



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 859 Newsy Stuff

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

**July 16 2012**



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#### AUSTRALIA, TASMANIA, HOBART, JULY 3 2012. LEAKING TANKER OUTSIDE ROYAL HOBART HOSPITAL SHUTS DOWN CBD



*A Mercury reader snapped this picture of the leaking liquid-oxygen tanker.*

A Tanker leaking oxygen outside the Royal Hobart Hospital forced the closure of CBD streets this morning. About 7.15am a leak was detected during refilling of a liquid-oxygen tank in Campbell St. The street was blocked at the Liverpool St intersection, but police said there was no need to evacuate any patients in the hospital. However, administrative staff in E block (closest to the street) were either evacuated or relocated within the hospital as a precaution. The leak was contained shortly after 8am and staff returned to their offices. An RHH spokesman said a small number of patients were transferred to individual bottled oxygen before being connected to the hospital's emergency oxygen

supply. It is expected those patients will be returned to the normal supply within a few hours. Access to the emergency department was not affected. Bus services, which would normally stop outside the RHH in Campbell St, were forced to divert. Campbell St was reopened to all traffic about 8.45am.

**Related Links** [Leaking Tanker Blocks City](#)

<http://www.news.com.au/national/leaking-tanker-outside-royal-hobart-hospital-shuts-down-cbd/story-fncynjr2-1226415574646>

#### USA, ME, AUGUSTA, JULY 3 2012. MAINE DEP LISTS 49 'CHEMICALS OF HIGH CONCERN'

The Maine Department of Environmental Protection has released the state's official list of 49 chemicals used in everyday products that could represent a danger to children. In partnership with the Centers for Disease Control and Prevention, the DEP published the list of "Chemicals of High Concern" late last week, before a July 1 deadline. The list includes a dozen chemicals proven to cause cancer in humans, including formaldehyde, benzene, vinyl chloride, arsenic and cadmium. Others include four chemicals used in flame retardants, three used in sunscreens and so-called hormone disrupters like parabens and phthalates. Sierra Fletcher from the Environmental Health Strategy Center says the list represents a "baby step" and that the state should now mandate replacement of those chemicals with safer alternatives.

<http://www.onlinesentinel.com/news/Maine-DEP-lists-chemicals-of-concern-.html>

#### USA, MI, MARSHALL, JULY 3 2012. \$3.7 MILLION IN PROPOSED FEDERAL PENALTIES AGAINST ENBRIDGE ENERGY FOR KALAMAZOO RIVER OIL SPILL HIGHLIGHT POSSIBLE HOLES IN REGULATIONS, PIPELINE SAFETY ADVOCATES SAY

fritz klug



*NTSB report the rupture in enbridge's 6b pipeline that caused the 2010 kalamazoo river oil spill.*

Enbridge Energy first knew in 2004 that there was corrosion in the section of pipeline that ruptured six years later and spilled more than 800,000 gallons of oil into Kalamazoo River, according to regulators. Enbridge, which under federal regulations had 180 days to address the problem, was issued a potential fine of \$1 million for that problem by the Pipeline and Hazardous Materials Safety Administration on Monday, among [24 possible violations totaling \\$3.7 million](#) issued by the federal agency, which is part of the U.S. Department of Transportation. Enbridge said it will not comment on the proposed penalties until it has time to review them. It has 30 days to write an objection to any of the penalties. It can request a hearing and seek to have the proposed penalties reduced or eliminated. "We appreciate the hard work and due diligence of PHMSA and others who are investigating this incident," Enbridge spokesman

Jason Manshum said in a statement. "We have worked closely and cooperatively with all federal and state agencies ...



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throughout the investigation of the Line 6B accident, and are now reviewing the (report) in detail. We will not comment specifically on the contents of the (report) until that analysis is complete." The PHMSA report says there were "multiple corrosion and crack-like anomalies on the pipe joint" that failed when the 6B pipeline ruptured. "Enbridge did not conduct any field examination of the reported anomalies prior to accident," according to the report. More than 800,000 gallons of heavy crude oil left the pipeline and led to nearly two years of clean-up on the Kalamazoo River. It was the largest pipeline spill in a freshwater system in the United States. Anthony Swift, energy analyst for the Natural Resources Defence Council, said the possible violations shed new light into the spill. "By some extent, this was a preventable pipeline failure," he said. Carl Weimer, president of the Pipeline Safety Trust, a non-profit organization focusing on pipeline safety, said the release shows where there could be improvement in regulations. "It appears there is too much flexibility to how companies respond to what they find or not interpreting (the regulations) right," Weimer said. Weimer said that about 10 years ago, regulations known as integrity management were put into place that make companies use technology to find where there may be problems in their pipelines. What appears to have happened with the Kalamazoo River spill, he said, is that the problems were identified but nothing was done to address them. "Is it time we ... step back and look at how well the integrity management is doing," he said. In addition to the proposed fines involving Enbridge's response to the condition of the pipeline, other penalties put forward by PHMSA involved findings that:

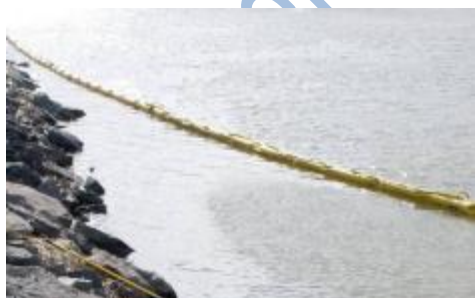
- Enbridge did not follow written procedures, and did not have procedures in place for some of the pipeline alarms.
- "Enbridge did not take necessary action to minimize the volume of hazardous liquid released in the event of a failure or notify police during an emergency."
- The restart of the pipeline was not terminated until one hour after the pipeline was operational, even though alarms continued to sound.
- Enbridge failed to consider risk factors associated with determining the amount of oil that would be released from the pipeline.

Any money collected from Enbridge through PHMSA fines will be deposited with the U.S. Treasury. PHMSA conducted its own investigation into the pipeline spill and looked for any regulation violations. The National Transportation Safety Board is investigating what was the caused the spill and is expected to give its report next week. Weimer said in the case of San Bruno pipeline explosion, which killed eight people in 2010, it was the NTSB report that showed there were problems with state and federal regulations, just not the pipeline operator. The Kalamazoo spill has been highlighted in the debate over Keystone XL, which would carry the same kind of tar sands oil from Alberta, Canada to the Gulf of Mexico region. The oil is diluted bitumen, which is a mix of heavy crude from Alberta and chemicals to make it lighter. The Enbridge spill in the Kalamazoo River was the first diluted bitumen spill of its size in the U.S. Enbridge says there is no difference in the types of oil it ships from Alberta than any other crude, but environmental organization's like the NRDC have said the oil is more corrosive than regular crude and can cause pipelines to deteriorate. Swift's organization has pushed for different regulations for different kinds of oil. "It's obvious now there was a problem with the line," Swift said. In the future, he asked, "do we have to wait for another accident to understand how tar sands will interact with the new pipeline?"

