



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 855 Newsy Stuff

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

July 7 2012



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Australian Convenience & Fuel Industry Conference 2012
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CANADA, NL, CONCEPTION BAY, JUNE 25 2012. OIL TANKER FIRE IN CBS



There were some tense moments for a couple of residents and businesses in CBS this afternoon. At about 1:20 p.m. fire crews were dispatched to a fuel tanker that had caught fire. It happened near the Esso gas station. When emergency crews arrived on scene, they discovered the truck fully engulfed in flames. The fire was contained to the cab portion of the truck. The flames didn't reach the rear of the truck where the tank contained about 20,000 liters of fuel. Captain Chad Murphy of the Conception Bay South Fire Department says his crews made quick work of the fire. A couple of residents and businesses in the area had to be evacuated during the fire and while crews worked to remove the fuel and the truck from the scene. The investigation into the cause of the blaze is ongoing.

<http://www.vocm.com/newsarticle.asp?mn=2&ID=24336>

AUSTRALIA, VICTORIA, FISKVILLE, JUNE 25 2012. MORE FIREFIGHTERS SOUND ALARM ON CFA FISKVILLE TRAINING HUB

ruth lamperd



Training of cfa firefighters continued at fiskville amid fears the water at the training hub is a health risk.

More firefighters have come forward with health problems amid fears the water at the CFA's Fiskville training hub is a health risk. Training of CFA firefighters continued yesterday, but the MFB said it would wait for results of water tests before it allowed its officers to return to water-based training at Fiskville. The MFB pulled station officers from training last week after complaints the water was frothy and brown. Two sources yesterday said a hygienist had reported elevated levels of suspended solids in the water and said an aerator should be installed to improve water quality, but it was still "in a Fiskville shed". United

Firefighters Union secretary Peter Marshall said he had heard from more firefighters yesterday claiming they had rashes after training at Fiskville in recent years. He called on the MFB to train firefighters interstate until water was safe at Victorian training hubs. A firefighter who asked not to be identified said he took a four-month course at Fiskville several years ago and developed a rash that covered half his body by the time it ended. The rash would crack and bleed through his shirt. "Skin specialists could not identify what was causing the rash," he said. "Fiskville staff discouraged me from reporting it as something I contracted from the college." The CFA said the test results should be made public within "the next few days".

Related Links

- [Compo logic lost on Baillieu Govt' in Briefed: The Law Blog](#)
- [Toxic water fears delay Vic fire training](#)
- Melbourne firefighters are awaiting new test results from a controversial training site after fears water was contaminated with harmful bacteria. A group of Melbourne Fire Brigade (MFB) firefighters deferred water-based parts of their training course...
- [CFA recruits evacuate after water scare](#)



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CFA recruits evacuate after water scare Updated: 09:37, Monday June 25, 2012 Firefighter recruits have been pulled from the CFA's Fiskville training ground amid fears the water used in practice is contaminated. The Herald Sun says firefighting recruits...

- [CFA recruits pulled after water scare](#)

Water used at the Country Fire Authority's Fiskville training camp is feared to be contaminated with dangerous bacteria. The Herald Sun says firefighting recruits have been pulled from training at Fiskville after they complained about the brown and...

- [Water contamination scare in Fiskville](#)

Firefighting recruits have been pulled from training at the CFA's notorious Fiskville hub amid fears water is contaminated with dangerous bacteria. The Metropolitan Fire Brigade recruits' training has been suspended after they complained the recycled...

- [Is time bomb still ticking?](#)

Victoria owes a huge debt to its CFA and MFB firefighters. They put their necks on the line for us, in sweltering summers and in house fire-prone winters. They are our front line and uncomplaining about the dangers they face in the heat of a blaze...

- [More health worries at CFA's Fiskville site](#)

More firefighters have come forward with health problems amid fears the water at the CFA's Fiskville training hub is a health risk. Training of CFA firefighters continued yesterday, but the MFB said it would wait for results of water tests before it...

<http://www.heraldsun.com.au/news/more-news/more-firefighters-sound-fiskville-alarm/story-fn7x8me2-1226408344484>

USA, TX, BEAUMONT, JUNE 25 2012. EXXON BEAUMONT REFINERY FLARES NITRIC OXIDE, NRC FILING SHOWS

julie johnsson

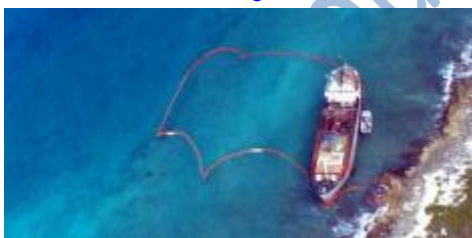
Exxon Mobil Corp.'s refinery in Beaumont, Texas, flared nitric oxide at 8:30 p.m. local time yesterday, according to a National Response Center filing. About 2,000 pounds of nitric oxide was released because of a trip in the settling converter, NRC said on its website. U.S. companies must notify the response center if they release hazardous substances in excess of reportable quantities, according to the Comprehensive Environmental Response, Compensation and Liability Act, commonly known as Superfund. Bloomberg News couldn't immediately verify that the information in the NRC filing was accurate.

<http://www.businessweek.com/news/2012-06-24/exxon-beaumont-refinery-flares-nitric-oxide-nrc-filing-shows>

PUERTO RICO, MONA ISLAND, UVERO BEACH, SEPTEMBER 25 2012. RESPONSE EFFORTS CONTINUE FOR FREIGHTER AGROUND OFF MONA ISLAND, PUERTO RICO

 **Watch the Video**

- [Unified Command Continue Response to Jireh Grounding](#)
- [Grounded Freighter off Puerto Rico](#)



The Coast Guard and other federal, state and industry responders have established an Incident Command Post and Unified Command at Coast Guard Base San Juan Friday to manage response efforts of the cargo freighter Jireh, which grounded Thursday just off Uvero Beach in Mona Island, Puerto Rico. The grounding of the 185-foot Honduran flagged vessel remains a substantial threat to the environment having already damaged numerous corals and potentially affecting other environmentally sensitive areas. "We are responding as rapidly as possible in close coordination with federal, state and industry partners, to ensure that all necessary actions are taken to protect the

environment and protect the safety of responders on scene," said Cmdr. David Berliner, Coast Guard Incident Commander to the response. The Incident Command Post is comprised of the Coast Guard, Puerto Rico Environmental Quality Board, U.S. Fish and Wildlife, the National Atmospheric & Oceanic Administration (NOAA), Puerto Rico Department of Natural and Environmental Resources and Clean Harbors as the contracted Oil Spill Removal Organization. The Unified Command, led by the Coast Guard and the Puerto Rico Environmental Quality Board, is coordinating response, evaluating salvage options and



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conducting a more thorough assessment to determine the condition of the vessel, the type and amount of fuel product onboard, and actions to mitigate any environmental impact caused by the vessel grounding. Coast Guard Atlantic Strike Team members have been mobilized to Puerto Rico to provide field and Incident Command Post support to the response. Clean Harbors has deployed three vessels to the scene with pollution response equipment and a team of divers onboard, as well as three Coast Guard pollution response personnel, two Coast Guard Atlantic Strike Team members and two NOAA Scientific Support Team members. Initial assessments indicate that there is damage to the vessel's hull above the waterline. Protective containment boom is being placed around the vessel to mitigate any potential fuel spill during response efforts and protect surrounding sensitive areas. At this time there are no signs of pollution in the water. Divers from the Atlantis Dive Team have been deployed to Mona Island to inspect the freighter's hull for damage. A salvage master and assistant salvage master have been deployed to conduct an onboard damage assessment of the vessel. The Coast Guard and Incident Command agencies continue to monitor the situation.

