



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 857 Newsy Stuff

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

July 11 2012



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Australian Convenience & Fuel Industry Conference 2012
September 11 - 14 2012. Melbourne - Australia

USA, CO, GEM VILLAGE, JUNE 28 2012. BP SAYS COLORADO GAS EXPLOSION OCCURRED DURING LINE INSPECTION

BP was running a pigging device through a pipeline that feeds natural gas into the Pinion compressor station in Durango, Colorado, when an explosion occurred Monday, killing one contract worker and injuring two others, Brett Clanton, a company spokesman, said in a telephone interview Tuesday. The pigging device was being used to perform in-line inspection, he said. The explosion occurred about 8:15 a.m. local time while workers were performing pipeline maintenance, the company said Monday. BP is Colorado's largest natural-gas producer and the Pinion station gathers about 30 million cubic feet of gas a day from BP's wells in the San Juan Basin and prepares it to be sold on the market or stored, the company also said.

<http://fuelfix.com/blog/2012/06/26/bp-says-colorado-gas-explosion-occurred-during-line-inspection/>

CANADA, B.C, SURREY, JUNE 28 2012. SURREY COUNCIL TO LOOK AT BYLAW FORCING NEW GAS STATIONS TO ADD ALTERNATIVE FUEL SOURCES

kim nursall

A new bylaw before Surrey city council would require all new gas stations to include alternative fuel sources such as a level-three electric vehicle charging station, compressed natural gas, hydrogen or propane. "We want to promote and advance clean technology by building the necessary infrastructure to support alternative fuel vehicles," said Mayor Dianne Watts in a release. "Surrey residents spend over a billion dollars a year on energy, with the majority of money being spent on transportation. We want to encourage people to choose alternative fuel vehicles, but in order to do that, we need to make the refuelling and recharging stations more accessible." Watts added the bylaw would be the first of its kind in Canada. New service stations would likely be located in "future growth areas" such as South Port Kells, Clayton and Grandview, which are not currently served by a gas station. The bylaw would also allow for off-site installation of electric vehicle charging stations, such as at a recreation or shopping centre, in order to make it more convenient to charge for longer periods of time. Further consultation on the bylaw, including a public hearing, will be scheduled.

<http://www.vancouversun.com/technology/Surrey+council+look+bylaw+forcing+stations+alternative+fuel+sources/6843117/story.html>

INDIA, MADHYA PRADESH, BHOPAL, JUNE 28 2012. 28 YEARS AFTER CHEMICAL ACCIDENT GERMANY PLANS TO DISPOSE OF BHOPAL TOXIC WASTE

simone Kaiser

 [Photo's \[10\] Bhopal's Toxic Legacy](#)



The Bhopal disaster in 1984 was one of the worst industrial accidents in history. But almost three decades later, toxic waste is still being stored on the site under poor conditions. Now, a German government agency will transport hundreds of tons of hazardous material to Germany for disposal. Rusted metal barrels filled with a dark, dusty material stand in a warehouse on the site of the former Union Carbide plant in Bhopal, India. Dirt and sand trickle from worn plastic bags piled up in a corner. The barrels contain toxic materials, but they have no lids and are not inside any containers. Any slum child can pick the lock on the entrance gate. It's hazardous waste storage, Indian style. Now, German

experts want to clean it up. On the night of December 2, 1984, one of the biggest chemical accidents in history occurred in the Indian city of Bhopal. A factory owned by the US chemical company Union Carbide, now part of Dow Chemical, produced an insecticide called Sevin at the Bhopal plant. The facility was intended to bring work and prosperity to the capital of Madhya Pradesh, a largely rural state in the heart of India, a little bigger than Italy. Instead, the plant brought death to the residents of Bhopal. Several dozen tons of methyl isocyanate, a highly toxic chemical, leaked from a tank that night, releasing a deadly cloud of gas over the city. The leak is believed to have caused up to 30,000 deaths, although the exact number, especially in the slums adjacent to the plant, was never determined. Today the people in Bhopal still live with the consequences of the gas



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cloud and are still fighting for compensation. It took a decree by India's highest court for the toxic waste to finally be removed. The partner the Indians found to perform the task is the German Society for International Cooperation (GIZ), a German government agency that provides services for sustainable development. About two weeks ago, almost 28 years after the accident, a group of cabinet ministers in New Delhi decided to sign over the disposal of the toxic waste from Bhopal to the German technicians. SPIEGEL has obtained the presentation that was used as a basis for reaching the decision. It explains in detail how the GIZ subsidiary International Services will transport roughly 350 tons of toxic waste to Germany for disposal. A February letter from the GIZ to the relevant ministry in Bhopal mentions disposal "at an incinerator in Hamburg." This information is incorrect, say GIZ officials, noting that the incineration contract will be put out to Europe-wide tender, but only after the contract has been signed.

Ghost Factory

The old factory site in Bhopal, with its rusty tanks and dilapidated clusters of buildings, is like a ghost factory. A sign in the former control room reads: "Safety is everybody's business." Stray dogs search for shady spots in the ruins of the laboratory building. Dusty bottles and containers filled with substances like benzene, potassium hydroxide and methylene chloride stand under the laboratory tables. No one knows exactly which highly toxic substances were buried at the site after the disaster. Germany's Federal Ministry for Economic Cooperation and Development, which the GIZ answers to, has already approved the project. The GIZ had the draft contract sent to the Indian government last week. The most problematic issue is the question of who assumes the risk and costs for possible transportation accidents on German soil. According to the GIZ presentation, "the current owner remains responsible for the waste until its final disposal." A bank guarantee is also required, in case something goes wrong en route to the incinerator. The disposal of Bhopal's toxic waste in Germany, about 6,500 kilometers (4,000 miles) away, will cost Indian taxpayers about €3.4 million (\$4.25 million). "We couldn't have wished for a better partner than the Germans," says state Urban Development Minister Babulal Gaur, 62, who is responsible for the rehabilitation of the gas victims and is the former chief minister of Madhya Pradesh. Gaur would have preferred to dispose of the waste in India. "I've held that dirt in my own hands. The material lost its toxicity long ago," says the minister, downplaying the hazards. But all Indian states that were candidates for reprocessing went to court to fend off the toxic waste.

'Problematic Residues'

According to analyses performed by the German disposal experts, the fears of the Indian states are understandable. According to the GIZ report, the material -- supposedly pesticide-contaminated soil which is not directly connected to the 1984 accident -- still contains "problematic residues" of chlorine, mercury and heavy metals. The German planners believe that the Bhopal project could be completed within a year. The toxic waste, which is still sitting in the abandoned plant in open containers, will be collected by workers in protective suits and gas masks, sealed into airtight containers and flown to Germany, preferably in the cooler months between October and March. "The 350 tons that we intend to dispose of now are just the tip of the iceberg," says Hans-Hermann Dube, the South Asia director for GIZ International Services, headquartered in the Indian capital. In truth, as Dube points out, the entire former Union Carbide plant is a case for special waste disposal. The problems associated with contaminated ground water, which still affect Bhopal residents today, are another issue altogether. "In the long term, India will need its own facilities to dispose of chemical and other toxic waste on-site and in environmentally correct ways," says Dube.

Distorted Faces

The real question is why it took almost 28 years before the disposal of the toxic waste was seriously addressed. "Corruption, ignorance, incompetence -- you can pick the reasons," says Rachna Dhingra, 35, a member of an organization that advocates on behalf of the Bhopal victims. "Politicians wear masks when they talk to us," says survivor Abdul Jabbar Khan. The 57-year-old Muslim, who lost about 60 percent of his eyesight in the chemical gas accident, is looking at a box containing his daily ration of medications. He has organized protest marches in the past, and he is embittered by the indifference of the authorities. Large black-and-white photos, close-ups of the victims of the 1984 disaster, hang on the wall next to his improvised desk. They show twisted bodies in the throes of death and distorted faces of victims, their mouths wide open, like fish gasping for air. Khan views the announcement that the remnants of the toxic waste will finally be removed from Bhopal as "pure propaganda." He fears that it's just a ploy to silence the victims once and for all. But Khan refuses to be silenced. "I won't do them that favor," he vows.