[http://www.mlive.com/news/kalamazoo/index.ssf/2012/07/oil\\_spill.html](http://www.mlive.com/news/kalamazoo/index.ssf/2012/07/oil_spill.html)

#### CANADA, QC, MONTREAL, JULY 3 2012. CLEAN-UP UNDERWAY OF DIESEL FUEL SPILL IN VICTORIAVILLE

max harrold



*Booms like the ones shown in this file photo were being used to limit the spread of diesel fuel spilled into the Nicolet River in victoriaville on Sunday, July 1, 2012.*

Crews were still working Monday to clean up as much as 8,000 litres of diesel fuel that spilled into the Nicolet River in Victoriaville, about 160 kilometres northeast of Montreal, on Sunday. A broken pump on the premises of Excavation Yvon Houle, a Victoriaville firm, caused the fuel to spill on land and into a storm drain which led to the river, Marcel Binet, of the Quebec Environment Department, told The Gazette. The spill started Sunday about 1 p.m. and environment officials were notified about 4 p.m., he added. Teams worked Sunday and all night to collect fuel from within booms installed on the



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river to limit the spread of the toxic fuel. Other teams worked on land to remove fuel-soaked earth, Binet said. The tank from which the fuel spilled has a capacity for 12,000 litres and Binet said officials estimate the fuel that leaked out was between 7,000 and 8,000 litres. Binet added that towns that draw their drinking water have been told to watch for contamination although the fuel is not thought to have spread to other towns at this point.

<http://www.montrealgazette.com/Diesel+fuel+cleanup+starts+Victoriaville/6871818/story.html>

#### ENGLAND, CROYDON, JULY 3 2012. TOXIC OIL SPILLS IN RIVER WANDLE IN CROYDON



*The Environment Agency used absorbent pads to help suck up the oil.*

An investigation has been launched to find out how hundreds of litres of toxic oil got into a river in London. The Environment Agency said its officers had managed to contain the red diesel which spilled into the River Wandle in Croydon. The oil, which was reported by construction workers, has been seen more than a mile (1.6km) downstream and has reached Beddington Park. The agency said it did not think it had had a big impact on wildlife. Peter Ehmann, who is co-ordinating the clean-up for the environment agency, said: "It was really good that the contractors acted so fast, that has averted something that could have been much worse."

#### Ingesting Fuel

Waterbirds such as ducks and swans were particularly at risk. If the diesel gets on their plumage they are liable to try and lick themselves clean, ingesting the toxic fuel. Mr Ehmann added that the Wandle collects run-off from across the Croydon area, which was making discovering the source difficult. The team, using absorbent pads, has managed to prevent much of the oil from floating further downstream and is using a tanker to suck it away. The agency has launched an investigation. "We are appealing for help from anyone for the source of the pollution. The flow seems to have lessened but we cannot be sure it has stopped," said Mr Ehmann.

<http://www.bbc.co.uk/news/uk-england-london-18685316>

#### USA, GUAM, HAGATÑA, JULY 4 2012. TRAINING AIMS TO GO BENEATH THE SURFACE

*tammy jo anderson taft*



*In this file photo, Yigo resident Nena Gozum watches the meter on the pump as she adds fuel to her vehicle at a Mobil gas station in Yigo on Feb. 2.*

Every day you drive by dozens of large tanks hidden underground. They're at gas stations, businesses, government buildings and even banks. In total, there are 133 facilities with these types of tanks. These underground storage tanks go unnoticed, but that doesn't mean they are small. They are used to safely store thousands of gallons of potentially hazardous materials like gas or diesel. If operated properly, these tanks are not a problem. But if the tanks are not maintained and checked, they have the potential to leak dangerous chemicals into the ground. That would be bad. Any time chemicals leak into Guam's soil, it has the potential to pollute our major source of drinking water, which is located directly under many of these tanks. Before you start getting worried, take a deep breath and say a quick thanks for the Guam Code Annotated. Under this stack of laws, there is a little section in Title 10, Chapter 76 that talks about how these types of tanks are to be controlled. This law requires owners and/or operators of these tanks to keep records, including if there are any spills. They also are required to notify Guam EPA if a tank has a spill. There also is a section that allows the Guam Environmental Protection Agency to go in and stop a release at a underground tank if the owner or operator doesn't take immediate action to stop it. These laws are so important. They protect our land and water from potentially hazardous substances that we all use every day. When you fill up your car with gas, you are utilizing an underground tank. When you visit your local bank and the power goes out, you are benefiting from an underground tank. Next week, for the first time in Guam's history, there will be a comprehensive class offered for owners and operators of underground tanks. They will learn about preventing spills from happening and how to respond if they do. This class is required by law to make sure that any organization with an underground tank has the



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knowledge to run it without harming the environment. Having classes like this is essential to making sure we all know how to do our jobs well and protect the environment at the same time. This is important given the fact that, as citizens of the earth, environmental protection is everyone's responsibility.

#### At a Glance

- Underground storage tanks are tanks that have at least 10 percent of their combined volume underground.
- There are federal and local laws that regulate the maintenance and operation of these tanks to make sure they don't leak and harm the environment.
- One of the greatest hazards is the potential for petroleum or other hazardous substances to seep into the soil. This is especially a threat in Guam where our drinking water aquifer is directly underneath underground tanks.
- In 1984, the Congress required U.S. EPA to create a program to regulate underground tanks that store certain hazardous substances.
- Guam has an underground tank program run by the Hazardous Waste Management Program within Guam EPA.
- Beginning in August, all owners and operators of underground storage tanks will be required to attend a training about proper management to ensure they have the knowledge to properly use and maintain their tanks.

#### On the Net

- For more information about underground storage tanks visit [epa.guam.gov/programs/hazardous-waste](http://epa.guam.gov/programs/hazardous-waste)

<http://www.guampdn.com/article/20120704/LIFESTYLE/207040320/Training-aims-go-beneath-surface?odyssey=nav%7Chead>

#### USA, NV, LAS VEGAS, JULY 4 2012. NAVY TO RESUME SINKING OLD SHIPS IN US WATERS

The U.S. Navy is resuming its practice of using old warships for target practice and sinking them in U.S. coastal waters after a nearly two-year moratorium spurred by environmental and cost concerns. Later this month, three inactive vessels \_ Kilauea, Niagara Falls and Concord \_ will be sent to a watery grave off Hawaii by torpedoes, bombs and other ordnance during the Rim of the Pacific naval exercises, or RIMPAC. The military quietly lifted the moratorium on Sinkex, short for sinking exercise, last year after a review of the requirements, costs, benefits and environmental impacts of the program, the Navy said in a statement to The Associated Press. It will be the first time since 2010 the Navy has used target practice to dispose of an old ship. Previous targets have ranged from small vessels to aircraft carriers such as the USS America, which was more than three football fields long. Conservation groups argue that the ghost ships should instead be recycled at a ship-breaking facility. Concerns about the long-lasting effects of toxic pollutants onboard the ships spurred a lawsuit by those groups to force the Environmental Protection Agency to better catalog and regulate Sinkex. The case, filed in U.S. District Court in San Francisco, is ongoing. The groups said they did not plan to seek an injunction to stop the Navy from restarting the exercises. "We are appealing to the Navy to continue their moratorium at least until our case is heard," said Colby Self of the environmental group Basel Action Network, which joined the Sierra Club in suing the EPA. "After the vessels hit the sea-bottom, it will be a little too late to redress damages to our precious marine resources. The Navy says Sinkex offers valuable live-fire training for times of war and provides clean vessels for at-sea, live-fire exercises. The ships can be targeted from the air, ocean's surface or underwater, with the results aiding the acquisition, planning and design of future vessel classes and systems, the Navy said. For decades, the Navy destroyed the vessels with little or no oversight. Then in 1999, the EPA ordered the Navy to better document toxic waste left on the doomed ships while removing as much of the material as possible. In return, the EPA exempted the military from federal pollution laws that prohibit any such dumping in the ocean. The Navy is still in charge of estimating the amount of pollutants onboard after the ships are prepared for sinking. In addition, the Navy must file an annual report with EPA estimating the amount of PCBs, or polychlorinated biphenyls, carried by the vessels. High levels of the chemical are believed to increase the risk of certain cancers in humans. It was banned by the U.S. in 1979 in part because it is long-lasting and accumulates throughout the food chain. Vice Admiral Gerald Beaman, commander of the combined task force running the exercises, said Monday that each ship will be stripped of PCBs and other contaminants such as asbestos, as required by the Navy's agreement with EPA. "There are severe restrictions that are placed on any hulk of that nature," Beaman said during a news conference at Pearl Harbor, flanked by commanders from participating countries. The Navy must also conduct the exercises at least 50 nautical miles from shore and in water at least 6,000 feet deep. Beaman said decisions about sinking the ships versus recycling them are made outside the scope of the exercises. A previous AP review of records from the past 12 years found the Navy got rid of most of its old ships over that time through target practice. Records show the Navy sunk 109 peeling, rusty U.S. warships off the coasts of California, Hawaii, Florida and other states during that period.



