



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 931 Newsy Stuff

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

February 17 2013



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USA, KY, LOUISVILLE, FEBRUARY 7 2013. CSB RELEASES DRAFT FINAL REPORT ON CARBIDE INDUSTRIES EXPLOSION THAT KILLED TWO IN LOUISVILLE, KENTUCKY IN 2011; COMPANY IGNORED YEARS OF SMALLER, SIMILAR INCIDENTS IN ELECTRIC ARC FURNACE >> REPORT PROPOSES MORE INDUSTRY GUIDANCE FOR FURNACE SAFETY



A large explosion at Carbide Industries that killed two workers and injured two others here on March 21, 2011, resulted from a failure by the company to investigate similar but smaller explosive incidents over many years while deferring crucial maintenance of the large electric arc furnace that blew up, according to a U.S. Chemical Safety Board (CSB) draft final [report](#) on the accident released today. The report, which contains recommendations to prevent such explosions in similar furnaces, is scheduled to be discussed at a CSB public meeting in Louisville this evening, after which the board will vote on whether to approve it. The deaths and injuries likely resulted when water leaked into the electric arc furnace causing an over-pressure event, ejecting furnace contents heated to approximately 3800 degrees Fahrenheit. Along with molten calcium carbide, the furnace spewed powdered debris and hot gases, which blew through the double-pane reinforced glass window of the furnace control room that was located just 12

feet from open vents atop the furnace. The two workers inside died within 24 hours from severe burn injuries. CSB Chairperson Rafael Moure-Eraso said, "This accident is literally a case study into the tragic, predictable consequences of running equipment to failure even when repeated safety incidents over many years warn of impending failure. When control room windows blew out during previous furnace incidents, the company merely reinforced them, rather than taking the safe course and moving the control room farther from the furnace and investigating why the smaller furnace overpressure events were happening in the first place. It is what we call a 'normalization of deviance,' in which abnormal events become acceptable in everyday operations." The facility, located by the Ohio River in the "Rubbertown" section of western Louisville, supplies calcium carbide primarily to the iron and steel industry and to acetylene producers. It employs about 160 workers in operations, maintenance, and administration. The investigation report proposed two scenarios for the development of cooling water leaks that likely resulted in the overpressure and explosion. In one scenario, fouling – or the accumulation of solids inside the hollow chamber where water flows – resulted in localized overheating, eventually causing sections of the cover to sag and crack. Another possible cause of the leaks could have been the sudden eruption of hot liquid from the furnace, which operators called a "boil-up." Hot liquids contact the underside of the furnace cover, eroding its ceramic lining, and eventually melting holes through which water leaks. Post-incident examination revealed recurring water leaks in multiple zones of the furnace cover. Rather than replacing the furnace cover, the company directed workers to attempt repairs. The investigation found that the company would inject a mixture of oats and commercially available "boiler solder" into the cooling water, in an effort to plug the leaks and keep the aging cover in operation. Water leaks into the furnace interfere with the steady introduction of lime and coke raw materials, through an effect known as "bridging" or "arching," the report noted. In a carbide-producing electric arc furnace, this can result in an undesirable and hazardous side reaction between calcium carbide and lime, which produces gas much more rapidly than the normal reaction to produce calcium carbide itself. Industry literature described the phenomenon as early as 1965, and an independent CSB analysis confirmed that operating conditions at Carbide on the day of the incident could have resulted in this effect, causing hot materials to be expelled from the furnace. CSB lead investigator Johnnie Banks said, "One of our key findings was that Carbide Industries issued 26 work orders to repair water leaks on the furnace cover in the five months prior to the March 2011 incident. It was distressing to find that the company nonetheless continued operating the furnace despite the hazard from ongoing water leaks. We also found that the company could have prevented this incident had it voluntarily applied elements of a process safety management program, such as hazard analysis, incident investigation, and mechanical integrity." Investigator Banks noted that Carbide was not required to follow the OSHA Process Safety Management standard, since the company did not use threshold amounts of covered hazardous chemicals. The report notes that Carbide continued operating the furnace even though it planned to replace the furnace cover in May 2011. The accident occurred in March of that year. The investigation found that National Fire Protection Association (NFPA) industry codes governing the safe operation of potentially hazardous Class A furnaces, such as the one at Carbide, do not have specific requirements for appropriate safety devices, interlocks, and safe distances between the furnaces and occupied work areas. The draft report recommended that the NFPA develop a national standard requiring