<http://www.spiegel.de/international/world/germany-plans-to-dispose-of-bhopal-toxic-waste-a-840791.html>



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AUSTRALIA, VICTORIA, WALLAN, JUNE 28 2012. FUEL TANKER CRASH BLOCKS HUME HIGHWAY

erin michael

A B-Double fuel tanker carrying 40,000 litres of fuel and diesel has rolled over in Melbourne's north last night. The fuel tanker collided with the rear of a Mazda utility on the Hume Hwy, about 1km north of Wallan-Whittlesea Rd, about 6.20pm. It is believed the tanker contains 67,000 litres of distillate (diesel) and 16,000 litres of Vortex petrol. The smash has shut down the freeway in both directions as the truck's two tanks – one containing fuel and the other containing diesel – became detached and remain sprawled along the freeway side-by-side. Emergency services warn the liquids are seeping along sections of the freeway and into near-by drains. The CFA have more than 20 units on scene. SES crews from Seymour and Kilmore are also attending. Another tanker is expected to arrive at the scene to collect the remaining fuel from the tank. The driver of the B-Double and the driver of the other vehicle – the sole occupants of both cars – have been treated by rural ambulance services at the scene. CFA spokesman Keith Pakenham said emergency crews were expected to remain at the scene mopping up the mess for most of the night. "Unbelievably, there have been no serious injuries" he said. He said emergency services were acting cautiously with the spill as it had the potential to turn flammable. "Crews are monitoring the equipment; at certain points it's (the incident) within explosion limits" he said. It is not yet known what caused the crash. Motorists travelling to Broadford are advised to seek an alternative route.

<http://www.heraldsun.com.au/news/more-news/fuel-tanker-crash-blocks-hume-highway/story-fn7x8me2-1226410511833>

USA, ID, FILER, JUNE 28 2012. TWIN FALLS MAN INJURED IN GAS TANK EXPLOSION

A 36-year-old man was seriously injured in a gas tank explosion this morning. Twin Falls County Sheriff's department spokeswoman Lori Stewart said Fred Cronmiller, a Twin Falls County resident was scrapping an old vehicle when he cut into the fuel line and the tank exploded. Nearby farmers saw the explosion and ran to the scene. They were able to get the fire out with shovels and get Cronmiller into a canal to stop the burning. Cronmiller was transported by ground to the Magic Valley Regional Airport where he was flown by plane to Salt Lake City to the Burn Center at the University of Utah.

http://magicvalley.com/news/local/twin-falls-man-injured-in-gas-tank-explosion/article_6220e658-c07c-11e1-a67e-0019bb2963f4.html

INDIA, NASHIK, JUNE 28 2012. RESIDENTS OF DINDORI ROAD DISCOVER PETROL IN WATER

A leaking petrol pump along Dindori Road has added to the woes of some residents who are now getting water mixed with petrol from a borewell in their premises. With the civic body enforcing a water cut in force by the municipal corporation owing due to the delayed monsoon, the residents of Dharma Bhakti society on Dindori Road are dependent on the borewell water for bathing and cleaning. including cleaning and bathing. It was the residents who discovered that the source of the petrol was the leaking tank near the petrol pump. hat had polluted the borewell supplying water. After the hapless citizens summoned the concerned officials, the local corporator Shalini Pawar, and the pump's manager Milind Kulkarni of the petrol pump, the petrol they were authorities had they were assured that the problem would be taken care of. But nothing was done and the situation did not improve despite their complaints over the matter. The residents of Dharma Bhakti Society said that the petrol pump (Bharat Petroleum Corporation Ltd) close to the society had been leaking for some time a long while and the petrol had got mixed with the water of the borewell. They added that said that they had complained to the manager of the petrol pump on a number of occasions but despite being told that the leakage has been repaired the residents did not find any significant change. They summoned the officials, the manager of the pump, Milind Kulkarni and the local corporator Shalini Pawar to show them the water and find a solution. Kulkarni said that he had repaired the leakage on two prior occasions earlier and assured and said that he would locate the problem and get it solved in a day or two. A Senior citizen S G Kulkarni said that they could not cannot even wash their faces with the at water, as because it left a gives a burning sensation on the skin. "The owner of the petrol pump had come down from Mumbai and assured that he would repair it at the earliest. The leak seeped into the borewell and the water smells a lot. Children have also got skin rashes on the skin because of it. this water. These days the water supplied by the NMC corporation is very limited and it comes only once a day. for very less period and only once in a day. We have guests at home who don't bathe if the corporation water is not sufficient because we simply cannot use the borewell water," he said. Suresh Patel, another resident said that when the civic body municipal corporationsupplied sufficient water twice a day, the residents did not feel the gravity of the problem. "Now with the water supply being available only for fifteen to thirty minutes and only once a day half hour, once in a day, we are facing problems. The officials of Maharashtra State Public Health Services had taken a sample of the water on June 16 when we complained but they said that they could



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give the detailed report only after 25 days. They only gave us in writing that this water is not fit for use. We cannot ask for a water tanker to deliver water daily," he said. Corporator Pawar said that the petrol pump manager had been asked to solve the issue immediately or else they would agitate at the petrol pump if the problem wasn't fixed. Kulkarni said that by Thursday morning technical staff of Bharat Petroleum would be at the location here to detect and fix all leakages. and repair them immediately. "We had repaired it on June 1. On Thursday, technical staff will detect where the other leakages are. We too were losing 100-150 litres of petrol within a month but since the problem is underground, it could not be detected easily. we cannot detect it easily. We will now fix it do it at the earliest," he said.

<http://timesofindia.indiatimes.com/city/nashik/Residents-of-Dindori-Road-discover-petrol-in-water/articleshow/14440949.cms>

USA, PA, HARRISBURG, JUNE 28 2012. PENNSYLVANIA GOVERNOR CORBETT SIGNS LEGISLATION TO RENEW DEP STORAGE TANK PROGRAMS

Governor Tom Corbett today signed into law extensions of two important programs that enable the Department of Environmental Protection to prevent and clean up contamination due to abandoned or leaking underground storage tanks. The programs, which were set to expire June 30, are extended through June 30, 2017. "In addition to carrying out cleanups that protect public health and the environment from leaking fuel tanks, these programs also allow us to work with homeowners and small businesses to respond to heating oil spills and old tanks," DEP Secretary Mike Krancer said. "I thank the legislature for taking swift action on this issue." Amendments to the Storage Tank and Spill Prevention Act in 1998 created the Underground Storage Tank Environmental Cleanup Program and the Underground Storage Tank Pollution Prevention Program. The cleanup program authorizes DEP to use money from the Underground Storage Tank Indemnification Fund (USTIF) to clean up sites contaminated by old or leaking underground fuel tanks, typically when there is no financially solvent responsible party. DEP is currently involved with 25 such cleanups across the state. USTIF is supported by fees paid by tank owners on petroleum products, such as gasoline, diesel and kerosene. The cleanup program also allows DEP to provide reimbursement grants of up to \$4,000 to owners of underground storage tanks, with a capacity of 3,000 gallons or less, for cleaning up heating oil releases. The pollution prevention program provides funding of up to \$2,500 per tank to individuals who have small underground tanks on their property that need to be pumped out, cleaned and plugged. There are 23,436 actively regulated underground storage tanks in Pennsylvania. For more information, visit www.dep.state.pa.us or call 717-783-9475.