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Navy documents show some of the ships it sunk contained an estimated 500 pounds of PCBs. During the same time, 64 ships were recycled at one of six approved domestic ship-breaking facilities. RIMPAC, which lasts for five weeks, features training exercises for thousands of military personnel from 22 nations.

<http://www.lasvegassun.com/news/2012/jul/02/us-sunken-warships-pollution/>

#### GUYANA, GEORGETOWN, JULY 4 2012. PSI FUEL BOAT SILVER ANGEL EXPLODES AT WHARF

Several employees of seafood company Pritipaul Singh Investments (PSI) escaped with minor injuries following an explosion onboard a fuel boat at the company's Mc Doom, East Bank Demerara (EBD) operations yesterday. According to reports, around 10.30 am yesterday, employees of the company were filling gas tanks on board the fuel boat MV Silver Angel when one of the hoses connected to a fuel pump burst causing fuel to leak,

<http://www.stabroeknews.com/2012/news/stories/07/03/psi-fuel-boat-silver-angel-explodes-at-wharf/>

#### AUSTRALIA, NEW SOUTH WALES, SYDNEY, JULY 4 2012. SHELL BRINGS FORWARD REFINERY CLOSURE



Shell Australia has announced it will close its oil refinery at Clyde, in Sydney, nine months earlier than expected. Last year, Shell announced it would shutter the 90-year-old facility and convert it into a fuel terminal to distribute domestic and imported refined products by mid-2013. But the company now says the closure will happen in late September this year. Around 280 jobs are expected to be lost as a result, but Shell says around 30 of the affected employees have already found new positions. Shell says the facility provides about 50 per cent of New South Wales's petrol supply and is the longest operating oil refinery in Australia. The move will leave the company's Geelong site as its sole Australian refinery. Australian Manufacturing Workers Union secretary Tim

Ayres said the closure could result in petrol price rises. "It's been a very big part of western Sydney for 60 or 70 years this refining capability at Shell, and we've got to be careful and watch carefully what happens to petrol prices when Shell pulls out of this and Sydney becomes more reliant on imported petrol products," Mr Ayres said. At the time of the initial announcement, Shell said the closure was prompted by the costs of maintaining such a large facility, and competition from new mega-refineries in Asia, which can produce fuel for the Australian market. It said the carbon tax was not behind the decision. Australia has seven major oil refineries, and in February this year Caltex announced it was considering closing its two refineries - at Kurnell in Sydney and Lytton in Brisbane - as it undertook a six-month review of the facilities. It said all options were on the table including closing the sites, which refine almost a third of Australia's crude oil and employ 800 full-time workers and about 600 contractors.

<http://au.news.yahoo.com/latest/a/-/article/13896139/shell-brings-forward-refinery-closure/>

#### USA, PA, THORNBURY, JULY 4 2012. CHEMICAL SUICIDE INVESTIGATED IN THORNBURY

*timothy logue*

 **Watch the Video** [Chester Co. Hazmat Ends With Son Dead, Mom Injured](#)

A 28-year-old township man died Monday after inhaling fumes from a toxic blend of chemicals in a wooded area near the intersection of Cheyney and Station roads. Daniel Hoertling, of the 100 block of Station Road, was on a township-owned piece of property located about 50 yards behind his house when he allegedly breathed in a deadly mix of sulfuric and formic acid, authorities said. Though the Delaware County Medical Examiner's office pushed back the autopsy until today, Pennsylvania State Police said Hoertling apparently "took his own life by the use of chemicals." The victim's mother and a state trooper also required medical treatment after responding to the scene at about 5:30 p.m. State police could not determine a time of death. "He closed himself up in a tent and mixed sulfuric and formic acid together which forms carbon monoxide," said Ed Truitt, director of Delaware County Emergency Services. "From what I gather, he left a note for his mom who was overcome by the fumes when she arrived." Early Tuesday afternoon, Truitt said Delaware County Medical Examiner Dr. Frederic Hellman was trying to locate the necessary equipment to perform the exam, including a hazmat suit and air pack. "There have been a couple of incidents like this in Chester County and Montgomery County but this is a first for Delaware County," Truitt said. James Raith, president of the Thornbury Township Board of Supervisors, said he received a call from state police about a



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hazmat incident and possible suicide. "Our No. 1 concern was Daniel inside that tent and whether he was able to survive," Raith said. "No. 2 was the well being of his mother and family, the troopers and anyone else who may have been exposed to those materials. No. 3 was the health and welfare of our residents and making sure all of the hazardous materials were removed from the site and discarded in a safe manner." Raith said the incident took place on a rocky piece of land that once housed a township garage and abuts a portion of the SEPTA tracks that were part of the R3 regional rail line when it extended to West Chester. "In another season, you could definitely see the (Hoertling) house from there," he said. "It's in a low-lying area that floods and there are trail systems that run from Cheyney Road through all of the park land along Chester Creek." Raith was joined at the scene by township Manager Jeffrey Seagraves and newly appointed safety officer Ted Cam. "Nobody has come up with a reliable timeline as to when (Hoertling) got down there," Raith said. "Hopefully that will be determined by the medical examiner." Raith said Hoertling's mother was treated and quickly released from the hospital. "She was home in a very quick manner which was very encouraging for us," he said. "Same with the trooper." Township officials said they knew of no problems in the family and were not aware of any reason why Hoertling would choose to end his life. An environmental cleanup crew was brought in to make sure none of the chemicals found in Hoertling's camping tent remained on site. "When something like this happens, people are curious and with kids out of school — I know the first thing I would have done is try to find the remnants of what was going on." Firefighters from Concord, Crozer-Chester and Riddle paramedics, members of the Chester County Hazardous Materials Unit and representatives from Lewis Environmental assisted at the scene.

<http://delcotimes.com/articles/2012/07/03/news/doc4ff3accdc3e36982879168.txt?viewmode=fullstory>

#### USA, TX, WAXAHACHIE, JULY 4 2012. HAZMAT TEAM RESPONDS TO FUEL SPILL

*andrew branca*

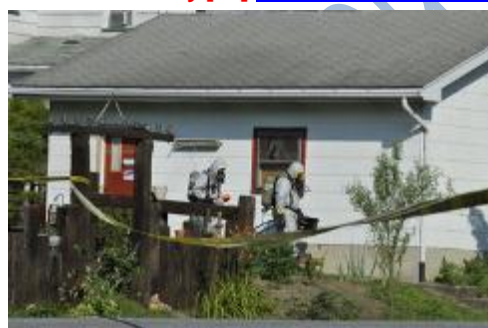
A faulty nozzle on a diesel pump resulted in the spill of 30-40 gallons of diesel fuel Monday night at the Race Trac gas station located at 1110 north U.S. Highway 77. Members of the Waxahachie Fire Department were called the scene at 5:22 p.m. for a HAZMAT clean up response. Waxahachie Fire Chief David Hudgins said fuel was spread across the fueling area at Race Trac and about 80 yards on Northgate Boulevard. Firefighters conducted HAZMAT clean up activities at Race track using peat moss which helped to absorb the diesel fuel and ADP-7 which neutralized the fuels flammability. Members of the city's street department provided a sand truck. Sand was spread throughout the effected area to help contain the fuel and keep it from spreading. Race Trac management called a fuel spill clean up company to clean up the affected area. Firefighters cleared the scene at 6:46 p.m.