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companies to provide adequate safety instrumentation and controls to prevent explosions and overpressure events, mechanical integrity and inspection programs, and a documented siting analysis to ensure that control rooms and other occupied areas are adequately protected. Carbide Industries was urged to modify the design and procedures for the electric arc furnace and related structures, including the control room, to comply with the standard the NFPA was recommended to develop, and to implement a mechanical integrity program for the electric arc furnace and cover, including preventive maintenance based on periodic inspections, and timely replacement of the furnace cover. At a minimum, the CSB said, the mechanical integrity program should include leak detection and repair and monitoring refractory lining wear. Chairman Moure-Eraso said, "In my view, a national standard adopted by industry and incorporated into state and federal requirements would go a long way to prevent the kind of tragedy that befell the workers at Carbide Industries. While that is important, it's clear that Carbide displayed a chronic lack of commitment to figuring out what was going wrong, ignoring all the warning signs, even as its workers were exposed to a potential massive explosion just a few feet away from their control room." The CSB is an independent federal agency charged with investigating industrial chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems.

<http://www.idevmail.net/message.aspx?d=86&m=1110&e=petenv@optusnet.com.au&r=5485402>

BELGIUM, BRUSSELS, FEBRUARY 8 2013. REACH: CHEMICALS IN EUROPE HAVE BECOME SAFER

The use of chemicals in Europe has become considerably safer since the REACH regulation entered into force, according to a European Commission report published today. More readily available information about chemical substances on the market and better targeted risk management measures mean that risks from substances registered under REACH have significantly decreased. The trend is expected to continue, as industry is continuously working towards finding substitutes for the most hazardous chemicals. Five years after REACH's entry into force, implementation is in full swing. Companies have now registered 30,601 files with the European Chemicals Agency (ECHA) describing the uses and properties of 7,884 chemical substances manufactured or placed on the market. According to a Eurobarometer survey published today, 61% of Europeans think that chemicals are now safer than 10 years ago. The report acknowledges the costs related to the administration of REACH and their impact on SMEs, but industry also recognizes the positive economic effects for their business. By further harmonising the internal market, REACH has been a key driver for growth and competitiveness for the chemical industry. To further promote the competitiveness of the European chemical industry, the Commission will soon propose to reduce registration fees for SMEs. European Commission Vice-President Antonio Tajani, Commissioner for Industry and Entrepreneurship, and Janez Potočnik, Commissioner for Environment said: "This report shows that REACH works. Companies are facing their responsibilities and as a result we have better data about the chemicals they produce and place on the market. We are off to a good start, and this would not have been possible without persistent efforts by the European Chemicals Agency, ECHA. However, there is still work to be done to ensure a high level of protection of human health and the environment. We are committed to maintaining a safe and sustainable chemical industry in Europe. REACH, the most comprehensive chemicals legislation in the world, can help us achieve this goal and ease the free circulation of chemicals in the internal market. With REACH, our chemical industry can become a world leader in innovation."

[MEMO/13/60](#): Five years REACH - Questions and Answers

[MEMO/13/61](#): Eurobarometer survey

Reach Review

- The review concludes that while some adjustments are needed, no major overhaul is required. Its main findings are:
- The report makes recommendations to improve REACH implementation. These include improving the quality of registration dossiers, enhancing the use of safety data sheets as a central risk management tool, and addressing issues related to cost sharing within Substance Information Exchange Forums (SIEFs).
- The report recommends reducing the financial and administrative burden on SMEs in order to ensure the proportionality of legislation and to assist them to fulfil all their REACH obligations.
- There are no major overlaps with other EU legislation.
- Considerable efforts to develop alternative methods to animal testing have been made and will continue: since 2007, the Commission has made available € 330 million to fund research in this area.



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- Enforcement could be improved. As this is the responsibility of the Member States, the report recommends that Member States reinforce coordination amongst them.
- Although the report identifies a need for some adjustments to the legislation, the Commission wants to ensure legislative stability and predictability for European businesses. No changes to REACH's main terms are proposed at present.