<http://www.marketwatch.com/story/pennsylvania-governor-corbett-signs-legislation-to-renew-dep-storage-tank-programs-2012-06-27>

MALAYSIA, PONTIAN, JUNE 28 2012. OIL SPILL FORCES PARK CLOSURE

ahmad fairuz othman & sim bak heng



The Tanjung Piai National Park here will be closed after an oil spill washed up onto a 600m coastal stretch located in the park and nearby Pulau Kukup. The park, which has received about 30,000 tourists since January, will be closed to facilitate a three-day clean-up. The oil spill was believed to have occurred when illegal vessel-to-vessel fuel transfers off the coast here took place since Tuesday. The national park's staff were notified of the incident at 2pm on Tuesday. It was also reported to the Pontian District Office and the Marine Department. "The oil spill could be seen along a 600m stretch along the main walkway heading towards the globe structure, which is the main landmark at the national park. The globe marks the southernmost tip of mainland Asia," said Johor National Parks Corporation director, Suhairi Hashim. It also damaged the pedestrian walkway at the national park, causing birds and mangrove trees to

be covered in oil sludge and affecting at least 10 species of marine life and insects in the park. "It is feared the incident will endanger further the species of birds, shellfish and fish, as the oil has covered mangrove tree roots and can cause the plants to wither in two months." The incident at the eco-tourism spot, listed as a Ramsar site, was the second incident since February this year. Ramsar sites are wetlands of international importance designated under the Ramsar Convention of 1971. "Checks showed that the oil spill has also affected the Pulau Kukup National Park which is located not far from Tanjung Piai National Park."

<http://news.asiaone.com/News/AsiaOne%2BNews/Malaysia/Story/A1Story20120628-355995.html>



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RUSSIA, IRKUTSK, JUNE 28 2012. OIL SPILL THREATENS SIBERIAN RIVER



A section of the Angara River near the town of Listvyanka, about 70 kilometers south of Irkutsk.

A section of the Angara River near the town of Listvyanka, about 70 kilometers south of Irkutsk. Authorities in the Irkutsk region are scrambling to deal with an oil spill on the Angara River, the second to strike the Siberian waterway in as many months. A 4-kilometer oil slick was discovered near the right bank of the Siberian waterway late Wednesday evening, local authorities said. Emergency Situations Ministry officials said Thursday morning that the spill had been contained using booms, and presented no threat to the environment or the local population, Interfax reported. Officials have not yet confirmed the cause of the spill, but it was earlier reported that the oil may have leaked from a barge that had been gathering gravel on the river. It is the second oil spill this year to strike the Angara, which is the only river to flow out of Lake Baikal and is the headwater

tributary of the Yenesei River. At the end of April over 70,000 local residents were left without access to clean water for a week after 300 tons of oil leaked into the river from a pipeline that had been illegally tapped. One environmentalist warned that the spill is symptomatic of long-term damage to the river's eco-system from industry. "Intensive industrial activity on the Angara has already led to sediments becoming so polluted that dredging cannot be carried out because of the risk of releasing pollutants from the riverbed," Alexei Knizhnikov of WWF Russia told RIA-Novosti.

<http://www.themoscowtimes.com/news/article/oil-spill-threatens-siberian-river/461268.html>

AUSTRALIA, VICTORIA, WALLAN, JUNE 29 2012. HUME LANES TO RE-OPEN

sarah scopelianos

 **Watch the Video**

- [Fuel Tanker Crash on Hume Highway Melb](#)
- [Tanker Crash closes Hume Freeway](#)
- [Tanker Spill Closes Hume Highway](#)

 **Photo's [4]** [Hume Tanker Rollover](#)

 **Photo's [8]** [Fuel Tanker Overturns on Hume Highway](#)



Clean-up: Crews are continuing to mop-up after tanker rollover on the Hume Highway.

VicRoads Roads plan to open a north bound lane on the Hume Highway later today. South bound lanes on the highway opened about 11.30am but north bound lanes at 4pm remain blocked after a fuel tanker rollover. According to the VicRoads alerts system northbound traffic is continuing to be detoured via Kilmore on the Northern Highway and Broadford-Kilmore Rd.

"One northbound lane will be re-opened late this afternoon under a 40km/h speed restriction," it reads. Incident Controller Gerry Hauke said earlier today: "The tanker was carrying both petrol and diesel, and this mixture eats into the tarmac. A section of the road may need resurfacing." "The fuel mixture is a solvent on tar." The truck and tankers have been towed away. "This is one of the worst fuel spills on the freeway for a long time." A VicRoads spokeswoman

said a crew would make a full assessment of the damage to the north bound lane. The accident between the tanker and an ute occurred about 6.30pm last night. The drivers of both the petrol tanker and the car escaped with minor injuries. Police will investigate the cause of the crash.

http://www.weeklytimesnow.com.au/article/2012/06/28/502125_latest-news.html



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AUSTRALIA, JUNE 28 2012. PRODUCT SAFETY RECALLS - LEGRAND AUSTRALIA—HPM ASSORTED EXTENSION LEADS



Australian
Competition &
Consumer
Commission

Document [HPM Extension Lead Recall Notice.pdf](#) (127.7 KB)

PRA number: 2012/13171

Product information & description: White extension leads (with and without piggy back plugs) in lengths of 1m to 15m

Identifying features: Affected products have the date code 02/12, 03/12, & 04/12

Hazards: If the Active and Earth wires are swapped, there is a risk of electric shock if the extension lead is used with a Class 1 (earthed) appliance.

Defects: The wires have been accidentally transposed during manufacture, meaning the pins on the plug may not be wired to the correct aperture on the socket.

Sale Dates: 1st March 2012 - 14th June 2012, sold nationally

Traders who sold these products: Mitre-10, Officeworks, Danks, Dick Smith Electronics, Big W, Electrical Wholesalers

Supplier: Legrand Australia <http://www.legrand.com.au>

What Should Consumers Do?

Customers are advised to unplug the product immediately and contact the HPM Legrand Australia call centre on 1300 369 777 (selecting option 1) between 9am and 5pm Monday to Friday. Customers are further requested to have the potentially affected product with them when they make the call.

Advertisements and supporting documentation

<http://www.recalls.gov.au/content/index.phtml/itemId/1013556>

USA, HI, HONOLULU, KAUA'I, JUNE 28 2012. KOKE'E ROAD CLOSED AFTER FUEL TANKER FLIPS OVER

Koke'e Road was reopened at 11 a.m. today. Kaua'i police reported that a fuel tanker carrying jet fuel flipped onto its side on Koke'e Road last night, in the vicinity of the Koke'e Road and Kekaha Road junction, spilling an unconfirmed amount of jet fuel. Traffic was diverted to Waimea Canyon Drive. The Kauai HAZMAT team responded to the scene and placed absorbent materials to assist in the cleanup and help to suppress fumes. Bradley Pacific, the company that owns the tanker, is working with the Department of Health to manage the cleanup. A tow truck was expected to be on the scene this morning to assist in clearing the tanker from the scene.

http://thegardenisland.com/news/local/koke-e-road-closed-after-fuel-tanker-flips-over/article_b1c8d03a-c031-11e1-80d6-001a4bcf887a.html

USA, CA, CONTRA COSTA, PACHECO, JUNE 28 2012. UPDATE: 500-POUNDS OF ILLEGAL FIREWORKS SEIZED IN THE TOWN OF PACHECO

Watch the Video [Raids Yield Massive Amount of Illegal Fireworks](#)

Photo's [15] [Crackdown on Illegal Fireworks](#)



Crackdown on Illegal Fireworks.