[http://www.waxahachietx.com/news/waxahachie/hazmat-team-responds-to-fuel-spill/article\\_b82c554a-c55f-11e1-bc17-0019bb2963f4.html](http://www.waxahachietx.com/news/waxahachie/hazmat-team-responds-to-fuel-spill/article_b82c554a-c55f-11e1-bc17-0019bb2963f4.html)

#### USA, PA, LEHIGH CO, WHITEHALL TWP, JULY 4 2012. WHITEHALL TOWNSHIP SUICIDE ATTEMPT PROMPTED WEEKEND HAZMAT TEAM RESPONSE TO GARAGE, OFFICIAL SAYS

*precious petty*

 **Photo Gallery [19]** [Hazmat Team Responds to Whitehall Twp Suicide Attempt](#)



*A hazardous materials team responded this morning on a detached garage on Front Street in Whitehall Township.*

A man's suicide attempt prompted Sunday's hazmat team response to a Whitehall Township neighborhood, township fire Chief Robert Benner said. The man, who authorities did not identify, was trying to kill himself with deadly gas produced by a mix of household cleaning supplies and toiletries, Benner said. He got the mix wrong and survived. "It got nasty, but it didn't do what it was supposed to do, and that was kill him," the chief said. "Of course, we're glad for that." The man mixed the chemicals, including toilet bowl cleaner, shampoo and bleach, inside a detached garage on the 5100 block of Front Street, Benner said. Prior to mixing the chemicals, the man posted warning signs outside the garage so no one would unwittingly open its doors and

succumb to the gas, the chief said.



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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 859 Newsy Stuff

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

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#### Correct Mix a Quick Killer

The correct mixture can kill a person in seconds, Benner said. A recipe for the concoction appears on multiple websites, which typically recommend users drive to a remote location and mix the chemicals inside a car after posting signs on its exterior, he said. The Lehigh County hazmat team was called in to assist township police, firefighters and others who responded to the man's address. Dressed in jumpsuits, gas masks and other specialized gear, hazmat team members worked for hours Sunday morning to clean up the chemicals and diffuse the gas. The garage was blocked off for nearly three hours, beginning at 6 a.m. There have been two or three similar suicides or suicide attempts in the Lehigh Valley, but this is the first such case in [Whitehall Township](#), Benner said.

[http://www.lehighvalleylive.com/lehigh-county/index.ssf/2012/07/whitehall\\_township\\_suicide\\_att.html](http://www.lehighvalleylive.com/lehigh-county/index.ssf/2012/07/whitehall_township_suicide_att.html)

#### CANADA, ONT, TORONTO, LIBERTY VILLAGE, JULY 4 2012. MAN FOUND DEAD IN LIBERTY VILLAGE TOWNHOUSE



*A firefighter and a member of a Hazmat team at a townhouse on Liberty Street, July 2, 2012.*

A Hazmat team was called in to remove chemicals from a Liberty Village townhouse after a man was found dead inside. Officers were called to the home on Liberty Street around 9:30 p.m. Monday after a family member found the 30-year-old man inside without vital signs. Police discovered a large quantity of chemical drugs at the home and called in a Hazmat (hazardous materials) team. The man was pronounced dead at the scene. His death isn't believed to be suspicious.

<http://www.citytv.com/toronto/citynews/news/local/article/213168--man-found-dead-in-liberty-village-townhouse>

#### USA, N.Y, NEW YORK, JULY 4 2012. FIREWORKS CAUSE EYE ABRASIONS, NOT LENS DAMAGE

nancy walsh

- **Action Points**
- This study assessed whether injuries caused by fireworks are due to pressures associated with explosions or projected material.
- In this study, the firework blast overpressures did not cause serious eye injuries. The only observed injuries were minor corneal abrasions caused by projected material.



Injuries to the eye caused by fireworks mostly involve the cornea and do not appear to be associated with blast pressures, but rather result from detritus projected into the eye, a simulated experiment found. The risk of injuries such as globe rupture and damage to the lens or retina was no greater than 0.01% in cadaver eyes exposed to controlled blast pressures, according to Stefan M. Duma, PhD, of Virginia Tech-Wake Forest University in Blacksburg, Va., and colleagues. Rather, the only injuries observed were small abrasions of the cornea with patterns suggesting they were caused by projected explosive remnants, Duma's group reported in a research letter in the July 4 issue of the Journal of the American Medical Association. Some 2,000 cases of eye injury occur each year from accidents with fireworks, primarily among youth. It has not been determined,

however, whether injuries such as bleeding into the sclera or rupture of the globe result from blast overpressures, or whether ocular damage results from projected remnants of the fireworks entering the eye. To clarify this, the researchers obtained cadaver eyes that were pressurized to normal intraocular pressures of 14.95 mm Hg using Ringer's lactate, and exposed them to 10-g charges of gunpowder at distances of 22 cm, 12 cm, and 7 cm. One pressure sensor was inserted into the vitreous area of the eye, and four additional sensors surrounding the eye measured total pressure, static pressure, and wave velocity. The gunpowder charges also were compared with the total and static pressures and wave velocities caused by actual



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firecracker explosions. For those explosions, three commercial firecrackers were tested without an eye to obtain measurements of total pressure, static pressure, and wave velocity. Intraocular pressures resulting from the gunpowder charges were then used for calculating risks of injuries such as anterior bleeding and damage to the lens and retina. These calculations were based on risk curves previously developed by Duma and colleagues from animal tests. Total pressures resulting from controlled gunpowder explosions at the three different distances, calculated as the sum of both dynamic and static pressures above the normal atmospheric pressure of 101.4 kPa, were:

- 22 cm, 21.1 kPa
- 12 cm, 27.4 kPa
- 7 cm, 51.1 kPa

The total pressures in proximity with firecracker explosions were 5.4, 10.7, and 19.1 kPa for the three distances, respectively. Intraocular pressures resulting from the gunpowder explosions, relative to normal intraocular pressure (14.95 mm Hg), were:

- 22 cm, 163.6 mm Hg
- 12 cm, 200.7 mm Hg
- 7 cm, 273.9 mm Hg

Intraocular pressures resulting from the firecracker explosions were 115.2, 133.6, and 162.5 mm Hg, respectively. Not only did the intraocular pressures increase the closer the eye was to the explosion, but intraocular pressures also showed a linear correlation with total pressures, the researchers explained. Wave velocities with the gunpowder blasts ranged from 379.2 to 465.4 meters per second, and from 351.5 to 412.4 meters per second with the firecracker explosions. Duma and colleagues concluded that blast pressures and waves were not responsible for eye injuries caused by fireworks. "This study provides information about injury mechanisms of fireworks that could aid in public policy decisions regarding fireworks laws and in the design of protective equipment," the researchers wrote. The study also validates the previously developed calculation models for eye injury, they noted. Limitations of this work included the use of cadaver eyes, with a resulting lack of data on how intracranial pressures could affect intraocular pressures, and the researchers' inability to directly measure the effects of injury in living tissue.