Next Steps

The Commission will discuss the outcomes of the REACH review with the Member States and stakeholders. In cooperation with Member States and ECHA, the Commission is developing a roadmap to assess and identify substances of very high concern (SVHC). It will set out clear milestones, deliverables and the division of work between the Commission, Member States and ECHA to place all relevant known SVHC on the candidate list by 2020. The Commission will also look into greater fee reductions to SMEs to spread the financial impact of registration more evenly. The next deadline under the REACH regulation is 31 May 2013, by when industry must register all phase-in substances manufactured or imported in the EU at or above 100 tonnes a year.

Background

REACH is the Regulation on Registration, Evaluation, Authorisation and restriction of Chemicals. The REACH review examines the overall operation of REACH and the attainment of its unique set of objectives – a high level of protection of human health and the environment, the promotion of alternative methods for assessment of hazards of substances, as well as the free circulation of substances on the internal market while enhancing competitiveness and innovation. From 1999 to 2009 the EU chemical industry grew slightly higher than the average rate for all manufacturing sectors, and has largely recovered from the crisis of 2008. The industry generates a positive trade balance and is particularly well-performing in high margin sectors of specialty chemicals. In 2003, when REACH was proposed, the EU was the world's largest chemicals market with approximately 30 % of global chemicals sales. Today it amounts to about 21 %, with China now being the largest chemicals market. However the EU remains the world's largest exporter of chemicals and over recent years the industry's turnover has increased in absolute terms.

- [Chemicals and the Environment](#)
- [Chemicals and Enterprise and Industry](#)

http://europa.eu/rapid/press-release_IP-13-85_en.htm

AUSTRALIA, NEW SOUTH WALES, NAMBUCCA HEADS, FEBRUARY 8 2013. WOMAN KILLED IN HWY CRASH WITH AN OIL TANKER AT NAMBUCCA HEADS

frank redward

 [Watch the Video Woman Killed in Hwy Crash with Oil Tanker at Nambucca](#)



A woman was killed after her car became involved in a crash with an oil tanker on the Pacific Highway at Nambucca Heads on Thursday night.

There is deep concern the latest Pacific Highway fatality won't be the last near Nambucca Heads before the Warrell Creek to Urunga upgrade starts later this year. The community is in mourning following the death of a 28-year-old woman after her car crashed into an oil tanker on Thursday night. The driver of the semi-trailer, aged in his 50s, was uninjured while a dog travelling inside the woman's Holden Commodore sedan was also killed. The crash happened 3km north of Riverside Dr at 8.20pm. "It would appear the sedan, travelling north, has crossed double unbroken lines into the path of the southbound semi-trailer tanker," Mid North Coast Police Inspector Paul Fuller said. The tanker, carrying non-

flammable cooking oil, came to rest diagonally across the highway and led to lengthy delays for B-doubles, as light traffic and trucks were diverted through Nambucca Heads. Fire and Rescue Inspector Tony Lenthall said firefighters decanted 500 litres of oil from the intact tanker and cleared a large fuel spill from the roadway. The highway between Riverside Dr and Link Rd, west of Nambucca Heads, has been the scene of numerous fatal accidents. "This is the third or fourth accident on this stretch in nine or 10 months ... where a crash involving a smaller vehicle and a large vehicle has resulted in a fatality," the VRA's Christopher Pearson said. Coffs Harbour MP Andrew Fraser said the tragedy was another grim reminder of the state's



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deadliest section of road. "The funding has been allocated for work to start on the upgrade this year but Unfortunately, I don't think this fatality will be the last on that stretch before the upgrade starts," he said.

<http://www.coffscostadvocate.com.au/news/fatal-crash-near-nambucca-heads-blocks-highway/1747930/>

USA, GA, LAURENS COUNTY, FEBRUARY 8 2013. DEATH TOLL OF FIERY TANKER WRECK ON I-16 RISES TO FOUR

• **Watch the Video** [More Aerials Of I-16 Chain-Reaction Crash](#)

• **Watch the Video** [viewer Video: Fire In Progress At I-16 Crash Site](#)

• **Watch the Video** [aerial Video: I-16 Accident Scene](#)

• **Watch the Video** [Death Toll Of Fiery Tanker Wreck On I-16 Rises To Four](#)

• **Photo's [26]** [Death Toll of Fiery Tanker Wreck Rises to 4](#)



Still from aerial footage of the fatal I-16 wreck.