<http://coastguardnews.com/response-efforts-continue-for-freighter-aground-off-mona-island-puerto-rico/2012/06/22/>

USA, MI, KALAMAZOO, JUNE 25 2012. EXTENSIVE REPORT ON ENBRIDGE OIL SPILL IN KALAMAZOO RIVER
RELEASED BY INSIDE CLIMATE NEWS

fritz kluqa

The Dilbit Disaster: Inside The Biggest Oil Spill You've Never Heard Of. Part 1

A black goo stopped just 10 feet from the metal cap that marked his drinking water well. Walking on the tarry mess was like stepping on chewing gum.

By Elizabeth McGowan and Lisa Song,
InsideClimate News

Jun 29, 2012



A screen shot from the article on Inside Climate News.

A new report published today details the events leading up to and following Enbridge's July 2010 oil spill in Marshall. The article, titled ["The Dilbit Disaster: Inside The Biggest Oil Spill You've Never Heard Of"](#) was published today by Inside Climate News and written by Elizabeth McGowan and Lisa Song. The report comes after a seven-month investigation into federal and state documents, as well as interviews with the major players involved with the response. The article, which is divided into three parts, intermixes the course of events with the personal experiences of the two residents: [John LaForge](#) and [Deb Miller](#). Dilbit — short for diluted bitumen refers to the type of oil that was flowing through Enbridge's pipeline when it ruptured. Along with the report, Inside Climate News [published a separate article detailing](#) how diluted bitumen is

different from "conventional oil." The report acknowledges the controversy over the oil. Environmental organizations have said the oil, because it is thicker and is derived from oil sands in northern Canada is more corrosive and causes pipelines to damage faster. Enbridge, however, says diluted bitumen is no more corrosive than other crude that it ships through its pipeline. "No independent scientific research has been done to determine who is right," the authors write in the Inside Climate News article. "But a seven-month investigation of the Enbridge spill by InsideClimate News has revealed one fact neither side disputes: The cleanup of the Kalamazoo River dilbit spill was unlike any cleanup the EPA had ever tackled before." Because of the make up of the oil, some of the heavier parts sank to the bottom of the river, forcing the EPA to find new ways, [or "write the book"](#) on how to clean up a diluted bitumen oil spill in a fresh water system.

Related Links

- The first part of the article was published today, [but a 71-page ebook is available to purchase on Amazon.](#)
- [Read complete coverage of the Kalamazoo River oil spill from MLive/Kalamazoo.](#)

http://www.mlive.com/news/kalamazoo/index.ssf/2012/06/extensive_report_on_kalamazoo.html

NIGERIA, WARRI, JUNE 26 2012. IN NIGERIA, DELTA COMMUNITIES SICKENED AND DRENCHED BY OIL SPILLS

heather murdock

When he was a child, Tonye Emmanuel Isenah saw men in the Niger Delta who were 70 and even 80 years old. But these days, he said, people just don't live that long. Isenah is now the deputy leader of the state assembly in Bayelsa State, part of Nigeria's oil rich Niger Delta region, a land that for decades has suffered annual devastating oil spills. [Experts say the yearly spills are each comparable to the Exxon Valdez spill.](#) And the environmental degradation is causing the local people to become ill and die at earlier ages. "At the age of 45, people are beginning to have strokes," he said. "I used to see people that lived up to 70 years and beyond." Life expectancy in Nigeria now hovers above 50 years, nearly 20 years below the world



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average, but Isenah says that in the Niger Delta, the life span is shorter. Isenah's assertion that pollution in the Niger Delta is weakening the people, is as obvious to any observer as the oil that coats the mangrove roots in the creeks. Nigeria is Africa's largest oil producer, exporting about 2.5 million barrels of oil a day, almost entirely from the Niger Delta. It is the United States' fifth largest oil supplier and the proceeds from sales of crude oil made up 80 percent of Nigeria's national revenue and nearly all its foreign currency earnings. But on the banks of the delta, locals say the oil has brought them nothing but suffering and things are getting worse. Last year, Royal Dutch Shell in Nigeria, the country's largest oil company recorded twice as much spilled oil than the year before, with 6,000 tons of oil dumped into the delta due to operational failures, up from 2,900 tons the year before. This figure doesn't include [spills from other major oil companies](#) like Chevron, Exxon-Mobile and Total. Oil floats on the delta's waterways killing and contaminating the plants and animals in one of Africa's most bio-diverse regions. Along the banks of the creeks, muddy fishing villages are slick with oil that washes ashore. Villagers say they drink and bathe in the oily waters and as a result, children are dying of diseases. The pollution and lack of attention to it is fueling anger among the people of the Niger Delta. Militant rebels charge that their grievances have not been addressed since the 2009 amnesty deal and some are threatening to fight again if the government does not clean up the area and make it place where people can live safely. Last year, the United Nations Environment Program conducted a study of an oil spill in the Niger Delta and found some water with [900 times more carcinogens](#) than what is safe. With almost no hospitals in the creeks and wooden dugout canoes being the common mode of transport, parents say sick children often cannot live long enough to get help. Like the rest of her family, Decent Victor fishes for a living and dries the fish into flakes to sell. She said it can take five to six hours to paddle to the nearest hospital. "If you see a 10-year-old child getting a sickness, you carry the boy to the hospital," she said. "But before getting to Warri the child dies." Fishing is almost the sole economic activity for many villages in the Niger Delta and locals say they now catch six to eight times less fish than they did a few years ago — barely enough to sell. Officials and oil companies do not deny that people are suffering from the oil drenching their land, but responsibility for cleaning up is elusive. Officials say they are currently conducting studies and will order companies to compensate people in villages devastated by spills, if they can prove the oil in the village came from the company in question. A week doesn't go by without a report of an oil spill, said Warri head of the National Oil Spill Detection and Response Agency, Benjamin Olubunmi Akindele. He said his office does not have the means or the mandate to clean them all up. "It is the job of the polluter to clean up the spills, not the agency," he said. Oil companies, however, lay blame on the government, saying insecurity in the region makes clean-ups difficult. The companies also blame many of the oil spills on attacks on their pipelines by local oil thieves. Shell says more than 75 percent of all oil spills in the delta between 2006 and 2010 were [caused by illegal refining and sabotage](#). Village leaders say if the dangers in the water were not enough, the air is also increasingly dangerous to breathe. Gas flaring — a process in which natural gas associated with crude oil pumping is burned — has been declared illegal by many Nigerian lawmakers over the years, but the fires still burn every day, all day and all night. Oil companies say they are working to reduce continuous flaring, with Shell reporting [a 60 percent decrease over the past nine years](#). The company said it is currently implementing a \$5 billion program [to reduce flaring and gather more of the natural gas](#) for power. Felix Fawei, a community leader on the banks of the delta said fumes from the flares sicken locals, forcing many to flee from their villages into the cities. "Sometimes you'll see that the water is very bright even though this area is very dark," he said. "This in an environment that is not safe to live."

<http://www.alaskadispatch.com/article/nigeria-delta-communities-sickened-and-drenched-oil-spills>

USA, AKA, VALDEZ, JUNE 26 2012. SHELL TRIES TO CONTAIN SKEPTICISM IN ARCTIC

jennifer a. dlouhy



An inflatable boom stretches between two vessels near Valdez during a Shell training exercise for responding to an oil spill. The company is preparing for drilling in Arctic waters north of Alaska. Shell has a flotilla of oil recovery ships.

