFRICA, BLOEMFONTEIN, MARCH 1 2012. MAN DIES IN FUEL STATION EXPLOSION

maryke swart



The owner of this Free State fuel station died and two of his workers are in hospital with burns after a massive explosion, presumably caused by a gas bottle. The owner of a fuel station in Vrede was killed and two of his employees were seriously injured on Tuesday in a huge explosion and fire that gutted the fuel station and next-door tyre company. A gas bottle was believed to have exploded in the shop of the Mahem garage in Church Street, leading to the death of Nico Kotze, 48. Free State police spokesperson Captain Harry Nagel said Kotze and two employees, Bongani Ndlebe, 26, and Stoffel Maduna, 27, were in the building at about 11:00 on Tuesday when the gas bottle presumably exploded.

Blaze

A fire then started. Kotze apparently fell down as they were rushing out of the burning building. The garage and adjacent company, Speedy Tyres, were gutted by the fire. Kotze's body was found after the flames were put out. Ndlebe and Maduna were rushed to the Manapo Hospital in Qwaqwa. They were in a stable condition in hospital later on Tuesday. Ndlebe had 35% burn wounds to his face, arms and chest, and Maduna had 20% burn wounds to his face and arms, as well as burns to his legs. Several businesses in Vrede were temporarily shut and evacuated after the explosion. The area was closed off for safety reasons. A resident said by late on Tuesday people were still not permitted

to go near the buildings out of fear that the underground fuel tanks could explode.

Huge Bang

Johan du Toit, owner of the gutted tyre company, said he was working in the office when he heard a huge bang. At first he thought one of his workers had perhaps pumped up a tyre too much and it had burst. When he went outside, a cloud of smoke hung over the fuel station. He then realised something had exploded. He and his staff evacuated the premises and safely removed the vehicles. Five minutes later the windows of his business were shattered and the building started burning. He said the fuel station and his building would have to be demolished. "I will probably only be able to do business again in six months' time. All the stock burnt down and we will have to rebuild the building." Nagel said an inquest would be held into Kotze's death. A forensic team from Pretoria would investigate the cause of the explosion.

<http://www.news24.com/SouthAfrica/News/Man-dies-in-fuel-station-explosion-20120229>

AUSTRALIA, NEW SOUTH WALES, BEGA, MARCH 1 2012. TOXIC GLUE FUMES CAUSE OFFICE EVACUATION

derek schwarz

A number of offices in the Bega Business Centre, above the Sapphire Marketplace, were virtually shut down on Wednesday due to fumes from the Dan Murphy's being constructed below. The source of the fumes was identified as a xylene-rich glue used to seal flooring in the liquor outlet on Tuesday night. The Catchment Management Authority, which is the largest employer in the business centre, advised its staff of around 40 to leave after many workers reported red, watering eyes and dry throats. Kothe's Chartered Accountants, public services, contractors and a dental clinic were similarly affected. None of them received notification from Dan Murphy's or the Sapphire Marketplace's management that the floor was being laid or to expect any disruption. The CMA's acting office manager, Graham Scott, said the actual impact was "severe". "The odour got right into the eyes and the throat, so while we didn't order a full evacuation, we did advise our staff to work from home or out in the field," Mr Scott said. WorkCover has assessed the site and held interviews with Sapphire Marketplace management and the Dan Murphy's site manager. The findings of this assessment are unclear, but the BDN obtained a Material Safety Data Sheet on the glue used – Rokite PR. Although classified as non-toxic, the 50-70 per cent xylene product is identified as a lung and eye irritant, which comes with a number of strict usage guidelines, including to "prevent release of vapours and mists into workplace air". Mr Scott said this latest disruption followed many months of high-level noise caused by the building of the Sapphire Marketplace, as well as dust and power issues. "Some of it can't be helped, but management's communication has been up and down," he said. "We would just hope that next time we would be notified if something like this is going on." Sapphire Marketplace manager Richard Watkins said this would certainly be the case and apologised to tenants for the inconvenience.