Four people are confirmed dead in a fiery multi-car pile-up on I-16, the Laurens County coroner Richard Stanley says. They are Michael Jerome Smith of Covington, Joel Moore of Effingham County, and a Dublin couple, Clayton and Josephine Warnock. Nine were injured according to the Georgia State Patrol, which reported the accident involved four separate crashes with a total of 27 vehicles. That included seven commercial vehicles, one of which was the empty gasoline tanker that caught fire. The state patrol says the accident happened on a foggy morning with some smoke blowing across the highway. They say that probably contributed to the accident. "As of right now we have smoke that was

across the roadway fog but we have not confirmed that, but we do have smoke that was across the road," said Captain Kirk McGlamery of Georgia State Patrol. According to 911 dispatch, firefighters from multiple agencies battled fires on the scene. According to the Georgia State Patrol, as of 8:30 p.m., all lanes traveling east and westbound were open. Nine injured people were taken to Fairview Park Hospital in Dublin. Martha Strickland of Dublin told 13WMAZ that she and her daughter drove through around 8:30 a.m. on the eastbound side of I-16 which was clear but clouded with smoke. "We could just see the devastation and it was just heartbreaking you know it looked like a war zone," said Strickland. "My daughter wanted to stop and help but I said no that truck may explode any minute because it was a tanker." The tanker had not exploded, she says, but the truck cab was on fire as was the car ahead of and behind it. Regarding reports of the fatalities, Strickland says, "If only three people died, it will be a miracle. It was just destruction. It was like a war zone."

• **Related Links** [I-16 Lane May Be Closed Through Weekend](#)

<http://www.13wmaz.com/news/article/215907/4/Fiery-Tanker-Wreck-Kills-3-on-I-16->

USA, MA, BOSTON, FEBRUARY 8 2013. MASS. DPH RECOMMENDS BOTTLED-WATER BUYERS CHECK FOR GASOLINE ODOR



The Massachusetts Department of Public Health recommends that people who have purchased 3- or 5-gallon water bottles since Nov. 1, 2012, open and check for possible gasoline odors before using the water. After Super Storm Sandy struck the eastern seaboard in October, some gasoline shortages were reported in New York, New Jersey and Connecticut, and some residents used empty containers such as large water bottles to transport gasoline. DPH announced Thursday that test results on a sample taken from a 5-gallon container of Poland Spring bottled drinking water showed the presence of chemical contamination. Tests conducted by state officials showed that water was contaminated with a small amount of volatile organic compounds, including benzene, indicating gasoline contamination. An Essex County child became ill Feb. 1 and was treated at a local emergency department after consuming water from a 5-gallon Poland Spring water bottle. The child was later released. The bottle originated

from the Poland Spring bottling plant in Framingham and had been delivered to the child's home. According to DPH, at low exposure levels, these compounds are generally rapidly metabolized and excreted in the urine. If swallowed, benzene



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exposure may irritate the mouth, esophagus and stomach, causing nausea, vomiting and diarrhea. At low exposure levels, benzene is rapidly metabolized in the urine. In the past three months, bottled water companies have detected and blocked from reuse an increased number of returned water bottles found to contain gasoline residue or fumes. However, despite these detection efforts, as well as disinfection and sanitization protocols, a very small number of contaminated bottles are believed to have made it through the detection process and back into consumer use, the DPH said. The exposure levels involved are not likely to result in long-term health effects, according to DPH, which said it is working collaboratively with the FDA on this issue. DPH recommends that consumers who have purchased 3-gallon or 5-gallon water bottles since Nov. 1, 2012, should check for any odors before using the bottles. Clean water is odorless and should not have any chemical smell. Consumers should use their 3- or 5-gallon waters for their intended use, which is for drinking water only. If you find a water bottle with an odor, do not drink or use the water, the DPH urged. Instead, call your bottled water provider to make arrangements to get a replacement. If you have health concerns, contact your health care provider, the DPH said. This issue does not affect bottled water that is not in 3-gallon or 5-gallon containers, the DPH added.