Contra Costa County Fire Protection District fire marshals Vic Massenkoff, near, and Lewis Broschard remove illegal fireworks from a home during a morning raid on suspected fireworks dealers in Pacheco, Calif. on Wednesday, June 27, 2012. Two houses were raided, at least one individual was taken into custody and hundreds of illegal fireworks were confiscated. As we first reported earlier on Wednesday morning, the Contra Costa Fire Protection District raided two homes in Pacheco, arrested two people and seized close to 500-pounds of illegal fireworks. Here's an update from ConFIRE with more on the arrests and the seizure: Working on a tip about the storage and sale of illegal fireworks, Fire District Investigators and Fire Inspectors converged on two homes in Pacheco today, serving search warrants on each home and arrest warrants for two men.

The first site, 982 Temple Drive, yielded a cache of over 300 pounds of illegal, commercial grade fireworks, including M-80s and other explosive fireworks. The second home on South 4th Avenue on the Pleasant Hill and Pacheco border yielded a



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smaller cache of fireworks, believed to have been obtained from the first address. Two men were arrested in connection with the seizure – bail was set at \$500,000 for one of the men and increased to \$1,000,000 for the other. Fire Investigators received logistical and operational support from CalFire Law Enforcement personnel – some drove from as far away as Tehama County to participate in today's operation. The fireworks were collected, transported to the Fire Investigation office in Pittsburg for evidence processing and ultimately transferred to CalFire for final storage and disposal. Deputies from the Sheriff's office assisted in operational support and in transporting one of the men arrested. Fireworks of all kinds, including those with the title of "safe and sane" are illegal in Contra Costa County. With the July 4th holiday coming next week we remind everyone of this and urge people to leave fireworks shows to the professionals. In 2011, numerous fires were started in our area from fireworks and one person lost most of a hand from an illegal device. Our fireworks hotline will be updated by the end of this week with information on shows planned for the 4th of July. Please call 925-941-3328 for more information. If you have information on a person storing, selling, or using illegal fireworks, please call 866-50-ARSON for our Arson Tip Line – all information received is kept confidential.

<http://blog.sfgate.com/incontracosta/2012/06/27/update-500-pounds-of-illegal-fireworks-seized-in-the-town-of-pacheco/>

USA, IN, INDIANAPOLIS, JUNE 28 2012. HAZMAT CREWS INVESTIGATE SOUTH SIDE CHEMICAL SPILL >> SULFURIC ACID MIX LEAKED FROM STORAGE UNIT



Hazmat crews worked to contain an early-morning chemical spill Wednesday at General Chemical on the city's near south-side. Just after 4:30 a.m., crews were dispatched to the 1500 block of South Senate Avenue on reports of a leak. Indianapolis Fire Department officials said nearly 1,000 gallons of sulfuric acid mix leaked from a pinhole discovered in a pipe leading from an 18,000 gallon tank near a storm drain. Crews worked for more than an hour to contain the leak. "It looks like it's contained. The next group out now will be Citizen's Energy. They'll be checking their maps and looking at sewers to make sure that it hasn't escaped into the water system," Lt. Bonnie Hensley said. There were no reports of any evacuations in the area and no word of any injuries.

<http://www.theindychannel.com/news/31229721/detail.html>

USA, MD, PRINCESS ANNE, JUNE 29 2012. GREENLIGHT BIODISEL WOES CONTINUE >> DISCOVERY IN STORMWATER POND MARKS THE LATEST TROUBLES AT PRINCESS ANNE PLANT

deborah gates



**GREENLIGHT
BIOFUELS**

Princess Anne and Somerset County officials are waiting for state environmental regulators to identify reddish and burgundy substances found in a stormwater pond at the Greenlight Biofuels manufacturing plant in the Princess Anne Industrial Park and a ditch next to a nearby park in the Hampden Avenue community. The discovery marks the latest troubles at Greenlight, where in May 2008 a contract welder died in an explosion that damaged houses, sparking an uproar about plant safety among residents, some of whose homes are adjacent to the company's stormwater pond. Princess Anne Town Commissioner Garland Hayward called for tighter screening of prospective businesses in the industrial park, a move that could create new rules about the types and location of industry. "The community has been the victims of wastewater before," Hayward said at a recent town meeting. "I want citizens to know we're on top of this." The substances, discovered in late March, sparked an investigation by the Maryland Department of the Environment that is overseeing cleanup of impacted stormwater drains and working to identify the contents. MDE made an inspection after receiving a report of an oily substance that smelled of "sewage or cooking" in a stormwater ditch next to the Garland Hayward Park off Hampden Avenue. The substance was traced to an onsite pond at Greenlight, a multi-feedstock plant that makes biodiesel from chicken waste or used cooking grease. MDE wants the stormwater drains cleaned and contaminants removed. The Somerset Sanitary District also wants facts about the spill, saying that Greenlight has asked the agency that treats and disposes of town wastewater to accept 30,000 gallons of the substance-laced stormwater. By comparison, a standard residential water heater is 40 or 50 gallons, meaning that it would take up to 600 heaters to contain 30,000 gallons of stormwater. The county agency tentatively agreed to take the stormwater



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cleaned from the ditch and pond and stored in vats at Greenlight. "The Sanitary District sent a letter saying it would accept it, provided there is testing of the substance," said Barbara Outten, a spokesperson for the district. "We're waiting on the test results."

Unknown Substances

Princess Anne officials are filing a Public Information Act request with the Maryland Department of the Environment for information about the spill, town attorney Paul Wilber said Friday. "Since MDE is handling the investigation, the town ... is filing a PIA with MDE in order to obtain information and factual background," he said. "We have to consider homes and the placement of future industry to ensure that they are environmentally friendly and that they will be of no danger to or do not jeopardize homes around the park," said Hayward. "The first thing that should be considered is the safety of the community." As of last week, contents of stormwater collected from the pond and stormwater ditch had not been identified, said Jay Aperson, an MDE spokesman. He also said the investigation continues into whether Greenlight is responsible for an unauthorized discharge. Hayward recalled the controversial approval to allow Greenlight to operate the biodiesel plant that opened in the industrial park in 2007. "We want to make sure that any business that comes to the industrial park meets all the environmental standards," he said. "We've got to consider air, water and other environmental factors to make sure that all these things are healthy for individuals. We have to consider the location of homes. You learn from previous experiences." Greenlight did not renew a lease on a warehouse in the Northwood Industrial Park in Salisbury, where it intended to store used cooking oil from area restaurants and other generators of the product. The lease ended in May, president Jim Kingdon confirmed. When asked about a rumored layoff recently at Greenlight in Princess Anne, Kingdon confirmed that nine employees were impacted, with two remaining. The plant continues to operate, he said. "The plant has produced biodiesel every month this year and is in production currently," he said. Kingdon also said that credits to biodiesel blenders expired at the end of 2011, causing the company to review continued production in Princess Anne. "As a result, since the beginning of 2012, Greenlight Biofuels has reviewed alternatives for the continued production of biodiesel at our facility in Princess Anne," he said. "This review is ongoing. Greenlight continues to expand our cooking oil recycling business along the east coast and all of the recycled cooking oil collected by Greenlight will continue to be processed into biodiesel fuel." Wilber said Greenlight owes the town \$116,113 in personal property tax as well as real estate taxes for the 2011-12 year. Baltimore Bio-Diesel LLC purchased the 3.6-acre plant site in 2007 for \$37,800, Wilber also said. Outten at the Sanitary District said the cost of county disposal of stormwater is \$77 per 1,000 gallons. At that rate, the cost to Greenlight would be \$23,100 for 30,000 gallons.