- The study was funded by the U.S. Army Medical Research and Materiel Command.
- The authors had no conflicts of interest.
- Primary source: Journal of the American Medical Association Source reference: [Alphonse V. et al "Mechanisms of eye injuries from fireworks" JAMA 2012; 308: 33-34.](#)
- Reviewed by [Zalman S. Agus, MD](#); Emeritus Professor, Perelman School of Medicine at the University of Pennsylvania and Dorothy Caputo, MA, BSN, RN, Nurse Planner

<http://www.medpagetoday.com/Ophthalmology/GeneralOphthalmology/33609>

#### THAILAND, KRABI, JULY 4 2012. OIL SLICK ENDANGERS KRABI MANGROVES, CLEAN-UP ORDERED



*One local villager says the oil spill affected an estimated 1,000 rai of protected mangrove forest.*

Krabi authorities have launched a massive cleanup operation after a boat struck rocks and spilled a large volume of oil into the sea, resulting in extensive damage to protected mangrove forests in Neua Khlong District, about 130 kilometers east of Phuket across Phang Nga Bay. The spill was first reported at 9am Saturday morning. How much oil was spilled is not known, but one local in an affected area in Khlong Khanan subdistrict reported oil lining 10 kilometers of coastline, with an estimated 1,000 rai of mangrove forest affected. "This will affect wildlife and cause a lot of trouble for the environment and local residents. Government departments must do something to solve this problem immediately," said Leb Chonlatee, 49, of Laem Kruad village. Krabi Governor Prasit Osathanon ordered local authorities to act quickly on the spill. "This could endanger or even kill animals in the mangrove

forest," he said. "The Krabi Provincial Electricity Authority cleaned up some of the oil floating on the sea, but there is still oil in the mangrove forest. I have assigned the relevant departments to inspect and clean up the affected areas," he added. However, Tossapol Chotechuang, chief of the Environment Department at the Ministry of Natural Resources and Environment



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Krabi Office, said that his team faced a dilemma how to conduct a clean-up. "If we use dispersant chemicals to break down the oil, it would affect the local wildlife. It would be best to let nature heal itself," he explained. Mr Tossapol noted a regulatory roadblock inhibiting immediate action against the vessel owner. "We cannot file a complaint because the trees in the mangrove forest are not dead yet. They have to die before we can file a complaint citing the damage," he explained. Surasak Mongkolchaiyasit of the Marine Office in Krabi said that the owner of the boat had been identified and has until Thursday to present himself. "The boat, Aor Somsak, is now in Phuket for repairs. The owner has been told to report himself by Thursday," he said. "The owner must pay for the damage caused to residents and the environment," said Mr Surasak. The boat owner faces a fine up to 10,000 baht if officers find that the boat has been used for any purpose other than that stipulated in its registration documents. "Allowing oil to leak into the sea carries a fine of up to 60,000 baht, up to three years imprisonment, or both," Mr Surasak added. Meanwhile, Governor Prasit also ordered for an immediate crackdown on fishing boats that have been modified to transport oil as cargo, a common practice among marine diesel smugglers. "Anyone found breaking the law will be arrested. This is not the first time that we've had oil spilled into the sea," he said.

<http://www.phuketgazette.net/archives/articles/2012/article16331.html>

### USA, N.H, PELHAM, JULY 4 2012. FIREWORKS EXPLODE IN NEW HAMPSHIRE HOME, INJURING 9

julia greenberg

 [Watch a Video](#) [Watch a Fireworks Stand Explode](#)



#### Story Highlights

- In addition to seven adults injured, two children are taken to hospital by helicopter
- Police say they found "a large amount of fireworks" in the home.

A fireworks explosion at a New Hampshire home left nine people injured, including two children, Tuesday night, authorities said. Firefighters put out the blaze at a home in Pelham, the local police department said in a statement. In addition to seven adults injured, two children were transported by helicopter to Boston hospitals. "A large amount of fireworks were located in and around the home," police said. The National Council on Fireworks Safety urges consumers to follow safety [tips](#) when using fireworks during the Fourth of July. The organization advises consumers to obey local laws, wear safety glasses, only use fireworks outdoors, read instructions or caution labels and avoid using homemade fireworks or illegal explosives. Parents should never allow children to handle or use fireworks.

<http://edition.cnn.com/2012/07/04/us/new-hampshire-fireworks/index.html>

### USA, PA, WILKES-BARRE, JULY 4 2012. DEP WILL CITE W-B OVER FUEL >> TIMES LEADER SPARKED PROBE

terrie morgan-besecker

The state Department of Environmental Protection intends to cite the city for failing to keep accurate records relating to gasoline and diesel usage at its [fuel tanks](#), department spokeswoman Colleen Connolly said Tuesday. The notice of violation, expected to be filed Thursday, is based on an investigation DEP conducted after a Times Leader story revealed the city could not account for nearly 18,000 [gallons of fuel](#) dispensed from its tanks on North Pennsylvania Avenue in the past seven months. Connolly said DEP inspected the tanks Monday and determined there was no leakage into the environment. The unaccounted for [fuel](#) – about 30 percent of the total fuel dispensed – was most likely the result of poor record keeping, which is a violation of the underground storage tank compliance program, she said. "We found horrible recording keeping," Connolly said. "We are telling the city of Wilkes-Barre: Start keeping records, you're not in compliance with the storage act." City officials on Friday acknowledged they could not explain discrepancies a reporter discovered between the amount of fuel reported on log sheets by employees and a computer-generated report that shows how much fuel was dispensed from the tanks between Dec. 1, 2011 and June 22. The Times Leader's review showed a difference of 10,260 gallons of gasoline and 7,620 gallons of [dieselfuel](#). Connolly said DEP has not yet determined if it will fine the city for the records-keeping violation. That decision will depend on how well the city responds to the problems that were uncovered, she said. "We will give them a time frame. They will have to prove to us they are taking steps to correct the problems," she said. Drew McLaughlin, the city's administrative



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coordinator, said the city already has taken steps to address the issues. McLaughlin said officials met with department heads Monday and stressed the importance that employees accurately fill out the logs. Any employee who fails to do so will be subject to disciplinary action. McLaughlin said city has also ended its policy of allowing employees – including Mayor Tom Leighton – who use private vehicles for city business to obtain gas from the pumps. They instead will submit [mileage](#) reports and be reimbursed 55 cents per mile. Leighton on Friday acknowledged he had failed to fill out logs indicating how much fuel he took. Ken Pahler, head of the Department of Public Works, also failed to fill out the logs for fuel he pumped into his vehicle. Neither man was required to keep mileage records, meaning there is no way to account for whether any of the fuel was used for personal use. “We are taking this seriously and are taking immediate and appropriate steps to correct the issues,” McLaughlin said. “We are cooperating with DEP, and any violation they identify, we will do everything in our power to rectify.” Connolly stressed DEP is not insinuating any criminal wrongdoing. Its investigation was conducted solely to determine if there was a leak or any violations of regulations. It's not known if the city will ever be able to determine what happened to the missing fuel, or exactly how much is missing. Connolly said DEP is not able to make that determination. Connolly noted it's possible that fuel readings listed on the logs – even if they are meticulously kept – might not always exactly match fuel readings in the tanks due to environmental factors that can impact [fuel levels](#) in the tank. Connolly said DEP inspectors told her tank readings can fluctuate based on a number of factors, including temperature. That could make it appear as though fuel is missing when it's not. DEP cannot definitively say if that accounts for any of the missing Wilkes-Barre fuel, however.

<http://www.timesleader.com/stories/DEP-will-cite-W-B-over-fuel,171377>

#### USA, FLA, JACKSONVILLE, JULY 4 2012. CSX DERAILMENT CAUSED TURPENTINE SPILL, EVACUATION OF SCHOOL

The derailment of seven rail cars in the CSX Moncrief yard early Monday led to a school evacuation after turpentine spilled out of one of the cars. The derailment occurred around 4:40 a.m. Monday when rail cars were being switched around, according to Gary Sease of CSX Public Relations. Five of the cars were on their side while two of the cars were off the track by just a wheel or two, Sease said. The cars were rerailed by 7 a.m. Tuesday. Students and staff participating in a summer school program at nearby S. P. Livingston Elementary School were evacuated to West Jacksonville Elementary School, according to Jill Johnson with Duval County Public Schools. The school was cleared yesterday and the program is back at Livingston today, Johnson said. Soil that was impacted by the turpentine is still being removed today, Sease said. Repair on the tracks will continue after the July 4 holiday. Sease said derailments are not common and CSX works hard to prevent such incidents through car and track maintenance, Sease said. An investigation into how the derailment occurred will take a few weeks to complete, Sease said.