Against the backdrop of Alaska's snow-topped Chugach Mountains and in the same waters that were spoiled by the Exxon Valdez oil spill more than two decades ago, Shell Oil Co. has been training recruits in skills it hopes they never have to use. The company has put scores of people through oil spill response training in the Valdez port, ahead of expected drilling in Arctic waters north of Alaska. If regulators approve the plans, Shell anticipates drilling up to five wells in the Beaufort and Chukchi seas this summer. The company's recruits - mostly men and



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mostly longtime Alaskans - spent weeks learning how to deploy inflatable booms to corral floating crude and then suck it up with skimmers. They practiced on the same ships that Shell plans to station around its drilling operations in case something goes wrong. [Steven O'Connor](#), an Inupiat who lives in Anchorage, said he signed up for the job to protect the environment and wildlife valued by his family. "It's my backyard," O'Connor said, noting that his family is from Barrow, the northernmost point in Alaska, near Shell's proposed drilling. "I go fishing and hunting everywhere," O'Connor said. "I want to make sure it stays clean." Shell's flotilla includes the Nanuq and Aiviq, two ice-class oil recovery and supply ships that will carry six smaller oil spill response boats on board. There also are barges and tugboats to push them along. The vessels are outfitted with equipment for tackling floating oil in an emergency - down to the Tyvek suits that responders would wear while handling the crude. "In the Arctic, you've got to bring it with you if you think you're going to need it," said [Geoff Merrell](#), superintendent of emergency response for [Shell Alaska](#), part of Houston-based Shell Oil Co.

Little Sopped Up?

But Shell's sizable armada doesn't carry enough equipment to satisfy environmentalists who argue that existing technology can sop up only a small percentage of spilled crude, even from calm, warm seas. They warn that the equipment's success rate might be worse in the Arctic, especially if waters are slushy or covered in ice. Federal regulators have approved Shell's oil spill response plans for the region, which describe a scenario for recovering 95 percent of the oil spilled. It would use an under-water containment system including a capping stack - an array of valves and other equipment that would be lowered to the ocean floor to plug a gushing well - along with skimmers, booms, chemical dispersants and burn-off of floating crude. [Mike LeVine](#), the Pacific senior counsel for the conservation group Oceana, scoffed at the 95 percent target. He noted that only 8 percent of the oil was removed after the Exxon Valdez spill and 10 percent from spills in the Gulf of Mexico. "The idea they could somehow magically get to 10 times that seems absurd to us," LeVine said.

Limited Infrastructure

The [Government Accountability Office](#) warned in a March report that icy conditions, dark days and a lack of infrastructure could hinder efforts to clean up any spill in the region, even if a damaged well were swiftly capped. The GAO also said it could be difficult to mount an emergency response in an area with limited infrastructure. "Harbors, airstrips and hotels necessary to support personnel are limited in number and size along Alaska's northern shore," said the GAO, the investigative agency of Congress.

Within 60 Minutes

[Pete Slaiby](#), vice president of Shell Alaska, said the company is prepared to deploy emergency assets within 60 minutes of an accident. It then could escalate, if necessary, adding to beds and worker camps already in place, and shipping in personnel and equipment from Valdez, other areas of Alaska and elsewhere in the world. Shell's first line of defense is its capping and containment system - similar to equipment developed for the Gulf of Mexico in the wake of the 2010 BP spill. Shell says its capping stack would choke off flowing hydrocarbons at a damaged subsea well and then send the crude oil and natural gas to the surface for collection or flaring. Federal regulators have conducted what they call a "tabletop test" to walk through response to a simulated disaster, and they plan a deployment drill in the Pacific Northwest in coming weeks.

'A Disconnect'

But Shell's new containment system is untested in Arctic waters. And regulators aren't requiring Shell to prove it can effectively use its other spill response equipment - including surface skimmers and booms - in the Chukchi and Beaufort seas, where the company plans to drill. "We continue to see a disconnect between written plans and what people have actually tested and seen what works," said [Chris Krenz](#), Oceana's Arctic project director. Previous testing of spill response equipment in north Alaska waters was discouraging. After Alaska's last public tests of oil spill response equipment 12 years ago, a state agency concluded the skimmers and booms were a failure, and reported that boats had trouble maintaining the necessary pattern for deploying booms because they had to change course to avoid ice. [Peter Van Tuyn](#), an Anchorage-based attorney for conservation interests, witnessed one of the 2,000 drills near the Beaufort Sea. The barge he was on got stuck on a ridge of silt, he said, and a moplike skimmer device meant to absorb floating crude repeatedly clogged and knotted up. "It became [Keystone Kops](#)," Van Tuyn said. "They'd put it out, it would get tangled up again."

Lessons Heeded

[Peter Velez](#), oil spill response manager for Shell exploration and production in the Americas, said the company has heeded lessons from previous disasters and drills. For instance, it plans to use warming coils to keep cold air from causing dispersant nozzles to freeze and boom to become unusable. And he said previous tests may have used the wrong kind of boom for different tasks. When an offshore boom was tested as part of a joint industry task force in Norway, there were no problems



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burning or dispersing the oil, he added. Another worry is tracking spilled oil - especially if it slips under floating ice where it isn't visible to aerial observers. This could become a bigger concern if wells were producing over years, rather than the brief exploratory drilling season limiting Shell's operations mostly to summer months. The joint industry project is evaluating use of satellite images and several different radar systems capable of peering through ice. One obstacle to evaluating oil spill response technology is a rule intended to protect the environment: The United States does not allow intentional spilling of oil into open water, even with the goal of testing ways to clean it up. "One of the challenges we have," Velez said, "is being able to deploy the oil in an experimental spill to see if the equipment will work."

<http://www.chron.com/business/article/Shell-tries-to-contain-skepticism-in-Arctic-3657040.php>

USA, WA, BELFAIR, JUNE 26 2012. STRAY BULLET IGNITES \$30K WORTH OF FIREWORKS IN WASH >> THE BLAST WOKE UP MASON COUNTY FIREFIGHTERS AT THEIR STATION ABOUT A HALF-MILE AWAY.

katie scaff

 **Watch the Video**

- [Raw: Fire Tears Through Wrecking Yard](#)
- [Target Practice Ignites Fireworks at Belfair Wrecking Yard](#)

 **Photo Gallery [10]** [Fire at Belfair Truck & Auto Wrecking](#)



Some late-night target practice almost put a hole in two major Fourth of July shows. The ricocheting bullet set off \$30,000 worth of stored fireworks and left a crater-sized hole, but celebration organizers in Poulsbo and Bainbridge Island say the shows will go on. According to officials, the owner of Belfair Truck & Auto Wrecking said that he and his daughter were target shooting with a new rifle at around 1 a.m. -- setting off a cargo container of fireworks stored on the property. "He claims he fired at a junk car in the wrecking yard, and the bullet must have ricocheted off that," said Ron Krell, president of Viking Fest Corp., which puts on the Third of July show in Poulsbo. He described the incident as "one of those one-in-a-million chances." "You wouldn't believe the crater in the earth here from the magazine of fireworks. It woke my wife up -- she thought we were having an earthquake," Mason County Fire District 2 fire investigator Jeromy Hicks said. "Folks kind of described it as an earthquake feeling," Fire

Chief Beau Bakken said. The blast woke up the firefighters at his station about a half-mile away. "They thought they'd be responding to something," Bakken said. "They knew by the seismic activity that something would be coming down the pike." Mason's District 2 and South Kitsap Fire and Rescue responded to the property straddling Mason and Kitsap counties. They found the shipping container on fire, with mortar rounds continuing to go off. "It was quite the blast. It blew it right off its foundation -- in fact it rolled twice," Bakken said of the container holding the fireworks. "To have that many explosives go up like that that is a first for me -- It was something else." Fireworks hit junk cars sparking spot fires throughout the property, and a mountain of old tires was set ablaze. A heavy-duty excavator was needed to clear debris and tires so firefighters could get to the flames, which took crews five hours to douse. None of the fireworks in the cargo container was salvageable, but replacements are on the way and the two local firework shows will continue as planned, according to Aurora Fireworks owner Robert Nitz, who has been contracted to put on the shows for the past few years. "It's like everyone's worst nightmare," Bainbridge Chamber of Commerce visitor center manager Mickey Molnaire said. "It was pretty much a disaster." Nitz, who owns the fireworks, is forced to front the costs of replacement -- totaling more than \$30,000 "I lost everything. Right now, I'm scrambling to take care of the towns," Nitz said. He declined to say whether he would be pressing charges against the owner of the wrecking yard. The Federal Bureau of Alcohol, Tobacco and Firearms is investigating the explosion because the fire involved commercial fireworks. Hicks confirmed that a bullet hit the container, sparking the explosions and fire. "I don't think there was an intent to do this on purpose," Hicks said. The investigation continued into the evening Monday as officials secured the area and waited to interview the wrecking yard owner. While the bomb squad set off the few fireworks still intact after the morning fires, Nitz got in touch with Wolverine Fireworks. The Seattle-based wholesale company will be able to replace all of the destroyed fireworks, except the water shells -- something Nitz wanted to introduce at this year's shows. "I wanted to do this for the shows this year. I've never used water shells before -- I've seen them used. They're pretty cool," Nitz



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said. Nitz has to reprogram the shows, which are timed to music, to account for the missing water shells, but each still will be about 15 minutes. Despite the minor program changes, all are relieved that the shows will go on. "Being able to find that on short notice was a big question -- I'm just thrilled that they're able to replace them. It's a wonderful tradition, and we'd certainly hate to not have it," Molnaire said.