<http://www.delmarvanow.com/apps/pbcs.dll/article?AID=2012206270377>

CANADA, VANCOUVER, JUNE 29 2012. TRUCKER WHO SPILLED GASOLINE INTO GOLDSTREAM RIVER PLEADS GUILTY

louise dickson



The driver of the Columbia Fuels truck lost control and crashed the vehicle on the Malahat. 42,000 litres of gasoline spilled into Goldstream River.

A Columbia Fuels truck driver whose vehicle crashed on the Malahat last April, spilling 42,000 litres of gasoline into Goldstream River, has pleaded guilty to dangerous driving and violating the Fisheries Act. James Allan Charles Smith, 34, made his first appearance in Western Communities provincial court Thursday morning and entered two guilty pleas before Judge Josiah Wood. The slightly-built man, with sandy brown hair and eyeglasses, is also charged with impaired driving and driving with a blood alcohol level over 80 milligrams in connection with the April 16 crash. In March, Smith was charged under the Fisheries Act with permitting the deposit of gasoline and diesel fuel into fish

habitat as a result of the spill. He was also charged under the Environmental Management Act with unlawfully allowing waste to enter the environment in the course of his business and introducing gasoline and diesel into the environment in such a manner or quantity to cause pollution. Wood ordered the preparation of a pre-sentence report and adjourned the case until Aug. 23 to fix a date for sentencing. It is expected the Crown will stay the impaired driving charges and the charges under the Environmental Management Act at Smith's sentencing. Outside court, Smith's lawyer Dale Marshall said his client was struggling. He did not wish to comment any further on the case. Remediation work near Goldstream Provincial Park began immediately after the tanker-truck crash. About 617 tonnes of contaminated soil were removed. Water quality has improved



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dramatically, according to provincial government testing that indicates measurements of hydrocarbons have been below detection levels since the end of July 2011. This spring, about 3,000 coho salmon were introduced into the river.

Related Links

- [Driver linked to Goldstream fuel spill to plead guilty to one count](#)
- [Update: Fish dying after tanker truck spills gasoline into Goldstream River](#)
- [Biologists take stock of Goldstream disaster](#)

<http://www.vancouversun.com/news/Trucker+spilled+gasoline+into+Goldstream+River+pleads+guilty/6856379/story.html>

USA, TX, HOUSTON, JUNE 29 2012. HFD: BIG RIG VENTING CHEMICAL AT NE HOUSTON BUSINESS



Photo's [7] [Warehouse Chemical Leak](#)



Officials were called to the scene of a chemical leak at a business in northeast Houston. At about 6:45am, the Houston Fire Department was called to 5402 Mesa, when someone noticed smoke rising from the business. According to HFD Captain Ruy Lozano, when crews arrived, they saw smoke coming from a cargo container on an 18-wheeler that was parked at the back of the business. The container was venting its cargo, which was identified as ammonia persulfate. Officials are trying to figure out why the container is venting the product. Capt. Lozano says there is no danger to the public, no shelter-in-place order and no evacuations. No injuries have been reported.

<http://abclocal.go.com/ktrk/story?section=news/local&id=8717928>

USA, TX, FORT WORTH, JUNE 29 2012. MARTINAIRE CHARGED WITH HAZMAT VIOLATIONS

mike king

Federal Aviation Administration proposes \$206,550 fine for noncompliance with regulations. Texas-based air cargo company Martinaire Aviation could receive a six-figure fine after being accused of noncompliance with hazardous cargo regulations. The U.S. Federal Aviation Administration has proposed a \$206,550 civil penalty against the Addison-based company, which operates scheduled and charter air services. The FAA accuses Martinaire of violating U.S. Department of Transportation Hazardous Materials Regulations on 17 shipments accepted for air transportation on 12 flights between various cities across the country from April 1 to June 22, 2011. "The FAA conducted a comprehensive hazardous materials inspection at the company's headquarters on July 8, 2011," the FAA said. "As a result of that inspection, the FAA alleges the airline routinely failed to complete documents properly and comply with the requirements for notifying pilots in command about hazardous materials transported as cargo." Martinaire, which did not respond when asked by the JOC if it will contest the charges, has 30 days from the receipt of the FAA's enforcement letter to respond to the agency.

<http://www.joc.com/cargo-airlines/martinaire-charged-hazmat-violations>

USA, MA, FALL RIVER, JUNE 29 2012. CREWS REMOVING PROPANE TANKS TO BEGIN FLARING VAPORS NEXT WEEK

michael holtzman



After a Wednesday meeting with public safety officials and contractors, crews working for New England Gas Co. began removing thousands of gallons of backup liquefied propane gas Thursday from the its production plant facility off Bay Street, officials said. It is part of a two- to three-week, multistep process to disassemble the giant tanks used to store LPG for emergency winter conditions. The propane has not been needed for the past six to eight years. On Thursday, contractors with LPG Ventures from Raytown, Mo., trucked four hauls totaling 36,000 gallons from the tanks. The contractors expect to take four to six more truckloads today, according to information from James J. Carey and Gary S. Munroe of New England Gas. Each hauling truck holds about 10,000 gallons. In



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total, four 80,000-gallon tanks and two 30,000-gallon tanks need to be emptied before the torpedo-shaped equipment can be removed from the South End facility and sold, Munroe reported to the City Council and public safety officials three weeks ago. The most dramatic part of the unloading involves the removal of residual vapors that can't be pumped out from the large tanks. That happens after the LPG is removed by connecting hoses from the tanks to licensed propane hauler trucks, said Carey, marketing manager for New England. Sometime between Tuesday and Thursday next week, with the LPG emptied, the contractor will run pipes to adjacent Mount Hope Bay, in the area of Gold Medal Bakery on Bay Street, and begin controlled flaring in which the vapors are ignited and the flames shoot 20 to 30 feet into the atmosphere, Acting Fire Chief William Silvia said. LPG Ventures, contracted through Spicer Gas of Groton, Conn., will perform that work 12 to 14 hours a day for a period that could last eight to 16 days depending upon the amount of residual vapors in the tanks, said Silvia and Munroe, New England's compliance manager. "It will probably be a sight for quite a while," Silvia said. He said he expected some responses from the public starting next week because of "the spectacular nature of the flame." He and the New England Gas officials said they are making the public aware of these procedures to avoid concerns that the spiraling, burning fires from the pipes should cause concern and alarm to residents. Community officials across the water, such as in Somerset, Swansea and Bristol, R.I., have been notified, along with Borden Light Marina in Fall River and other marinas, Silvia and Carey said. Advertised notices were being printed today in The Herald News and O Jornal, and through other media outlets, Carey said. Silvia — who, along with police Lt. Paul Bernier, met with the company and contractors for nearly an hour this week — expressed confidence about the removal operation and said he will use it as a training opportunity for his department. "I'm satisfied they have done everything according to industry standards and all precautions are taking place," said Silvia, a 38-year city firefighter and longtime deputy chief. "It's all being coordinated pretty well," he said, adding that preparations were "very detailed." That included the off-loading of trucks, how they leave the site and routes taken from the South End as they transport the LPG east toward the Cape, west toward Rhode Island and Connecticut and north toward Boston. Routes must be approved by the state Department of Transportation. While these tankers are particularly large, LPG transport occurs periodically through the city, Silvia said. Silvia said he's directed District Chief William Pappas, head of the department's training division, to coordinate fire crews on various shifts to observe and learn how to best situate fire apparatuses. While it will be a training opportunity, the Fire Department presence also provides security "should anything go wrong," Silvia said. When the vapors are flared, or burned, from the inside of the tanks, Silvia said, "The tanks will no longer be a hazard." Nitrogen that is inert, meaning not flammable, would remain. "You would just have a hunk of metal," Silvia said. New England Gas Co. Senior Director and General Manager James Sweeney detailed in a press release the reason for removing the tanks, which are adjacent to the natural gas tank supplies used to fuel the area. "The company now has a natural gas supply portfolio that renders the propane air system unnecessary and provides more cost-effective options for our customers," Sweeney said. Anyone from the public with questions or concerns may contact Carey and New England Gas officials at 508-730-1037.