<http://www.begadistrictnews.com.au/news/local/news/general/toxic-glue-fumes-cause-office-evacuation/2474713.aspx>



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AUSTRALIA, NEW SOUTH WALES, BATESMANS BAY, MARCH 2 2012. FUEL LEAK FROM SUNKEN BOAT

josh gidney



Leaking: Batemans Bay HAZMAT crew install booms to stop the leak from spreading.

Leaks and spills have been making news lately and Batemans Bay had its own to deal with on Wednesday. Diesel fuel from the sunken yacht Vale de Moura was sighted near where it went down near the mouth of the Clyde River in February, and a Hazmat-trained Batemans Bay Fire and Rescue crew quickly responded to protect the environment surrounding it. The tide was carrying the leaked diesel towards oyster leases on the western side of the Batemans Bay Bridge, so the Fire and Rescue officers quickly placed an orange flotation boom lined by an absorbent white hydrocarbon boom. Two crewmen in a boat struggled with the strong tide and heavy booms, but they managed to attach the end of the booms to a bridge pylon and to the shore. It was bucketing with rain the whole time. "The weather conditions were a test

for us but we accept that as part of the job," Batemans Bay Fire and Rescue deputy captain Alan Fitches said. Later, as the tide went out to sea, the officers removed the orange floating booms and moved the hydrocarbon boom to the area where the Vale de Moura sank. The crew returned to the station at around 3.45pm. Deputy Captain Fitches said the leak probably looked worse than it was. "Diesel spreads very thinly," he said. "If you put a drop of diesel in a bowl of water you will see how it spreads over the surface." Batemans Bay Fire and Rescue will continue to regularly monitor the water around the wreck. Station Officer Paul Heath said the booms that were placed around the wreck after it sank had leaked due to the strong current in the river and the rainfall, but this was nothing unusual, especially considering they have been there for two weeks. "It has a limited lifespan, so it will need to be replaced at some stage," he said. "We are just waiting to see how long this saga continues." Meanwhile, Clyde River Oyster Marketing chairman Dennis Kelly said that his company had not received any advice or warnings regarding fuel leaking from the wreck. "It is not the best scenario, so it is definitely a concern," he said. "I am wondering what is happening with this boat." However, Mr Kelly said conditions had been good for oyster farmers on the Clyde. "We have had some really good tides; high highs and low lows," he said.

<http://www.batemansbaypost.com.au/news/local/news/general/fuel-leak-from-sunken-boat/2475128.aspx>

CHINA, HEBEI PROVINCE, ZHAOXIAN COUNTY, MARCH 2 2012. 16 DEAD, DOZENS MISSING AFTER BLAST AT CHINA CHEMICAL PLANT

dara brown



Photo taken on Feb. 28, 2012 shows the damaged workshop after an explosion occurred at Kaer Chemical Plant in Zhaoxian County, north China's Hebei Province.

An explosion at a chemical plant in northern China on Tuesday killed at least 16 people, injured more than 40 and left dozens missing. Fears of new blasts later halted rescue efforts, The Associated Press reported Wednesday. The official Xinhua News Agency said that about 100 people were working at the Hebei Zhaoxian Keeper Chemical Co. plant in Hebei province's Zhaoxian county when a workshop was flattened. Xinhua quoted Zhaoxian deputy chief Wu Haijiang as saying that rescue work had been stopped due to the

risk of explosions. China's State Administration of Work Safety said on its website that the blast happened during the production of guanidine nitrate, a high-energy fuel and propellant. 'I couldn't move any more' However, [China Daily reported](#) that the plant mainly produces pesticides. It added that the force of the explosion broke windows more than a mile from the site. The newspaper quoted worker Li Jianfei, 24, as telling China Central Television that he heard three explosions. Tuesday's blast flattened a workshop at a chemical plant in northern China and shattered windows in surrounding villages. "When I crawled out of the workshop, I couldn't move any more," he added. "It was someone else who carried me to the ambulance."