<http://www.firehouse.com/news/10734428/stray-bullet-ignites-30k-worth-of-fireworks-in-wash>

PHILIPPINES, MANLLA, JUNE 26 2012. LPG TANKS EXPLODE AS TRUCK FLIPS ON SLEX

nathaniel r. melican

It was just like a car chase scene in an action movie, complete with a catastrophic explosion in which the villains get taken out. However, there was neither hero nor villain or even a car chase on the southbound lane of the South Luzon Expressway (SLEX) Monday morning when a six-wheel truck full of liquefied petroleum gas (LPG) tanks fell on its side, leading to several explosions which left the truck a wreck and traffic snarled for hours. Ruben Padilla, a monitoring officer of Skyway Command Center, said their security cameras captured the accident which occurred at 6:44 a.m. near the Sucat exit in Parañaque City. "Initial reports that we received were that the driver had lost control of the truck before the explosion," Padilla told the Inquirer over the phone. The footage taken by one of Skyway O&M Corp.'s rotating cameras showed the Isuzu Elf truck swerving from left to right before it fell on its side. Other cameras then showed truck driver Romulo Ramos and his helper, Ryan Villanueva, getting out of the vehicle and running away just as flames began to engulf it. A few moments later, the explosions—caught on camera as flashes of light and darting flames—from the more than 50 LPG cylinders stored at the back of the truck came in thick and fast. Each blast violently ejected bits and pieces of the truck and parts of some of the LPG tanks as well. In one frame, an LPG canister that was on fire came rolling out of the truck and into the fence separating the expressway from the West Service Road. The explosions were so intense that tongues of fire constantly hit the underside of the elevated Skyway. Traffic on the southbound lane came to a complete stop and people could only watch as the truck burned. "At the worst point of the incident, we had traffic backed up to the Bicutan exit. Northbound, traffic was at a standstill up to the Alabang viaduct," Padilla said. He added that the fire due to the explosions was put out at 7:10 a.m. and what was left of the truck was towed away around 8:30 a.m. Traffic began returning to normal an hour later. No one was hurt in the accident except for the truck driver's helper who suffered bruises in his rush to get out of the vehicle. He was taken to a nearby hospital for treatment. The Skyway management, on the other hand, decided to close down the outermost lane of its southbound portion from the Sucat exit in the aftermath of the accident. "It will remain closed to traffic as our engineers have to carry out structural tests to determine if the area is still safe for regular traffic," Padilla said. This was after Polyvinyl chloride pipes used to drain water from the elevated road melted while several lighting fixtures attached to its underside burst after being exposed to the flames. In addition, parts of the metal fence separating the service road from the expressway was riddled with holes due to the explosions.

<http://newsinfo.inquirer.net/218523/lpg-tanks-explode-as-truck-flips-on-slex>

AUSTRALIA, VICTORIA, MILDURA, JUNE 26 2012. TANKER OVERTURNS AT MILDURA



Spill: Emergency services are at the scene of a fuel tanker rollover in Mildura.

Update: A Decanting vehicle from Adelaide will travel to Mildura to help clean-up after a fuel tanker rollover.

About 100 people have been evacuated from cabins and rented sites in the [BIG 4 Mildura Holiday Crossroads Holiday Park](#) after the 5.15am accident on the corner of Fifteenth St and Deakin Ave. Police and five CFA trucks remain at the scene near the Mildura Centre Plaza this morning as the clean-up continues. The truck was attempting to negotiate a roundabout when it toppled. The truck driver received no injuries in the accident. The tanker remains on its side and a

decanting vehicle has been called to assist with the clean-up operation from Adelaide. The truck is still some hours away. CFA regional agency commander Mike Wassing told Weekly Times Now the tanker was carrying a mixture of leaded, unleaded and diesel. He said the tanker still had 14,000 litres of fuel on board and there was some minor leakage. At 11.30am, he said the team was hopeful the truck from Adelaide would arrive shortly but said removing the fuel could take several hours. "An incident like this can go for 12 hours," he said. He said CFA crews had used foam to soak up the fuel and created bunds to stop the fuel from going into drains. The services have also set up a 150m cordon zone as a precautionary measure. "We've got a



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control point for all the agencies and the decanting vehicle is being sent on behalf of the fuel company and we'll help with the safety aspect," Mr Wassing said. "The decanting will take some time with 14,000 litres of fuel and might continue into the early hours of this evening." The tanker will be emptied before a salvage vehicle removes the truck. Mildura Holiday Crossroads Holiday Park manager Chris Craig told Weekly Times Now he heard a loud bang this morning. He said in his three years at the caravan park it was the first big accident at the roundabout. "To be honest they (residents and visitors of the park) were being evacuated before they knew what was happening." [Mildura Rural City Council](http://www.weeklytimesnow.com.au/article/2012/06/26/501035_latest-news.html) have released a list of road closures which include Deakin Ave from Fourteenth St to Seventeenth St. This includes the closure of intersections at Deakin Ave and Fourteenth St; Deakin Ave and Fifteenth St, Deakin Ave and Sixteenth St and Deakin Ave and Seventeenth St. Fifteenth Street is closed to traffic from Walnut Ave to San Mateo Ave. Council has set up a relief centre at the Benetook Room at the Alfred Deakin Centre, corner Deakin Ave and Twelfth St where people can wait and have some lunch.

http://www.weeklytimesnow.com.au/article/2012/06/26/501035_latest-news.html

USA, WASHINGTON DC, JUNE 26 2012. PICTURE IS WORTH 1,000 WORDS: GAS STATION FIRE EDITION

 **Photo's [10] Shell Fire**



When we peruse our wonderful [Flickr pool](#) stocked with fantastic images from some of the city's best non-professional (and some professional) photographers we don't often expect images of gas stations in flames. But that's what we found this morning a [set of images](#) from Flickr user F1.2 of an SUV that had a not-so-pleasant run-in with a gas pump over the weekend. WTOP [caught the details of the incident](#), which took place on Saturday in Bailey's Crossroads: A gas pump and car caught on fire at a Fairfax County gas station on Saturday. There were no injuries in the incident which happened at the Shell gas station in Bailey's Crossroads. Fairfax County officials say a driver pulled into the station, hit a gas pump and the car and pump caught on fire. The gas was cut off and the fire was extinguished.