<http://www.heraldnews.com/news/x425603744/Crews-removing-propane-tanks-to-begin-flaring-vapors-next-week>

CHINA, GUANGDONG PROVINCE, GUANGZHOU, JUNE 30 2012. 20 KILLED IN CHINA FUEL TANKER CRASH

Watch the Video

- [Gas Truck Crash In China Sparks Fire, Kills 20](#)
- [Guangzhou Fuel Tanker Crash Kills 20](#)



A tanker truck filled with petrol has collided with a truck in southern China, setting off an explosion and a massive fire that left 20 people dead and 14 others hurt, including at least two with severe burns. The tanker was carrying 40 tons of petrol when it crashed into the other vehicle early this morning on an expressway in Guangzhou city, capital of Guangdong province, the official Xinhua News Agency said. Oil leaked from the tanker and triggered an explosion that set a timber mill and work sheds located under the expressway bridge on fire. Most of those hurt were workers from the factory and one of them was severely injured. Other Chinese media reported that the fire blazed across 2,000 square metres, burning several other vehicles. As the fire raged in the pre-dawn hours, nearby residents said they heard at least two loud bangs. "There often are overloaded container trucks passing by, so I thought maybe a



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container fell off a truck and did not think too much about it," one man said. "But when the second bang went off, the force of the explosion was so strong it made me bounce a little on my bed," he said. The Guangdong Provincial People's Hospital in Guangzhou said the facility was treating two of the injured people. One suffered 80% burns and the other 90%, she said.

<http://www.irishexaminer.com/breakingnews/world/20-killed-in-china-fuel-tanker-crash-557268.html>

USA, N.C. CAMP LEJEUNE, JUNE 30 2012. SICK FAMILIES OF N.C. MILITARY BASE WATER CONTAMINATION MAY FINALLY GET HELP, 30 YEARS LATER

allyssa litoff & katie hinman



Military Base Toxic Water Investigation.

Camp Lejeune, a military base in North Carolina, is home to hundreds of thousands of Marines and their families. It's also the site of what may be the largest water contamination in American history. Now, nearly three decades after poisons were discovered in their drinking water, Congress is set to vote on legislation that will provide health care to those who suffered. From the 1950s to the mid-1980s, the Marines who lived on the base with their families drank water laced with cancer-causing chemicals. Hundreds of thousands of Lejeune residents were exposed over

the 30-year stretch. Many died and others are still getting sick today. The Marine Corps doesn't often talk about the base's water contamination history. But two men with ties to Camp Lejeune, Jerry Ensminger and Mike Partain, have worked tirelessly to get the word out to Lejeune alumni -- maybe as many as a million people -- who may have been exposed. For both men, the mission is personal. Ensminger is a career Marine who raised his family at Lejeune. His daughter Janey died of leukemia when she was just 9 years old. She died in 1985, just shy of her 10th birthday. "She said, 'I love you.' I said, 'I know.' I whispered in her ear, and I said, 'It's time to stop fighting,'" he said. "After I had time to sit and think about it, I did what any normal human being would do, I started wondering why," Ensminger said. "That nagging question of 'why' stayed with me through [Janey's] illness, through her death." Ensminger said his first clue came from a local TV station's report in 1997, saying that contaminants discovered in the base's drinking water had been possibly linked to childhood cancer and birth defects, primarily leukemia. "I dropped my plate of spaghetti right there on the living room floor," Ensminger said. "That started this journey for the truth." He was soon joined by Partain, who also had cancer -- breast cancer, which is extremely rare among men. Partain's father was stationed at the base when his mother became pregnant and gave birth to him there, but he's lived most of his life in Florida, where he's an insurance adjuster. His life's work, though, has become a search for answers about what happened in the water and how it has affected his own health and those of thousands of others. Through his own research, Partain has documented 80 cases of male breast cancer among men who were born or served at Camp Lejeune. The Marine Corps dragged its feet in contacting and alerting those who had lived at Lejeune about the water contamination and the possible health consequences. So Ensminger and Partain decided to team up and help get the word out. Their efforts are the focus of a 2011 documentary, "Semper Fi: Always Faithful," which was short-listed for an Oscar. "The Marine Corps needs to get people notified," Partain says in the film. "They need to get on the TV, they need to get on the news, and they need to tell people what is wrong." But it is already too late for some of the tiniest victims. During the years when the water was contaminated, stillborn babies were commonplace on the base, so many that the local cemetery has a section locals call Baby Heaven, lined with the graves of children who never made it to their first birthdays. Mary Freshwater was a young mother who lived on the base back in the 1970s. She said she and the other women at Camp Lejeune suspected something was terribly wrong. "I was very active with the Officers' Wives Club. We were at a party at one of my friend's house one night. There were five of us in different stages of pregnancy. Every one of us lost their baby to a birth defect," she said. For Freshwater, it was an unbearable pain she suffered not once, but twice. On Nov. 30, 1977, she gave birth to a son, Russell Alexander Thorpe, but the baby was born with an open spine. All she has left of him now is a small suit he was wearing the day he died -- just 10 minutes past midnight on New Year's Eve, 1977. "It was really a shocker when he was born that way and then when he died, he died in my arms. He took his last breath," she said. Freshwater said doctors encouraged her to get pregnant again and she eventually gave birth to a second son -- Charlie, who was born without a cranium, and died the same day. Today, Freshwater is 68 years old and has been diagnosed with two different kinds of cancers, acute myeloid and acute lymphoma. She says doctors told her the diagnosis was consistent with exposure to chemicals such as benzene, which she was exposed to during her time at Camp Lejeune. "I am angry, but you can't let that destroy you," she said. "That won't bring my babies back and it won't cure me." Representatives from the Marine Corps, the Secretary of the Navy and the Department



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of Veterans Affairs all declined to talk to "Nightline" about Camp Lejeune on camera. In an email statement, one Marine Corps representative wrote that General James F. Amos, the Commandant of the Marine Corps, "considers this issue to be very important" and that "we continue our commitment to find and notify those who used the water during the time period in question." For years, there has been a bureaucratic battle over which agency should be responsible for funding the health care of those affected by the contamination: the Defense Department, which owned the base, or the Department of Veterans Affairs, which covers service-connected illness, injury and disability. But a deal for the VA to cover those costs is now in the works, negotiated by the House and Senate Committees for Veterans Affairs. The health care provision, which is part of a larger bill addressing veterans issues, covers those who lived or worked on Camp Lejeune for at least 30 days from Jan. 1, 1957, through Dec. 31, 1987. The Senate is expected to pass the bill as early as this week, and it will head to the president's desk after the 4th of July, according to Congressional staffers.

http://abcnews.go.com/US/sick-families-nc-military-base-water-contamination-finally/story?id=16670758#.T-4Jc7U_8rU

USA, CA, SAN BERNADINO CO, RIALTO, JUNE 30 2012. TANKER CRASH CLOSES LANES ON WESTBOUND 10 FREEWAY IN RIALTO AREA >> THE TANKER WAS CARRYING ABOUT 8,000 GALLONS OF FUEL WHEN IT CRASHED ONTO ITS SIDE ON THE 10 FREEWAY

jonathan Lloyd



An overturned tanker spilled more than 8,000 gallons of fuel on Interstate 10 in Rialto closing the freeway for a time on Friday morning.