<http://www.firstcoastnews.com/news/article/262779/3/CSX-derailment-caused-turpentine-spill-evacuation-of-school>

#### ENGLAND, HERTFORDSHIRE, WATFORD, JULY 4 2012. MP WELCOMES DECISION NOT TO REINSTATE PETROL STORAGE AT BUNCEFIELD FUEL DEPOT

A decision not to reinstate petrol storage at Buncefield fuel depot seven years after a devastating explosion ripped through the facility has been welcomed by Hemel Hempstead MP Mike Penning. [Total UK](#), owners of 60% of the depot, are understood to have decided to restrict the use of their site to much less volatile aviation fuel. The explosion took place at the facility shortly after 6am on December 11 2005, injuring 43 people and causing damage to nearby homes. Mr Penning, a former firefighter, said: “Aviation fuel – paraffin – is much less volatile and this is a very welcome and sensible decision. “The Buncefield depot is too close to residential and business areas to safely store petrol. “We were very lucky in 2005 that no one was killed and, I think, all local residents will welcome this decision. “Aviation fuel is a much more stable fuel and is actually quite difficult to get to burn.”

[http://www.watfordobserver.co.uk/news/9792551.MP\\_welcomes\\_Buncefield\\_fuel\\_depot\\_decision/](http://www.watfordobserver.co.uk/news/9792551.MP_welcomes_Buncefield_fuel_depot_decision/)

#### USA, ORE, PORTLAND, JULY 4 2012. RULES LIMIT CANCER-CAUSING CHEMICALS IN GASOLINE

*david nogueras*

New rules went into effect this week capping the amount of benzene allowed in American gasoline. And the environmental impact of those rules is expected to be especially pronounced here in the Pacific Northwest. If you're filling up your tank in Washington - or if someone else is filling it up for you in Oregon - chances are the oil used to produce that fuel came from Alaska. Alaskan oil is rich in benzene, which is a particularly nasty chemical known to cause cancer and other blood diseases.



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Back in 2006 the U.S. Environmental Protection Agency had planned a form of cap and trade system for refiners that would allow companies to pick and choose where they would reduce benzene levels. To protest the move, U.S. Sen. Ron Wyden, D-Ore., put a hold on one of President Bush's picks for a top EPA post. "And the result of that hold convinced EPA to change that rule and include an absolute cap on the level of benzene that could be in gas," Wyden says. The new standards require all gasoline imported or produced in the U.S. must contain no more than 1.3 percent benzene by volume.

<http://news.opb.org/article/new-rules-limit-cancer-causing-chemicals-northwest-gasoline/>

#### AUSTRALIA, SOUTH AUSTRALIA, PORT BONYTHON, JULY 4 2012. INDIA'S DEEPAK FERTILISERS HALTS \$350 MLN AUSTRALIA AMMONIUM NITRATE PROJECT

*kaustubh kulkarni*

India's Deepak Fertilisers and Petrochemicals Corp has put on hold a planned \$350 million ammonium nitrate manufacturing project in Australia, a company executive said, citing environmental, technical and economic factors. The project, announced last year, had faced local opposition on concerns over possible harm to nearby cuttlefish populations and did not get past the planning stage. Deepak Fertilisers planned to set up a 300,000-tonnes a year plant to make technical ammonium nitrate, a chemical used in coal mining, near Port Bonython in the state of South Australia. The company is exploring options to find another plant site in Australia, Chief Financial Officer Somnath Patil told Reuters over the telephone on Wednesday. "There are other angles also" apart from the environmental issue, he said, "like techno-economic angles that we are looking at." "As of now, there is no great progress on this front."

<http://www.reuters.com/article/2012/07/04/india-deepak-australia-idUSL3E8I42M320120704>

#### ENGLAND, NOTTINGHAMSHIRE, NORTH MUSKHAM, JULY 4 2012. BOUNCING TYRE BLASTS THROUGH CARSELEY SITE PRICE POLL



Staff at the Carsley Group's BP North Muskham site on the A1 in Nottinghamshire realised they had suffered a very near miss/freak incident yesterday morning. The full story only emerged when they were trying to get to the bottom of why there was a huge hole blasted through the BP logo at the top of the site's price poll. Area manager James Kemp said they thought the hole had perhaps been caused by a bird. But it was only when reviewing the CCTV that they realised what had happened: "At 10.30am a vehicle's tyre separated itself and bounced at great height and speed along the A1 and then straight through our pole sign helios as seen on the attached picture," he explained. "Luckily no persons were injured, but had the tyre come into contact with anyone, I have no doubt it would have been fatal judging by the speed and height at which the tyre was travelling when viewing the CCTV. "Its not something ever accounted for on forecourt risk assessments! "We can laugh about the incident now but it just goes to show that

even the tyres are fighting back against fuel prices." In the meantime there has been no trace of either the tyre, or a vehicle struggling along the A1 in need of one!

[http://www.forecourtrader.co.uk/news/fullstory.php/aid/5947/Bouncing\\_tyre\\_blasts\\_through\\_Carsley\\_site\\_price\\_poll.html?utm\\_source=newsletter\\_weekly&utm\\_medium=email&utm\\_campaign=Newsletter%2BWeekly](http://www.forecourtrader.co.uk/news/fullstory.php/aid/5947/Bouncing_tyre_blasts_through_Carsley_site_price_poll.html?utm_source=newsletter_weekly&utm_medium=email&utm_campaign=Newsletter%2BWeekly)

#### ENGLAND, DORSET, JULY 4 2012. PHILLIPS 66 - THE NEW NAME FOR CONOCOPHILLIPS

From today ConocoPhillips Limited will be officially changed to Phillips 66 Limited. The name change in the UK follows ConocoPhillips' global repositioning of its upstream and downstream operations to create two independently operated companies, which took place on May 1. As a result of the repositioning, Phillips 66 Limited, a subsidiary of Phillips 66, is focused on downstream refining, marketing operations and trading in the UK. Despite the change in name, the company will continue to market its fuel brand in the UK as Jet. "Although the name Phillips 66 Limited may be new to many in the UK sector, Phillips 66 already has a rich heritage in many countries across the world. This, combined with the assets we already have in place and the unrivalled expertise and knowledge of our people, ensures we are launching from a position of strength that few in the marketplace can match," said Pete George, manager, UK and Ireland Marketing. "Even on day one, we rank as one of the largest and best performing players in the UK industry, boasting an enviable customer base and an impressive



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portfolio of business divisions, including consumer-facing marketing and our world-class Humber Refinery," added George. He said a key part of Phillips 66's global refinery portfolio – the Humber Refinery – is one of the most advanced in the world. Since its construction in the early sixties, it has been the focus of hundreds of millions of pounds worth of near-continuous investment in its facilities. With a daily crude oil processing capacity of 221,000 barrels, it produces a range of light products and fuel oil, from low sulphur petrol and diesel to liquefied petroleum gas (LPG), as well as marine and aviation fuels. Approximately 70 per cent of the light oils produced in the refinery are marketed in the UK, while the other products are exported to customers and markets across Europe and the US. Phillips 66 Limited has a diverse range of customers spanning a number of sectors, including resellers and supermarkets, as well as Jet's 350-strong network of independently operated forecourts. Aviation and marine will continue to be key markets for the business in the UK. "The autonomy we will enjoy as Phillips 66 Limited will give us greater focus and flexibility to anticipate and respond to the demands of the marketplace. We are excited for the future and ready to meet the needs of our customer base," said George.