http://dcist.com/2012/06/a_picture_is_worth_1000_words_gas_s.php

USA, TX, PORT ARTHUR, JUNE 26 2012. CAUSTIC VAPORS WREAKED QUIET RUIN ON BIGGEST US REFINERY

In the end, all it took was a small chemical spill -- perhaps less than a barrelful -- to bring down the newest, mightiest oil refinery in the United States. Three weeks ago, while workers repaired a minor leak at the Port Arthur, Texas plant owned by Motiva Enterprises, a few gallons a day of so-called "caustic" was inadvertently seeping into the newly built crude distillation unit (CDU), the 30-story-high network of interconnected cylinders and latticed pipelines at the heart of the refining process. While harmless when mixed with crude, the undiluted caustic vaporized into an invisible but devastating agent of corrosion as the chamber heated up to 700 degrees Fahrenheit (370 Celsius); the chemical gas raced through key units, fouled huge heaters and corroded thousands of feet of stainless steel pipe. Now, just weeks after they commissioned the biggest U.S. refinery project in a decade, two of the world's biggest oil titans -- Royal Dutch Shell and Saudi Aramco, which own Motiva -- are rushing to repair the potentially billion-dollar glitch that has added an embarrassing and costly coda to a landmark \$10 billion expansion. After a five-year effort to double the plant's capacity, making it the largest in the country, they must now reassemble many of the same people and parts for a blitzkrieg fix that may exceed the original \$300 million cost of the unit: corrosion experts are flying in from across the world; hundreds of workers are being hired; bespoke 30-inch (75-c m) stainless steel pipelines and 30-story cranes may need to be obtained quickly, according to sources involved in the repairs. Sources familiar with the effort provided Reuters with the most detailed account yet of what officials believe went wrong at the 325,000-barrels-per-day (bpd) unit known as vacuum pipestill-5 (VPS-5), showing how a series of seemingly minor glitches crippled the vast plant.

Too Hot to Handle

Motiva has said little about the incident. Late on Wednesday, 11 days after it occurred, the company confirmed for the first time that the unit might remain shut for "several months". Sources say officials are telling workers that the unit could be idle for as long as a year. On Friday, in response to Reuters questions, Motiva spokeswoman Kayla Macke confirmed the



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contamination: "The preliminary inspection indicates that parts of the new unit have been contaminated with elevated levels of caustic." The extent of the damage is still not known as portions of the crude unit are too hot to enter, according to the sources. Some areas may not be accessible for weeks. Motiva has not reached a final conclusion as to the cause of the damage, but has developed a working theory on what experts said appeared to be a rare instance of "accelerated chemical corrosion". The unit's intense heat was critical: the rate of corrosion can double with every 10 degrees Celsius. Even as it pitted the inside of the atmospheric section, a giant still that performs the initial and most basic stage of converting crude oil into fuel, the damage went undetected. Only when two fires broke out and a heater ruptured -- once crude resumed flowing -- did operators suspect something was amiss. "They had the first fire and then they had the second one 20 feet away. They knew they had a problem," one of the sources said. Why caustic continued flowing into the unit while it was idled to repair an unrelated leak is unclear, and is a key part of the investigation to establish cause. It is thought a valve failed to shut completely, but why that happened is unknown. Meanwhile, every day the unit remains shut is an estimated \$1.5 million in profit margin that Motiva isn't earning, and another 144 million miles (2 30 million km) worth of gasoline that isn't being supplied to the U.S. market during the height of the driving season. As for oil prices, the incident will have a mixed effect. Unless it cuts production, Saudi Arabia will have to find new buyers for the crude that was earmarked for the refinery, weighing on oil prices. But the premium on regional wholesale gasoline may be pushed higher by the prolonged loss of supply, which should help buoy profit margins at rivals such as Valero and ExxonMobil.

Cooling Down

While Motiva has been spared the kind of tragedy that struck BP Plc's Texas City, Texas refinery in 2005, when 15 workers were killed and 180 injured in a vapor cloud explosion, the Port Arthur incident will likely stand as one of the most surprising to hit the U.S. refining industry in modern times. The 4,600-acre (1,850-hectare) Port Arthur complex sits on a storied site. The first oil discovered in Texas was found 15 miles north of the plant in 1901; the state's first refinery was built on the Motiva site in 1903. A half-dozen other petrochemical complexes have given this Gulf Coast city a reputation as one of the most polluted in the country. On May 31, with banners over a ceremonial industrial valve, Royal Dutch Shell Chief Executive Peter Voser and Aramco CEO Khalid Al-Falih celebrated the completion of a difficult project. The expansion began in 2005 but stalled in 2009 as markets tanked. It eventually ran \$5 billion over the initial budget, and came in two years behind its original schedule. "Rather than cut and run, we pressed ahead with our long-term commitment," Al-Falih said of Aramco's faith in the project, which he described as the company's largest investment outside Saudi Arabia. "We're confident the return on investment, despite the cost, will be very healthy." With a total capacity to process 600,000 barrels of oil every day, the plant consumes more crude than the five-state, Rocky Mountain region. It can make 6 million gallons (2 3 million liters) of gasoline daily, enough to drive around the equator some 6,000 times, assuming 25 miles per gallon. By the end of May, the critical new units at the site had been running for about six weeks, enough time, officials thought, to address the usual teething pains and hiccups that often afflict massive new industrial complexes. For example, the plant's new gasoline-and-diesel-making hydrocracker unit had reported flaring -- meaning it burned off hydrocarbon liquid and gas through a tower to relieve pressure in the system -- on May 28 because the wires for a temperature gauge were crossed, causing incorrect readings. "You've got to be prepared for something to happen," said John Auers, senior vice president of Turner, Mason and Co, a Dallas refining consultancy. "There will always be issues with startup, and this was the biggest startup in U.S. history." But only two days after the ceremony, on June 2, authorities decided to halt production temporarily to search for a leaking valve that was allowing vapor to escape from the crude unit, sources said. It was thought to be a minor problem. It took nearly a week finally to stop the leak. Originally, it was thought a few bolts required tightening. Instead, clamps had to be set in place to secure the leak, the sources said. During that week the unit was kept out of production, but it wasn't completely shut down, which would have allowed the unit to go cold and taken longer to restore production.

Caustic Invasion

While Motiva's VPS-5 was idling, authorities believe a few gallons each day of caustic leaked into the unit. The caustics are a base meant to negate the acid in cheaper heavy, sour crude that the new CDU was made to consume. They prevent residue from blocking pipes and reducing crude intake. Normally, the amount leaked in the CDU would have been harmless, diluted by the crude. But only a small amount of hydrocarbon was circulating through the still while it was out of production, the normal method to maintain so-called "warm circulation" during a brief shutdown. By the following weekend, unaware of the caustic incursion, Motiva began reheating the unit to resume operations; as the temperature reached 300 to 400 Fahrenheit, the caustic vaporized. Ground zero was the atmospheric section, one of the simplest but most important machines in a modern plant. Although vast in scale, today's units are in many ways similar to the simple stills used to convert crude into kerosene for



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lamps at the start of the U.S. oil industry in the 1850s. The core of any refinery, the main still boils crude at intense temperatures to split the hydrocarbon molecules into the initial components of fuels such as gasoline and diesel; the bulk of the output is an intermediate feedstock that requires further refining in a host of specialized secondary units. Unlike a refinery blast, the misfortune unfolding at Motiva was relatively slow to materialize. The fires that erupted from small pipeline cracks that Saturday were small enough to be quickly extinguished by the workers on hand at the crude unit. The extent of the damage was understood within two days. "We have the worst-case scenario," one of the sources said. "Extensive damage throughout the crude unit. All of it." Three engineering experts agreed that what one called "accelerated chemical corrosion" was rare, but not unheard of. "The temperature issue could be a factor as well," said Kevin Garrity, president of NACE International, a global organization for engineers studying corrosion, and a 38-year veteran of the industry. He compared the effect to pouring sugar into hot tea, which dissolves the crystals much more quickly than in a cup of cold tea. Normally, corrosion problems can be prevented. "From a general sense you would not expect this kind of deterioration and problems in such a short period of time. You might not even expect it in 30 years if you have the right combination of technology and inspection practices," he said.