Authorities have reopened some lanes on the westbound 10 Freeway after an early morning fuel tanker crash near Cedar Avenue in the Fontana area. Crews were still attempting the clear wreckage at about 8 a.m. Lane closures were expected to be in effect during the morning drive. At 7 a.m., crews opened one westbound lane. Another lane was reopened at 8:15 a.m. The crash was reported at 2:42 a.m. Responding firefighters found an 8,000-gallon fuel tanker on its side with fuel leaking on the freeway. About 1,500 gallons of fuel spilled on the road, prompting a full closures of the westbound freeway. Traffic was diverted to Valley Boulevard. The road was expected to remain closed for

"several hours," according to the Rialto Fire Department. The driver suffered minor injuries.

<http://www.nbclosangeles.com/news/local/Westbound-10-Freeway-Tanker-Crash-LA-Traffic-160824515.html>

INDIA, UTTAR PRADESH, NOIDA, JUNE 30 2012. JUMBO TRAGEDY: TANKER TRUCK CRASHES INTO ELEPHANTS

shashank shekhar & vinod rajput, hindustan times



An elephant was killed while another was injured when a speeding tanker truck hit them from behind near Mahamaya flyover at 5:30am in Noida.

A 40-year-old cow elephant was crushed to death and another 35-year-old was injured when a speeding truck rammed them from the rear near Mahamaya Flyover at the Noida-Delhi border on Friday. The police said the incident took place around 5.30am when both the elephants — Rupa and Champa — were going towards Delhi's Wazirabad from Greater Noida, where they had been displayed at a wedding. The dead elephant, Rupa, was owned by Zaheer Ahmed Jumman of Delhi's Gautampuri area. The other elephant, Champa, was injured as its legs came under the wheels of the truck. Its owner Shaikat, a resident of Dadri in Greater Noida, has been informed. Eyewitnesses said the

tanker truck was being driven rashly. Both the elephants were accompanied by mahouts, who also sustained injuries. They were rushed to the district hospital in Noida. While Rupa's mahout Maharaj sustained head injuries, Champa's caretaker Mukut injured his legs. The police immediately summoned a veterinary doctor who declared Rupa dead. Forest and wildlife officers also rushed to the spot. It was only after five hours of the accident that Rupa's body was lifted with a crane and put into a dumper. The animal was taken to Surajpur where a postmortem was conducted and she was buried. A team of four doctors headed by Roopa Gandhi was formed to monitor the condition of the injured elephant. Injured Champa was still lying under the Mahamaya Flyover as it could not be moved. A police team had been deployed to guard the animal. "Champa could not be



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moved as one of her legs came under the wheels of the tanker truck. There is swelling in her right leg and it could also be a fracture. She has been given medication and will be under observation for two days," said Gandhi of the Wildlife Trust of India. The district forest department has also called in veterinary experts from Mathura's Elephant Rehabilitation Centre to take care of Champa. "A team of doctors will reach Noida by tonight. They will transport Champa to the Mathura centre by Saturday," said B Prabhakar, divisional forest officer, Gautam Budh Nagar. The driver of the truck (HR-38-L-8330) fled while leaving the tanker truck behind. The police launched a manhunt to nab him. Meanwhile, the owner of the elephant has registered an FIR.

<http://www.hindustantimes.com/News-Feed/Chunk-HT-UI-Print-Delhi-MainNews-Metro/Jumbo-tragedy-Truck-crashes-into-elephants/Article1-880594.aspx>

USA, CA, PICO, RIVERA, JUNE 30 2012. MOTOR HOME, GAS STATION BURN IN PICO RIVERA FIRE

A motor home erupted into flames at a gas station Thursday, scorching gas pumps, threatening a nearby apartment building and leaving a couple homeless, authorities said. No one was injured in the fire, which caused an estimated \$100,000 worth of damage to the motor home and gas station, at the corner of Rosemead Boulevard and Gallatin Road, Los Angeles County sheriff's Lt. Robert Smith said. The driver of the older-model motor home had just filled his gas tank and was trying to start the vehicle when smoke began pouring from the engine, followed by flames, the lieutenant said. "(The motor home) just erupted," he said. "It was fully engulfed in flames." The flames reached to the roof above the gas pumps, officials said. Authorities were initially preparing to evacuate a nearby apartment building due to concerns of a possible explosion, however firefighters quickly extinguished the blaze before that was necessary, the lieutenant said. The fire appeared to have been caused by a malfunction of the motor home and not the gas pump, Smith added. Fabian Oton and girlfriend Rosa Juarez said they lost their home and all their possessions in the fire. After gassing up, Oton said he tried to start the motor home. "It wouldn't start. I tried to start it again. When I tried to start it the third time, I saw smoke coming out of the engine from the passenger side." Oton said he did his best to put out the flames with fire extinguishers, but gave up and jumped to safety when he saw the flames were taller than the motor home itself. The motor home had no insurance, Oton said, adding that he bought it only two months ago and still owes \$600 for it. One gas pump was destroyed in the fire, while another was badly damaged, Smith said. Oton said he suffered a small blister as a result of the fire, but no serious injuries. Red Cross officials were assisting the couple in finding temporary lodging.

<http://www.fireengineering.com/news/2012/06/29/motor-home-gas-station-scorched-in-pico-rivera-blaze.html>

SWITZERLAND, GENEVA, MAY 30 2012. NAVIGATING A HAZARDOUS LANDSCAPE

Katherine Rooney, head of the International Civil Aviation Organization's dangerous goods program, is plenty busy this time of year. Well, she's always busy, but mid-June marks one of the two yearly sessions the United Nations convenes regarding dangerous goods. And while the UN is concerned about flammable and other hazardous freight on all forms of transportation, Rooney knows that ICAO's regulation over airlines is a big responsibility. But in terms of so-called dangerous goods — anything from paint (flammable) to some pharmaceuticals (radioactive) to lithium batteries (explosive), flown on passenger and cargo flights, Rooney has seen the number of additions to ICAO's dangerous goods framework diminish in the last few years. This, she says, may be because there is simply a limit to new chemicals and substances being released. While there may be fewer substances to cover, there has been a lot of media coverage of the goods that still need to be regulated. Rooney recently took time out of preparing for her June meeting at the UN, where agenda topics would range from electronic transmission of dangerous goods information to exemptions and changes to dangerous goods signage, to talk with Air Cargo World about how the ICAO Dangerous Goods Panel approaches dangerous goods and the evolving state of hazardous freight.

Air Cargo World: Is dangerous goods regulation a big part of ICAO?

Katherine Rooney: Within ICAO, the secretary general most recently has recognized the increasing importance of dangerous goods and has decided to devote a separate section to dangerous goods in our hierarchy, showing the importance on dangerous goods that he is placing on the subject. Before, it was part of flight operations.

ACW: How does ICAO develop its regulations toward dangerous goods?

Rooney: Practically no air journey is going to be done in isolation; you're going to be transporting with other modes of transport involved. We work very closely with the UN Committee of Experts on the Transfer of Dangerous Goods. They publish recommendations on model regulations every two years. We then take those model regulations, look at them from an aviation perspective, and make changes, if necessary. For multimodal harmonization purposes, all the modes are encouraged as much as possible to keep to what's decided on at the UN. The general principle with the UN is to try to regulate dangerous goods so



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as to prevent, or at least mitigate as much as possible, any incidents that endanger public safety or harm the environment. The regulations are a balancing act between getting the regulations so that they provide safety, while at the same time, don't hinder the movement in the transport side. You're basically reducing the risks to a minimum while making transport feasible.

ACW: How are new substances added to the dangerous goods list?