[http://www.forecourtrader.co.uk/news/fullstory.php/aid/5948/Phillips\\_66\\_-\\_the\\_new\\_name\\_for\\_ConocoPhillips.html?utm\\_source=newsletter\\_weekly&utm\\_medium=email&utm\\_campaign=Newsletter%2BWeekly](http://www.forecourtrader.co.uk/news/fullstory.php/aid/5948/Phillips_66_-_the_new_name_for_ConocoPhillips.html?utm_source=newsletter_weekly&utm_medium=email&utm_campaign=Newsletter%2BWeekly)

#### MALAYSIA, KUALA LUMPUR, JULY 4 2012. PETRON MALAYSIA TO REBRAND 120 STATIONS BY YEAR-END



[Petron Malaysia](#), formerly known as [Esso Malaysia](#), expects to further rebrand 120 stations in Malaysia by year end in line with its focus to aggressively build revenue and create efficiencies at all levels. Last April, Philippine-based [Petron Corporation](#), a unit of conglomerate [San Miguel Corp](#) acquired the Malaysian businesses of oil refiner [Exxon Mobil](#), namely 65% of EMB and Exxon Mobil units [Exxon Mobil Malaysia](#) and [Exxon Mobil Borneo](#) [Petron Corp's](#) unit Petron Oil and Gas International has assumed control of the three companies. In a statement after its EGM on Monday, Petron Malaysia said all its activities were well on track after the successful transition. On May 14, the mandatory general offer in relation to Petron Malaysia subsidiary, EMB was completed which resulted in the company owning 73.4% paid-up capital and voting shares of EMB. Subsequently on June 15, the first phase of Petron rebranded stations was completed. The company also said the study for the upgrade of the Port Dickson refinery was progressing well with its completion due by this year. "The focus is also to push

the rebranding of our service stations. We look forward to creating growth for the business and with dedicated efforts of our employees, network dealers and business partners, the company is confident of success," Petron Malaysia said.

<http://biz.thestar.com.my/news/story.asp?file=/2012/7/2/business/20120702163712&sec=business>

#### USA, TX, PALESTINE, JULY 4 2012. TSRA SEEKS DIESEL SPILL REPAYMENT

*faith harper*

The Texas State Railroad Authority (TSRA) assumed financial responsibility on Monday for the remediation and reimbursement efforts concerning a large diesel spill at the Rusk depot. The spill is one of several items to be hammered out before the transfer of the rail line from its current operator American Heritage Railways Iowa Pacific Holdings. Nearly 1,000 gallons of diesel spilled from an alleged faulty underground compression valve at the Rusk depot on February 29. American Heritage and TSRA officials said they believe the cleanup was extensive because they were digging up remnants of a spill from 1998, when the land was controlled by the Texas Parks and Wildlife Department (TPWD). The authority is seeking reimbursement of the total money spent from TPWD or the state of Texas. As part of the resolution, the TSRA would take over and exhaust all means to receive reimbursement. American Heritage assumed most of the financial burden, spending about \$240,000 for remediation efforts, Schrank said. The TSRA spent about \$50,000 to help solve the problem. Ronald Steuts, TSRA's attorney, said TPWD claims the TSRA took over the land as-is and therefore assumes responsibility, while the TSRA claims the 1998 spill was not known when it was transferred to the board. "I don't know where in that process we are," TSRA Chairman Steve Presley said. "At this point I'm going work to try to get a full refund of all money spent by us or any other group here back. I don't know if we can get it, but that is my goal." On Friday, Iowa Pacific's attorney sent a letter to Steuts stating as a condition of closing the deal, the authority would have to adopt a resolution whereby they assumed the responsibility of the



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remediation, including monitoring of the wells to ensure diesel is not in the groundwater. Steve Presley Chairman of the TSRA, said the Texas Commission on Environmental Quality (TCEQ) visited the site, did testing and deemed the soil in the area safe, but now is requiring testing to be done to ensure the groundwater underneath is not contaminated. "We are not going to do it," Presley said. "It's not our responsibility, it's Texas Parks and Wildlife's responsibility. We are not doing it ... We will see who can push the hardest I guess." The money the board controls is intended to match grants for capital improvements on the railroad and any money spent would take away from planned projects.

<http://jacksonvilleprogress.com/local/x1395113559/TSRA-seeks-diesel-spill-repayment>

#### ENGLAND, WALES, CARDIFF, JULY 5 2012. FOUR ARRESTED AFTER CAR SMASHES INTO PETROL PUMPS

sam malone

 [Watch the Video 4 arrested after Car Smashes into Petrol Pumps](#)



*Three Arches petrol station cordoned off in Cardiff.*

A petrol station was cordoned off after a car smashed into two pumps during the early hours of the morning. Police arrested four people following the incident at the Three Arches garage on Heathwood Road, Birchgrove, Cardiff, which also left two cars and a wall damaged. Diane Andrews, the company secretary of the garage, said it appeared the occupants of the car had been drinking. A resident whose car was "smashed" across her driveway during the incident said she feared the petrol station would explode. Ms Andrews said: "The police were in pursuit of a vehicle, they were following it I think rather than chasing it, and as soon as they smashed into the petrol pumps they managed to arrest four people. She added: "You can see on the CCTV that they are drunk, one of them couldn't even stand. "One of them tried to climb over the fence to escape but just wasn't capable." Alice Thomas, whose fence and Suzuki Swift were badly damaged in the incident, said: "The car had been smashed right across the driveway and it only missed our bungalow by about nine inches. "The front door is really bashed in, the wheel arches are damaged and the wheel is at a funny angle. The back door is completely dented and front wing is completely bashed as well." The community nurse, who had to take a day off work to deal with the carnage, added: "It's just really worrying, the petrol pumps could've gone up and it could've smashed into our house – it could've been much worse. "I just hope they deal with these people appropriately. Not only have they been a complete menace but they could've hurt or even killed someone." A spokeswoman for South Wales Police said officers were not involved in a chase but had been in the vicinity when they had witnessed a car driving at high speed. She added: "A Nissan Qashqai collided with two petrol pumps and a stationary vehicle at the Three Arches garage at around 3am. "A neighbouring wall and a second stationary vehicle were also damaged. "A 30-year-old man, two men aged 24 and an 18-year-old woman, all from the Gwent area, were arrested and remain in police custody. "Inquiries are ongoing."

<http://www.walesonline.co.uk/news/need-to-read/2012/07/04/four-arrested-after-car-smashes-into-petrol-pumps-video-91466-31326233/>

#### AFGHANISTAN, KABUL, JULY 5 2012. DEADLY BLASTS AT AFGHAN OIL AND GAS DEPOT

graham bowley & jawad sukhanyar

Powerful explosions of oil and gas tankers at a depot on the northeastern outskirts of Kabul devastated stores and homes on Wednesday and left at least three people dead and more than 80 injured, according to police and hospital officials. The police said they had not identified the exact cause of the explosions, including whether it was accidental or related to terrorist activity. The blasts hit midafternoon at the depot of the Haidarzada Gas and Oil Company and sent black clouds and flames billowing over the district, a mixture of residential areas and small business parks. Ambulances and fire rescue workers crowded the streets, helping the injured from buildings past broken glass, rubble and the charred remains of cars and tankers. "When we heard the bang and saw the flames I started running and didn't know where to go," said Ahmad Shah, a driver for a neighboring oil and gas company, who was lying in the back of an ambulance. "I don't know how many are caught in there." The police were still searching the district on Wednesday evening, and said it was too early to give an accurate estimate of the casualties, although some officials said the death toll would be likely to rise. "The area is completely under smoke and it is difficult for us and the rescue teams to search for people," said Gen. Mohammad Ayoub Salangi, the Kabul chief of police. "We still don't know if this was caused by the fuel tanker explosions or if it was related to any terrorist activities." Mohammad Musa



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Zaher, general manager of nursing at Wazir Akbar Khan Hospital in central Kabul, said that hospital alone had received 20 people who had been wounded and three people who had been killed in the fire and explosions.