Repairs

Motiva has yet to examine the fractionation towers -- tall, thin, metal columns -- as well as the main part of the atmospheric section, because they are still cooling from their operating temperatures, said sources recruited for the repair work. The vacuum section of the VPS-5 -- which takes the heaviest "residue" created in the atmospheric section and refines it in a vacuum, increasing the yield of feedstocks for other units -- was not damaged, they said. Operators have continued to run many of the unharmed secondary units, although without the crude tanks they must buy intermediate feedstock from other refiners or shut peripheral units, as Motiva did last week. But stainless steel piping, some sections as large as 30 inches in diameter, was damaged. Such equipment, part of more than 700 miles of pipe used on the expansion project, is often built to order, and may be difficult and costly to replace. "If someone has 30-inch stainless steel pipe for sale, I would guess they're going to charge a premium price," one of the sources said. Instrumentation on the unit is also known to be damaged, according to the sources. Up to 50 heat exchangers will need to be cleaned throughout portions of the new plant, according to IIR Energy, an industrial intelligence firm that gathers data on operations and project activity on thousands of assets globally. Work on exchangers 300 feet (90 meters) above the ground will require large cranes, though likely not the giants needed for the original construction. The heat exchangers, which look like 30-foot-long cylinders collected in a metal frame, house lengths of tubing where feedstocks are warmed and refined products are cooled as they go to and from a refining unit. IIR also told Reuters that all trays in the distillation column and components within the furnace would need to be replaced. It said no restart timeframe had been determined. Soon the question of who is to blame will arise. The cost to complete repairs may be as much as replacing the whole unit, which was originally estimated to cost some \$300 million when the project was launched in April 2005, according to IIR. Without knowing exactly why the caustic leaked, it's not possible to say who, if anyone, is at fault. The two main contractors for the project -- Bechtel and Jacobs Engineering -- declined to comment. Meanwhile, the investigation continues, and oil traders await any word on when the plant will resume operations. Motiva will likely be "extra-cautious" in restarting, Avers of Turner, Mason and Co said. "They're really focused on the repairs," one of the sources close to refinery operations said. "They don't need to know the cause now. They've got 12 months to figure that out and fix it."

<http://in.reuters.com/article/2012/06/25/usa-refinery-motiva-idINL1E8HLJD420120625>

USA, TX, HOUSTON, JUNE 26 2012. BATTLESHIP TEXAS SPRINGS MORE LEAKS, 1,500 GALLONS PER MINUTE LEAKING



The USS Texas permanently docked off the Houston Ship Channel near the San Jacinto Monument where Texas independence was won from Mexico.

Workers aboard the USS Texas hardly had time to celebrate the patching of a 2-inch hole in the century-old battleship's bottom before rivet and seam leaks once again catapulted the vessel into a crisis situation. On Saturday night, ship manager [Andy Smith](#) said, water gushed through leaks in the ship's rear port side at a rate of 100 gallons per minute. By Sunday morning, the back third of the ship was flooded to the water line and hard aground. The adverse developments came just one day after Smith, who manages the vessel for the [Texas Department](#) of Parks and Wildlife, declared that the main and several smaller leaks had been patched and



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de-watering operations completed. On Monday, Smith said workers have found two areas with serious leaks. One consists of three leaks; the second has "a couple of holes, a seam leak and at least three rivet leaks all in the same vicinity," he said. Smith placed the volume of the leaks on Monday morning at about 1,500 gallons per minute. Additionally, he said, oil abatement workers were again summoned to the vessel after an oil sheen was spotted at the battleship's berth. The ship, which served in both world wars, has been on exhibit at the [San Jacinto Battlefield State Historic Site](http://www.sanjacinto.org) since 1948. In 1988, the vessel underwent repairs at a Galveston ship yard; in 2007, Texas voters approved a \$25 million bond issue to repair and dry berth the ship. Smith said examination of the ship's bottom revealed it to be badly corroded. As long as the vessel remains in salt water, he said, it will be subject to leaks. The ship, which had reopened Saturday, is now closed indefinitely.

<http://www.beaumontenterprise.com/news/article/Battleship-Texas-springs-more-leaks-1-500-3661004.php>

USA, MA, FITCHBURG, JUNE 26 2012. FITCHBURG WORKS TO REMOVE OIL FROM RIVER AFTER SPILL AT FORMER STEAM PLANT

alana melanson



Corporate Environmental Advisors to help clean up an oil spill that leaked into the Nashua River after the former Central Steam Plant building was broken into recently in Fitchburg.

A break-in targeted for scrap metal at the former Central Steam Plant late last week caused a spill of about 100 gallons of oil, some of which went into the Nashua River, according to local and state officials. Fire Chief Kevin Roy said a resident who had been walking near the plant on the Steamline Trail on Friday morning reported the spill about 8:30 a.m., and the Fire Department immediately brought oil-absorbent booms to put across the river to keep the oil from flowing downstream. According to Department of Public Works Commissioner Lenny Laakso, the state Department of Environmental Protection was notified immediately of the spill. The DEP brought in emergency cleanup contractor Corporate Environmental Advisors Inc., of West Boylston, which laid down another boom to soak up oil and cleaned out an adjacent concrete pit. Roy said the Fitchburg Board of Health was also notified. "When the DEP came, we had to break into the plant ourselves," Laakso said. "We got in and saw a puddle of oil on the floor, and it appears that some brass fittings were taken from the old equipment in there, which caused the spill. "The DEP representative wasn't 100 percent sure if the oil on the floor was getting into the concrete pit," Laakso added. "That will require some investigation. We need to figure out the exact source so it doesn't happen again." The Fire Department had initially estimated that 100 gallons of oil had spilled, but Laakso said much of it was contained to the adjacent concrete pit, which also had a large amount of water underneath the layer of oil, so less may have seeped out.

According to Laakso, the Central Steam Plant was built by Crocker-Burbank Paper Mills in the 1920s and served as a power plant for all of the local paper mills. The city gained control of the property in February 2004 under tax title because the previous owner, the Massachusetts Paper Co. Inc., owed back taxes, according to City Assessor Tom Caputi. He wasn't sure of the exact amount. City Treasurer Brian Doheny was not available Monday to confirm the amount. Laakso said the Steamline Trail, which runs parallel to the river and the railroad tracks, runs along the steam piping that went from the plant to the mills. The recent break-in is just one of many that have occurred since the city took ownership of the property, Laakso said. Vandalism occurs often at the plant by people looking for brass fittings and copper pipes they can sell as scrap, he said. The DPW has taken steps to close the building off, Laakso said, but all seemingly to no avail. When boards on the windows didn't keep the vandals out, he said, corrugated steel sheets were used to cover them, but they still get cut through by determined trespassers. The steel sheets have been replaced at least four times in the past year alone, he said, and the doors have been welded shut. Despite all of those measures, thieves keep finding their way in. This time, Laakso said, the vandals chiseled through an 8-inch thick concrete block wall. "It's been a challenge to keep people out of there," he said. Thieves have also begun to leave rather brazen notes when they break in, usually with messages along the lines of, "This is our building, you can't keep us out," Laakso said. According to DEP spokesman Ed Coletta, the city will be responsible for the cleanup as it is the owner of the property, but it is unlikely to face any fines. "There wouldn't be any kind of enforcement action unless there



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was some responsibility on the city's part, but this appears to be an act of vandalism." Coletta said. He said the cleanup contractor would be back at the location this week to check on the condition of the river and surrounding land, and to make sure there isn't any further oil seepage. Coletta did not have any estimates for the cost of the cleanup, saying it would have to be worked out between the contractor and the city.

http://www.sentinelandenterprise.com/local/ci_20939724/fitchburg-works-remove-oil-from-river-after-spill

USA, CO, GEM VILLAGE, JUNE 26 2012. BLAST AT BP STATION KILLS 1, HURTS 2 >> PRESSURIZED DEVICE BLEW DURING ROUTINE MAINTENANCE OPERATION

dale rodebaugh & shane benjamin



Rescue and law-enforcement vehicles surround the BP compression station Monday morning east of Elmore's Corner where one person was killed and two others were seriously injured in an explosion.