Rooney: If you were to take all uniquely identified chemicals, the last count I heard was over 60 million registered substances on the chemical abstract service, there's no way that we can handle that number. So they came up with a series of tests and criteria to determine which substances can be identified as being dangerous goods in transport. They take into account the physical and chemical characteristics, the type of packaging or containment that's going to be used, and what type of response procedures that would be most appropriate if there was an accidental release. Based on that, the UN came up with nine classes of dangerous goods, with a listing of very approximately over 3,000 items of dangerous goods, some of which are very generic family names such as alcohols. The classes of dangerous goods, there's no particular order or precedence, you've got things such as explosives and radioactive material, you've got flammable liquids. With each of those classes, we then sit down and work out the correct packaging, what can we do to ensure that whilst in transport, the danger that's imposed by that chemical or article is reduced to a minimum should there be an incident? If it's to be declared as an item of dangerous goods, that implies a large set of responsibilities that then have to be undertaken by the shipper, who is declaring that as an item of dangerous goods; by the airline, who are supporting it; by the freight forwarders, who are moving it from the shipper to the airport; and of course, by the authorities, who are going to ensure that the compliances are being observed at all parts.

ACW: Currently, air transportation of lithium batteries has been in the news. What's ICAO's view on lithium batteries?

Rooney: The UN decided a very small number of batteries can be exempted from most of the requirements using a special provision if it has met certain UN tests. For air transport, we've decided that for those excepted lithium batteries, those which have been transported as cargo, not packed with equipment or contained in equipment, we have, to a very large extent, removed or certainly reduced the number of exemptions that are possible. Now, with a very few exceptions, they will have to meet most of the requirements in the technical instructions. One of the most important aspects is that it now means that the pilots will be notified that these shipments are onboard. We are aware of bulk shipments of these batteries being transported on aircraft. When the UN were designing this system originally, I don't think that the idea of 80,000 batteries in a bulk shipment [crossed their minds], and yet that is what has happened. We've had these very large bulk shipments coming through. We've had lengthy discussions in the ICAO panel; lithium batteries is certainly one of the hot topics. We believe that we now have a fairly balanced approach, that we addressed the needs of operators, the pilots, the shippers and the regulators. It is fair to say that ICAO has devoted considerable attention to the subject of lithium batteries. We had our panel meeting last October; we were unable to come to a final decision on lithium batteries, and we held a special working group of the panel last February. The amendments will come through for 2013.

ACW: On an issue like this, how does the UN react when you make the rules more restrictive?

Rooney: We would obviously inform the UN when we are being more restrictive. But they are also aware that air transport is, after all, the only mode of transport where the dangerous goods are being transported along with passengers. The UN understands the reason for the extra stringency that we apply.

<http://www.aircargoworld.com/Air-Cargo-News/2012/06/navigating-a-hazardous-landscape/287912>

USA, MD, CAMBRIDGE, JUNE 30 2012, VEHICLE RUNS INTO FUEL TANK IN CAMBRIDGE

 **Watch the Video** [Vehicle Runs into Fuel Tank](#)

A Cambridge man allegedly drives his vehicle into a fuel tank, causing a major gas leak. Chief Bob Phillips of the Cambridge Rescue Fire Company says they were called to Aero Energy off of Leonards Lane just after 11:00 p.m. Wednesday night. He says a vehicle ran through a fence and hit a fuel tank before fleeing the scene. Officials say the crash caused about 3,500-4,000 gallons of gas to leak from the tank. Officials say five fire companies in total responded to the scene, two out of Talbot County and three out of Dorchester County. Throughout the night officials set up a perimeter about 1/4 of a mile around the site because of a strong odor of gas. Officials say fortunately, the fire was contained on the property and there were no evacuations. As of 5:00 a.m. Thursday morning, officials say the major clean up was complete. However, officials warn residents to not be alarmed if they smell strong odors of gas in that area. There is no word on how much damage the plant sustained. Officers with the Cambridge Police Department say they were able to locate the vehicle and driver in the back yard of a home on the 400 block of Leonards Lane. Officers say 27-year-old Justin Noble of Cambridge was ejected from the



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vehicle as a result of the crash but was able to get back in it and drive to another location. Noble was transported to PRMC for non-life threatening injuries. Police say charges are pending.

<http://www.wmdt.com/story/18901635/vehicle-runs-into-fuel-tank-in-cambridge>

AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, JUNE 30 2012. AMMONIUM NITRATE >> ORICA GUILTY ON KOORAGANG SPILL



ORICA has pleaded guilty to breaching its Environmental Protection Licence last year. The company appeared in the NSW Land and Environment Court yesterday, answering Environmental Protection Authority allegations that it failed to operate its Kooragang Island ammonium nitrate plant in a competent manner. Orica pleaded guilty to the offence, which related to an incident on March 22 last year. "The EPA alleges that this resulted in ammonium nitrate being discharged into the air across Kooragang Island and the Hunter River," an Authority statement said. "It is alleged that the discharge lasted for around 40 minutes and caused nearby workers at Mayfield Wharf to cease work and take shelter indoors." The company has previously pleaded guilty to three other breaches in 2010 and 2011, including discharging nitric acid from an eroded pipe into the air and water at Kooragang Island. Ammonia gas was released from a pipe at

Kooragang Island on June 17, 2011 after maintenance workers hit it with a jackhammer. A separate incident last August allowed the release of toxic chemical chromium VI into the air with steam at Kooragang Island. "It's alleged that the steam was deposited over the premises and the neighbouring suburb of Stockton, Newcastle," the EPA said. All four matters are being heard together, and will return to court in July. Each offence carries a maximum penalty of \$1 million.

<http://www.theherald.com.au/news/local/news/general/orica-guilty-on-kooragang-spill/2608511.aspx>

USA, N.Y, ST LAWRENCE, JUNE 30 2012. COUNTY OFFICIALS SEEKING ANSWERS REGARDING OIL TANKER WITH "STEERING PROBLEMS"



Jefferson County officials are demanding answers from the U.S. Coast Guard after a fuel tanker with "steering problems" was allowed to cross the St. Lawrence Seaway guided by a tug latched to its side. Neither local emergency response agencies nor county officials were given any warning to prepare them for a potential disaster, said County Legislator Philip N. Reed, R-Fishers Landing. Mr. Reed said he is now trying to figure out how the Sarah Desgagnes — a 479-foot vessel carrying a full load of gasoline — had been cleared to finish its trip to Sarnia, Ontario, and why no one here was notified.

According to MarineTraffic.com, the vessel, owned by Groupe Desgagnes, Québec City, was last reported to be passing Detroit about 10 a.m. Thursday. "If it bears out to be true, it would be very disturbing," he said, especially because it implies the Coast Guard gave a malfunctioning ship the green light to pass the American Narrows, the most difficult part of the Seaway to navigate. Ronald G. Thomson, owner of Uncle Sam Boat Tours, said he saw the vessel passing Alexandria Bay on Tuesday night with a tug strapped to its port side, about two-thirds of the way up to the ship's bow. Groupe Desgagnes company officials, however, said the vessel had indeed experienced some issues related to "wear and tear" but that it was "functional" by the time it was allowed to continue on and that the tug was attached simply as a "precautionary measure." The company said the Sarah Desgagnes, which left New York City for Sarnia about two weeks ago, did not do a 360-degree turn after losing control as some witnesses on the St. Lawrence River claimed. Jennifer J. Caddick, outgoing executive director of Save the River, Clayton, said any number of things could have gone wrong and area officials should have been notified. She said she confirmed with Seaway officials Thursday morning that the vessel had "steering problems," but details were scarce as to what exactly went wrong and why the ship had to be tied up at the Iroquois Locks in Massena for a few days. Seaway officials could not be reached for comment.

Related Links [Owens: Why was Sarah Desgagnes Allowed to Cross Seaway?](http://www.watertowndailytimes.com/article/20120629/NEWS09/706289758)

<http://www.watertowndailytimes.com/article/20120629/NEWS09/706289758>



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