<http://www.wickedlocal.com/boxford/news/x766864097/Mass-DPH-recommends-bottled-water-buyers-check-for-gas-odor#axzz2KHh414Zv>

AUSTRALIA, QUEENSLAND, BUNDABERG, FEBRUARY 8 2013. FIRE SERVICE DETECTS CONTAMINATION IN BURNETT RIVER

Map [Bundaberg 4670](#)



The Queensland Fire and Rescue Service says there has been widespread chemical contamination of the Burnett River due to flooding. Inspection crews have been visiting farms in the North Burnett to identify and collect hazardous material washed away in floodwaters. It includes chemicals and fuel from farms and much of it has washed across farmland. Inspector Ray Bott says it is hard to quantify the extent of the contamination. "We couldn't measure anything but from what I've seen going down the river, it was a lot of chemicals and materials and there were a lot of drums that we saw that have washed up so that sort shows the extent of materials in the river," he said. "There were pesticides so they can be toxic to the water animals and there were a number of oils as well." Authorities now fear stretches of water will lose oxygen, killing fish and increasing acidity.

<http://www.abc.net.au/news/2013-02-08/fire-service-detects-contamination-in-burnett-river/4507894?section=business>

NIGERIA, LAGOS, FEBRUARY 8 2013. DPR SEALS 294 FILLING STATIONS IN LAGOS



The Department of Petroleum Resources (DPR) says it sealed 294 filling stations for various offences in Lagos in 2012. Belema Osibodu, an Assistant Director (Public Affairs) in the DPR, disclosed this in Lagos on Tuesday. Osibodu said that the stations were sealed for under dispensing and hoarding of petroleum products, among others, adding that the offenders were handed over to the police for prosecution. Gbenga Koku, the DPR Acting Operations Controller in Lagos/Ogun Zone of DPR, expressed worries over unwholesome practices of some petroleum dealers. Koku expressed regret that some dealers still engaged in sharp practices, even when petroleum products were available. He said that the DPR was intensifying its efforts to curtail fuel adulteration and under-dispensing of petroleum products by dealers. On the number of those convicted, he said that the department could not immediately provide the details because those held were handed over to the police for prosecution. "The law establishing the DPR did not give it the power to arrest and prosecute offenders. The legal aspect is handled by the police and we leave at that point because the law does not allow us to arrest and take offenders to court.

<http://dailytimes.com.ng/article/dpr-seals-294-filling-stations-lagos>



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USA, CA, MODESTO, FEBRUARY 8 2013. LEAKING ARCO TANK IN MODESTO PART OF STATE LAWSUIT

garth staple



Customers pull in at ARCO gas station at Tully Road and Bowen Avenue on Thursday afternoon (02-07-13) in Modesto CA.

Underground gasoline tanks at more than 780 Arco stations throughout California, including some in Stanislaus and Merced counties, could harm the environment, state and local prosecutors charge in a civil lawsuit against oil company BP. In some cases, operators disabled leak detection devices, didn't fix leaks, failed to test overspill systems and improperly disposed of hazardous waste in incidents since 2006, the lawsuit says. The problems amount to "procedural violations" and none hurt people, a BP spokesman told The Associated Press. Targeted is a Modesto Arco station at the southwest corner of Tully Road and Bowen Avenue, according to the Stanislaus County

Department of Environmental Resources. A case against a Coffee Road station formerly owned by the company was closed when its tanks were removed in 2002, records say. Leaky tanks can pollute groundwater as contaminants seep down. "It's important to safeguard our natural resources and ensure that our groundwater is protected for future generations," Stanislaus County District Attorney Birgit Fladager said in a statement. She and Larry Morse II, district attorney of Merced County, joined California Attorney General Kamala Harris and prosecutors from six other counties in the lawsuit. It's similar to one last month brought against ConocoPhillips and Phillips 66. Merced stations at 1625 McSwain Road and 3100 G St. are among 41 throughout California specifically noted in the lawsuit, all operated by BP subsidiaries BP West Coast Products, BP Products North America and Atlantic Richfield Co. For example, the G Street station had faulty pipe sensors and problems with a spill container and overfill prevention system, among several others from 2009 to 2011, the lawsuit says. The McSwain Road station didn't file an operator certificate as required and had an overfill mechanism problem, the document says. Violations at the Modesto station were not specified in the lawsuit, which follows a statewide investigation led by Harris' office that found problems in 37 of the state's 58 counties. "We must be concerned for basic human health" and agribusiness, Fladager said. "Leakage from underground storage tanks poses a significant risk of harm and we have a duty to the public to make sure that companies are following the law and meeting their obligations."