An explosion at a large gas compression station owned by BP killed one worker and seriously injured two others. The explosion, which occurred about 8:15 a.m. Monday at BP's Pinon Compression Station, temporarily closed U.S. Highway 160 five miles east of Elmore's Corner. "At this time, our immediate concern is for the people involved," said Julie Levy, a local spokeswoman for BP. The plant was shutdown, and there was no remaining threat to workers or the public, she

said. The blast was not related to any of the wildfires that have broken out in the area. "The incident is essentially over," Levy said. One contract worker died and two contract workers were injured, she said. Eleven workers were on site during the explosion. "Everybody has been accounted for, and there is nothing ongoing about this incident," she said. Residents in the area reported hearing the explosion. La Plata County Sheriff's Office spokesman Dan Bender said it was not a flammable explosion; rather, one involving a pressurized device. "There was pressure being put into a device, and that device failed," he said. Levy said the blast occurred during a routine maintenance operation on a pipeline in which a device was sent through the system to collect data. "We're still investigating the exact nature of the incident, but we do know it did occur during this process," she said. It was too soon to know the extent of the damage or how long the plant might be shutdown, she said. The highway reopened after about a half hour. "Initially, we didn't know the nature of the explosion," Bender said. "We closed Highway 160 until it was determined there was not a threat to other people. This was an isolated incident at one compressor station." The compression station is BP's largest in La Plata County. It collects natural gas from well sites and sends it through another pipeline for storage. It handles about 30 million cubic feet of gas per day and prepares it to be sold on the market or stored. The station is located on the north side of Highway 160 near a fire station owned by the Upper Pine Fire Protection District between Elmore's Corner and Bayfield. It is on Bureau of Land Management land, said Shannon Borders, a BLM spokeswoman for Southwest Colorado. BP did not release names of the three workers who were injured or killed. "We are deeply saddened that one individual was fatally injured in the accident," BP wrote in a news release. "We are working to ensure that all those affected by the accident are receiving support and counseling services." The company reported two workforce deaths in 2011: a rail-related fatality in the United States and another who died as a result of an unauthorized transfer of petrol in South Africa. La Plata County sent mental-health professionals to assist BP employees, said Butch Knowlton, director of the county's office of emergency management. He said the county has a good working relationship with the energy giant. "It's unfortunate the accident occurred, but they react to these types of situations very quickly," he said. "They plan and train for these types of occurrences." Local emergency workers work regularly with BP and other energy companies in the region on disaster preparedness, said Mark Quick, director of the hazardous-materials team for the Durango Fire & Rescue Authority. When an explosion occurs, it is standard procedure for emergency workers to arrive on scene and make contact with a representative who will guide them around the facility. Emergency workers will not enter a facility without a guide, Quick said. "BP is working with us and talking to us and constantly trying to make things safer," he said.

<http://durangoherald.com/article/20120626/NEWS01/706259928/0/SEARCH/Blast-at-BP-station-kills-1-hurts-2>

AUSTRALIA, QUEENSLAND, BRISBANE, JUNE 27 2012. NEW REQUIREMENTS FOR EMERGENCY PLANS

Although the Work Health and Safety Regulation 2011 (the Regulation) started on 1 January 2012, some of the requirements in it had a delayed commencement or transitional arrangements in place. Over the next eighteen months, these requirements will come into effect on specific dates.



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Emergency plans (section 43 of the Regulation)

From 1 July 2012, a person conducting a business or undertaking must ensure an emergency plan is prepared and maintained for the workplace and implemented in the event of an emergency. Under Part 4 (Evacuation planning, instruction and practice) of the current Queensland Building Fire Safety Regulation 2008, a duty holder is required to prepare and keep an emergency and evacuation plan. A duty holder is not required to have two separate

[http://www.deir.qld.gov.au/workplace/publications/safe/june12/newreq-demolition-](http://www.deir.qld.gov.au/workplace/publications/safe/june12/newreq-demolition-work/index.htm?utm_source=enews&utm_medium=email&utm_content=demolition-article-link&utm_campaign=esafejune12)

[work/index.htm?utm_source=enews&utm_medium=email&utm_content=demolition-article-link&utm_campaign=esafejune12](http://www.deir.qld.gov.au/workplace/publications/safe/june12/newreq-demolition-work/index.htm?utm_source=enews&utm_medium=email&utm_content=demolition-article-link&utm_campaign=esafejune12)

AUSTRALIA, VICTORIA, MELBOURNE, JUNE 25 2012. DARWIN AWARD CONTENDER: MAN PUMPING GAS PLAYS WITH HIS LIGHTER, NEARLY STARTS HUGE BLAZE (VIDEO)

braden goyette / New York Daily News

[Watch the Video Melbourne Man Sets Himself, Car on Fire with Lighter](#)



The unidentified driver starts flicking his lighter just before the gas he is pumping erupts in flames, sending him into a panic.

The unidentified man was caught on surveillance video fiddling with a lighter while pumping gas at an ACPO station in Thomastown, Australia. A dimwitted driver at an Australian gas station nearly lit up the whole place when he was playing with his lighter. The unidentified man was caught on surveillance video fiddling with a lighter while pumping gas at an ACPO station in Thomastown, Australia around 3 p.m. Sunday, [according](#) to the Herald Sun newspaper. The man can be seen flicking his lighter just before the gas he is pumping erupts in flames, sending him into a panic. The driver scrambles over the front of his car and takes off as fire engulfs the side of the vehicle, just inches away from the

pump. Luckily a quick-thinking bystander, Dr. Hussein Zaini, rushed over and doused the flames with a bucket of water, Seven News [reported](#), as an attendant shut down the pump. The owner of the gas station, Suzy Eid, was shocked that anyone would play with a lighter while pumping gas. "You wouldn't think anyone would be stupid enough to do that," Eid [told](#) Nine MSN. "It's incredible that he wasn't seriously injured. It could have been a disaster." Melbourne Fire Brigade Deputy Chief Robert Taylor praised Zaini for quickly acting to put out the fire. "I think he had a fantastic presence of mind," Taylor told Seven News. "He has recognized the danger of the situation ... his bravery is to be commended." The doctor was risking his own life in trying to prevent disaster, Taylor told Seven News if any more gas had spilled on the ground, Zaini could have been engulfed as he approached the blaze. Zaini said that he rushed to put out the fire because he feared for the safety of his two sons, who were there in the car with him. "There could have been serious damage, so I decided to do something straight away, rather than waiting for the fire brigade," he told Nine MSN.

<http://www.nydailynews.com/news/world/darwin-award-contender-man-pumping-gas-plays-lighter-starts-huge-blaze-video-article-1.1102428>

USA, TN, CUMBERLAND CITY, JUNE 27 2012. TRUCK OVERTURNS ON HIGHWAY 149 NEAR CLARKSVILLE >> SPILLS DIESEL, ROAD CLOSED TO CLEAR WRECK

allison smith



The tractor-trailer which overturned was carrying anhydrous ammonia.