<http://www.nytimes.com/2012/07/05/world/asia/afghan-soldier-opens-fire-on-coalition-soldiers-nato-says.html>

#### GHANA, AXIM, JULY 5 2012. AXIM FIRE VICTIMS BURIED

sam mark essien



##### *The Caskets of the seven deceased*

Tears flowed as wives, children, relatives, friends and sympathizers of seven people who died after sustaining various degrees of burns when a fire gutted a pre-mix fuel distribution centre at Brawire, a suburb of Axim in the Western Region, on June 22, 2012 were buried yesterday. Those buried were Benjamin Cudjoe, 40; Anthony Amissah, 47; Dominic Dawda, 42; Joshua Nyamekye, 40; J.S. Addaquaye, 46; Samuel Kwesie, 21 and 55-year-old Justice Ackah, who were all initially airlifted to Korle Bu Teaching Hospital for treatment after the accident. Four other victims who were burnt beyond recognition were buried a day after the accident, while a 15-year-old boy whose name was given as Egya Kofi Ackon was reported dead at Korle Bu Teaching Hospital yesterday morning, thus bringing the death toll to 12. Clad in funeral clothes, some government officials, led by Paul

Evans Aidoo, Western Regional Minister and his deputy, Emelia Arthur, as well as Nii Amasa Namoale, Deputy Minister of Agriculture in charge of fisheries, Emmanuel Armah Kofi Buah, Deputy Minister of Energy and MP for Ellembele, Catherine Afeku, MP for Evalue-Gwira including some executives of political parties thronged the funeral grounds to express their sympathy to the bereaved families. According to the regional minister, there should be no division among Ghanaians since disasters had no political colours and thanked the people of Axim, especially the medical staff of Axim, the Ghana Fire Service and the Ghana Private Road Transport Union, for the timely assistance they offered the victims that day.

##### *Relatives weeping at the funeral.*



"We should live first as Ghanaians and should not let politics divide us. I was glad the people in Axim demonstrated this when the disaster occurred. In like manner, let us live in peace and be one another keeper in all aspects of life," he added. The government donated GH¢1,000 to each of the seven bereaved families and also bore the deceased's hospital bills, coffins and shrouds cost. Awulae Attibrukusu III, Paramount Chief of Lower Axim Traditional Council and President of the Western Regional House of Chiefs, asked the bereaved families to take heart and take solace in God. He prevailed upon the government to establish well-constructed premix fuel stations and train some personnel to handle the commodity to avert such accidents. He also suggested that there should be no middlemen, especially those who did not own fishing canoes, adding, "There should be a mechanism where too many people don't gather to scramble for pre-

mix fuel". Rev. Father Paul Awuah, chairman of Axim Local Council of Churches, led the clergy to offer prayers for the deceased at the Axim Victoria Park. It will be recalled that disaster struck when an apartment at Brawire, a suburb of Axim, in which a group of fishermen were scrambling for premix fuel where the commodity was kept, allegedly exploded as the wiring system of an electric generator they were using to pump it ignited. Four people were burnt beyond recognition and 25 others sustained various degrees of injury, with those in critical condition airlifted to the Korle Bu Teaching Hospital, while others were admitted at Axim and Effia-Nkwanta Hospital for treatment.

#### Related Links

- Families of Axim blast victims cry for help

<http://www.dailyguideghana.com/?p=54123>



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#### FINLAND, HELSINKI, JULY 5 2012. EUROPEAN CHEMICALS AGENCY PUBLISHES A PRACTICAL GUIDE FOR DOWNSTREAM USERS ON EXPOSURE SCENARIOS

The new guide for downstream users provides tips for checking whether the uses and use conditions of a chemical substance are covered by exposure scenarios provided by suppliers with the Safety Data Sheet. It includes advice on the action to take based on the outcome of this check. The practical guide provides an overview of the main duties of downstream users with regard to exposure scenarios under REACH and the associated timescale. It presents examples which illustrate common issues faced by downstream users when they compare their actual uses and the conditions of use with the information provided by suppliers. Practical tips on how to undertake a check and the options for follow up actions are also provided. It also includes advice on how and when to prepare a downstream user chemical safety report and to report unsupported use to ECHA. The publication has been developed with input from the Downstream Users of Chemicals Coordination Group (DUCC), in particular with regard to the practical examples. To further develop the guide and the examples, ECHA is encouraging downstream users to submit actual experiences. Contributions should be sent to ECHA using the form "contact the ECHA Information Desk" available on the ECHA Contact web page.

##### Further Information

- Practical guide 13: How downstream users can handle exposure scenarios  
[http://echa.europa.eu/documents/10162/13655/du\\_practical\\_guide\\_13\\_en.pdf](http://echa.europa.eu/documents/10162/13655/du_practical_guide_13_en.pdf)
- Downstream users web pages  
<http://echa.europa.eu/downstream>
- Exposure scenario for chemical safety report and communication Example: Professional use of a substance in floor coatings  
[http://echa.europa.eu/documents/10162/13643/es\\_professional\\_use\\_20110829.pdf](http://echa.europa.eu/documents/10162/13643/es_professional_use_20110829.pdf)
- Exposure scenario for chemical safety report and communication Example: Consumer use of a substance in cleaning products  
[http://echa.europa.eu/documents/10162/13564/es\\_for\\_consumer\\_20110829\\_en.pdf](http://echa.europa.eu/documents/10162/13564/es_for_consumer_20110829_en.pdf)
- ECHA Guidance for downstream users  
<http://echa.europa.eu/guidance-documents/guidance-on-reach>
- Guidance on information requirements and chemical safety assessment Exposure Scenario Format in Part G: Extending the SDS  
<http://echa.europa.eu/web/guest/guidance-documents/guidance-on-information-requirements-and-chemical-safety-assessment>
- Chesar - Chemical Safety Assessment and Reporting Tool  
<http://chesar.echa.europa.eu/>

[http://echa.europa.eu/view-article/-/journal\\_content/41581066-2a03-4298-8b85-1b4b0b66556d](http://echa.europa.eu/view-article/-/journal_content/41581066-2a03-4298-8b85-1b4b0b66556d)

#### CANADA, OTTAWA, JULY 5 2012. TRANSPORT CANADA – FAQ'S - TRANSPORTATION OF DANGEROUS GOODS

You may browse the list of FAQ's by topic or by Part of the TDG Regulation:

- [TDG General FAQ](#)
- [Exemptions](#) [TDG Regulations \(Part 1\)](#)
- [Classification](#) [TDG Regulations \(Part 2\)](#)
- [Documentation / shipping papers / waybill](#) [TDG Regulations \(Part 3\)](#)
- [Labels and placards](#) [TDG Regulations \(Part 4\)](#)
- [Containers](#) [TDG Regulations \(Part 5\)](#)
- [Training](#) [TDG Regulations \(Part 6\)](#)
- [Emergency Response Assistance Plan](#) [TDG Regulations \(Part 7\)](#)
- [Rail Transport](#) [TDG Regulations \(Part 10\)](#)
- [Equivalency Certificates / Permits](#) [TDG Regulations \(Part 14\)](#)

<http://www.tc.gc.ca/eng/tdg/faq-319.htm>



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