<http://worldnews.msnbc.msn.com/news/2012/02/29/10538188-16-dead-dozens-missing-after-blast-at-china-chemical-plant>



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USA, N.Y., NEW YORK, MARCH 2 2012. CDC WARNS OF 13 BATHTUB REFINISHER DEATHS TIED TO COMMON PAINT STRIPPING CHEMICAL

paul napoli

Federal health officials are warning that thirteen bathtub refinishing workers have died after exposure to methylene chloride, a chemical ingredient in many products used to strip bathtubs before refinishing. The [U.S. Centers for Disease Control \(CDC\)](http://www.cdc.gov) is advising bathtub refinishers who use methylene chloride (MC) stripping agents to consider alternative stripping products or they must comply with Occupational Safety and Health Administration (OSHA) [requirements](#) for air monitoring, medical surveillance, hazard communication and personal protective equipment such as approved respirators when using the chemical. Use of methylene chloride products, usually applied with a brush or in a spray, is common in the bathroom bathroom/kitchen tub, sink and tile refinishing industry. It is also widely used as a degreaser and paint stripper in a large number of other applications. Previously, methylene chloride was identified as a potentially fatal occupational hazard in furniture strippers and factory workers. [Methylene chloride](#), also called dichloromethane, is a highly volatile, carcinogenic, toxic chemical that can be absorbed via inhalation of vapors or through contact with the skin. Safe usage of this chemical requires a well-ventilated work area, or use of approved respirators to prevent inhalation of toxic vapors, and Butyl rubber or polyvinyl alcohol gloves to prevent skin contact because latex gloves will not offer any protection. "In a small, enclosed bathroom, it is unlikely that a methylene chloride stripping agent can be used safely," the CDC said in its latest [Morbidity and Mortality Weekly Report](#). "Alternative methods of bathtub stripping, such as sanding, should be used. Alternative chemicals that could be used include petroleum distillates, acetate, mineral spirits, caustic paste, and acid-based formulas. However, these other methods and chemicals have their own hazards, and all employers and employees should be well aware of their risks." The March 2012 death of an owner of a Michigan bathtub refinishing company while he was in the process of refinishing the bathtub in a small apartment bathroom prompted an investigation by Michigan Occupational Safety and Health Administration (MIOSHA). The agency found that the man used a methylene chloride based product called Tal-Strip® II Aircraft Coating Remover to strip the bathtub finish and died due to overexposure to methylene chloride vapor because ventilation in the bathroom was inadequate and he failed to use respirator equipment. He was also using latex gloves. MIOSHA reported the bathtub refinisher's death to the [Michigan Fatality Assessment and Control Evaluation \(MIFACE\)](#), a joint research project of Michigan State University College of Human Medicine's Occupational and Environmental Medicine Division and the Michigan Department of Licensing and Regulatory Affairs to identify and prevent work-related fatalities. MIFACE launched its own investigation, finding that this was the third death of a bathtub refinisher in Michigan linked to methylene chloride, and after notifying the National Institute for Occupational Safety and Health (NIOSH) found there were ten more deaths in the states of New York, Texas, Illinois, Massachusetts, Florida, Maryland, Indiana, Georgia and Ohio. Thirteen bathtub refinishers using this chemical have died between 2000 and 2011. None of the methylene chloride based products used by these workers was labeled for bathtub refinishing applications. Six were marketed for use in the aircraft industry and the rest for use on wood, metal, glass, and masonry. The death of a woman in Iowa while refinishing a tub just a few weeks ago is under investigation as possibly due to methylene chloride exposure. Many bathtub refinishers in the industry are self-employed or a small business. The CDC warned that the number of deaths due to methylene chloride exposure during bathtub refinishing is likely higher because the database does not include all occupational related deaths or injuries, such as those of self-employed workers, nor does it take into account any consumers or do-it-yourselfers who died while using these products. Some methylene chloride deaths of bathtub refinishers may have been wrongly attributed to heart disease. Because of these factors, the true number of bathtub refinisher deaths caused by this chemical is unknown. "The extreme hazards of using products with this chemical in bathtub refinishing need to be clearly communicated to employers, workers and the general public," said Kenneth Rosenman, chief of MSU's Division of Occupational and Environmental Medicine in the College of Human Medicine in a [release](#). "Safer methods using alternative products should be recommended." Read the MIFACE report [here](#).

<http://newyorkcity.injuryboard.com/workplace-injuries/cdc-warns-of-13-bathtub-refinisher-deaths-tied-to-common-paint-stripping-chemical.aspx?googleid=298628>



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