A tractor-trailer carrying 18 1/2 tons of anhydrous ammonia lost control and overturned while turning from state Highway 48/13 to state Highway 149, narrowly missing a couple driving in the opposite direction. Christy Davidson said she is always wary of passing through that intersection because her husband, Rob, who used to work for Emergency Medical Services, had worked a call a few months ago where another truck had overturned. The couple were traveling down the hill on Highway 149 when, as they were reaching the intersection, the truck began to tip over, Davidson said. "I saw one side come up and so I jerked real fast to try to pull over because I'd rather hit the guard rail," she said. "We could feel it when it



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Dangerous Goods - Hazardous Materials Group & Network

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

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hit ... it was right behind us. I remember waiting to feel it hit the back of our car." Tennessee Highway Patrol Trooper Curly Jackson said the driver suffered minor injuries, but nothing else, and that the accident was a combination of inertia, gravity and speed while entering the curve. "It caused the weight to shift with the liquefied anhydrous ammonia, turning the tractor over and it slid off down into the embankment," he said. The initial worry was if the anhydrous ammonia – which is used in cleaning supplies, fertilizer and fermentation – would begin to leak from the truck, Jackson said. "If it gets in the air, it could cause breathing problems," he said. "It's ammonia, it could eat your air sacs out, definitely could cause health problems for you." The tractor-trailer leaked diesel for a while, but cleanup crews were able to get the leak under control. Calvin Wheeley, who was driving the ammonia up to the TVA Cumberland Fossil Plant in nearby Cumberland City, said he didn't know what went wrong while he was driving the tractor-trailer through the intersection. "I was stopped at the red light up at the hill. I just took off coming down the hill following traffic," he said. "I hit the curve at about 20 miles per hour and maybe the surge, because it's a liquid, it moves and plus the inertia pulling the gravity making it want to go."

<http://www.theleafchronicle.com/article/20120625/NEWS01/306250015/Truck-overtakes-Highway-149-near-Clarksville?odyssey=tab%7Ctopnews%7Ctext%7CFrontpage>

USA, UT, PLEASANT GROVE, JUNE 27 2012. GAS TANKER LEAKS FUEL ON LEHI ROAD

dan metcalf jr.

A gasoline tanker leaked gas into the street in Lehi on Tuesday. The tanker was traveling on 900 West State Street (Highway 89) when the tanker malfunctioned allowing about 20 gallons to spill out. Crews quickly worked to clean up the gas. Some lanes were closed during the incident. No one was injured.

<http://www.abc4.com/content/news/slc/story/Gas-tanker-leaks-fuel-on-Lehi-road/Y3e8DrmGj0SlamtsyQSWA.csp>

USA, N.Y, HARLEM, JUNE 27 2012. COLLISION WITH MTA BUS & TANKER INJURES 29 IN HARLEM

tina redwine

 **Watch the Video**

- [Bus, Tanker, Truck Crash in Harlem, Injuring 31](#)
- [Dozens Hurt When Bus & Tanker Crash in Harlem](#)

 **Photo's [11] 31 People Injured in Harlem Bus Crash**



A BX 15 bus was letting off passengers at 125th Street and Fifth avenue when a box truck crashed into it just before 2 p.m. Tuesday afternoon. The bus was the last element in a chain reaction that began when police say the box truck was rear-ended by this gasoline tanker. Veronica Atkins said she saw the pile up from her window. "The white truck was trying to get through but there was a oil truck on the opposite side," she said. "He thought he could squeeze through and it just said 'boom, boom, boom.'" Jimmy McMillian was on the bus with his sister when the accident happened. "Me and my sister were in the back of the bus," he said. "She was reading her book and she put her book away and a few seconds

later we heard a big sound like 'boom, boom.' I looked back and I saw the inside of the truck because it tore out." "I'd never been inside something like that before," said a young boy. "So I was scared. There was a whole bunch of yelling and stuff." 31 people were aboard the bus. A half dozen waiting to get off were sent flying. The fire department says 29 people were taken to the hospital, most with minor injuries. "Everybody complained of neck and back, sprains, that kind of nature," said FDNY Deputy Chief John Sullivan. Two passengers were being treated for chest pain. Two others aboard the bus declined treatment. A dispatcher for the gas tanker company said the driver told him another truck had sped by him, causing him to ram the box truck. The dispatcher says the tanker had dropped off gasoline just ten minutes earlier.

http://manhattan.ny1.com/content/top_stories/163782/collision-with-mta-bus-injures-29-in-harlem

ENGLAND, CORYTON, JUNE 27 2012. U.K.'S CORYTON OIL REFINERY SOLD AS AN IMPORT TERMINAL

nidaa bakhsh

The Coryton oil refinery in the U.K., owned by Petroplus Holdings AG before it filed for insolvency earlier this year, has been sold to three companies for use as an import terminal, the administrator PricewaterhouseCoopers LLP said in an e-mailed



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statement today. The three companies buying the site are Royal Dutch Shell Plc (RDSA), Royal Vopak NV and Greenergy International Ltd., it said.

<http://www.businessweek.com/news/2012-06-26/u-dot-k-dot-s-coryton-oil-refinery-sold-as-an-import-terminal>

MALAYSIA, SEREMBAN, JUNE 27 2012. TRAILER DRIVER FERRYING ACID PREVENTS DISASTER



Hazmat personnel removing canisters of sulphuric acid from the trailer at Km259 of the North-South Expressway near the Port Dickson toll plaza.

A trailer driver helped prevent a disaster when he noticed that the sulphuric acid he was transporting had leaked onto the middle tyres of the vehicle. S. Saravana Kumar, 32, said he had earlier felt a dryness in his throat. Based on the training he had undergone to transport hazardous material, he suspected there was a leak. He, along with his assistant, S. Thiagaraja, 32, were transporting the sulphuric acid from Singapore to the Kulim Technology Park in Kedah when the incident occurred at 7.30pm on Monday. "I had just left the Pedas rest area when I felt my throat getting unusually dry. "I decided to stop at Km259 of the North-South Expressway near the Port Dickson toll plaza. "Upon checking the trailer, I noticed there was a leak in the middle and the acid had spilt onto the tyres.

During my training, I was told to contact the authorities if there was any untoward incident. "I immediately called the Fire and Rescue Department," he said at the scene. Senior head of operations for the Seremban 2 Fire and Rescue Department, Sabarudin Ahmad, said two engines from the Seremban 2 and Senawang stations rushed to the scene, along with a hazardous materials unit (Hazmat) involving 21 personnel. "Twenty-six canisters containing the acid were moved to another lorry, which was dispatched by the company concerned. " Investigations revealed a crack in one of the canisters. "If the driver had not stopped, the crack could have gotten worse and there could have been a disaster." He added adding that the cracked canister was patched up before the second lorry transported the chemicals. "We finished moving the canisters at 2am as we had to wait for the second lorry to arrive." Sulphuric acid is a strong acid and has a dangerous dehydrating ability. The acid produces severe and possibly life-threatening burns to the skin and reacts violently when added with water.

<http://www.nst.com.my/nation/general/trailer-driver-ferrying-acid-prevents-disaster-1.98567>

USA, CT, DARIEN, JUNE 26 2012. \$450K BILL LOOMS: FOUR SCHOOL OIL TANKS FAIL TEST >> HINDLEY, HOLMES, OX RIDGE AND ROYLE SCHOOLS TANKS ARE NOT LEAKING

david desroches



Darien School officials announced that four elementary schools in town failed an environmental test, forcing each school to remove underground oil tanks and install temporary ones until permanent tanks can be installed, which could cost the town upwards of \$450,000. Oil tanks at Hindley, Holmes, Ox Ridge and Royle Schools failed the vacuum and cathartic protection tests, according to schools' finance director, Richard Huot, who said in a statement that this does not mean the tanks are leaking. "School district staff measure oil levels in tanks daily and any leaking tank would be quickly identified," Huot wrote. "Oil tank replacement has been part of the school district's long-range capital plan for several years as the tanks would have been required to be replaced at 30 years of age. Failure to pass the ... tests hastens the replacement process." Hindley is now operating on natural gas so that tank will not be replaced, Huot said. Tank

replacement is eligible for state construction grants, which could reimburse the town 21% of expenses, or roughly \$84,000. The tanks are expected to be replaced by the summer of 2013. Because money for these tanks was not included in the capital expense budgets for 2012-13, a special appropriation could be needed, but the details of that are unclear.

<http://www.darientimes.com/5636/400k-bill-4-of-5-school-oil-tanks/>



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