<http://www.modbee.com/2013/02/07/2568614/leaking-arco-station-gas-tanks.html>

CANADA, B.C, PRINCE RUPERT, , FEBRUARY 8 2013. HAIDA QUESTION NORTHERN GATEWAY EXPERTS ON IMPACTS OF AN OIL TANKER SPILL

dene moore

An oil tanker spill in the ocean off British Columbia's Haida Gwaii islands would have adverse effects on marine plants and mammals, Northern Gateway experts told a federal panel Thursday under questioning from lawyers for the Haida Nation. While opponents of the project predict disaster, Al Maki, who was the chief scientist for Exxon at the time of the 1989 Exxon Valdez spill off Alaska, said those effects would not be permanent or catastrophic. The Exxon Valdez spill occurred in an environment similar to the B.C. coast and is one of the most studied spills in history, Maki said. "We did see recovery of most of those shorelines within two years following the spill," Maki told a hearing in Prince Rupert. "Some of them had been very heavily oiled and had been subject to extensive cleaning. But within two years, we did have recovery of those ecosystems." Oil was detected in the ocean floor, but forensic testing by the U.S. Environmental Protection Agency found the oil was due to natural seeps and degraded coal deposits, Maki said. "The fact was the oil had ... biodegraded to simple compounds before they were deposited in the benthic sediments, and so the results of the tests ... showed that the sediments were not at all toxic," Maki said. The federal panel is currently hearing testimony about the company's marine oil spill response plans. Terri-Lynne Williams-Davidson, lawyer for the Council of the Haida Nation, questioned Enbridge experts about the impacts a marine spill would have on things like the razor clams that the Haida harvest commercially and the seaweed they dry and eat as a snack. "It is a very important area to the Haida people," Williams-Davidson said, referring to the Gwaii Haanas National Park Reserve on the southern tip of the islands. Miles away from Prince Rupert, across Hecate Strait and the proposed northern route of Northern Gateway tankers, she said residents of Haida Gwaii were listening to the hearings being broadcast live over the Internet. On the remote islands, signs proclaiming opposition to the project are pervasive, nailed to hydro poles and fences and even spelled out on the roadside sign of a autobody shop. Trevor Russ, vice-president of the Haida Nation, said the



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islands off the B.C. coast will bear the brunt of an oil spill. "We have a mandate from our people going back a few years that we do whatever it takes to stop this pipeline project from going through," Russ said in an interview. "The stand is very strong, in the Haida community and the non-Haida that reside on Haida Gwaii, are for the most part all opposed to the pipeline." The company has said the odds of a tanker spill are one in 15,000. "These are few and far between events," said Owen McHugh, a member of the Northern Gateway panel. "In 2012, there was no large oil spill anywhere in the globe. Tanker safety has improved to a level that is unprecedented." But Environment Minister Terry Lake issued a statement Thursday evening, saying the government is still looking for solid evidence of the company's ability to prevent and respond to a maritime spill in a world-class fashion. "Unfortunately, we're just not satisfied with the level of detail that Northern Gateway representatives are providing, and that makes it difficult to judge whether they are meeting B.C.'s conditions for supporting the project," said Lake. Company officials made it clear under cross-examination that the actual spill-response plans will not be developed until the project has been approved, Lake's ministry added. The panel has until the end of the year to produce a report and recommendations for the federal government, and the stakes are high. A report released Thursday said the Canadian economy is losing \$30-70 million a day because of the inability to get western Canadian crude to more diverse

<http://www.ctvnews.ca/canada/haida-question-northern-gateway-experts-on-impacts-of-an-oil-tanker-spill-1.1148299>

USA, MISS, JASPER CO, FEBRUARY 8 2013. CLEANUP CONTINUES AT OIL SPILL SITE IN JASPER COUNTY

emily le coz & therese apel



Workers from several environmental clean-up companies remove oil Thursday from Piney Branch Creek in Jasper County, where a pipeline has leaked more than 300 barrels of crude.

Some 1,260 gallons of crude oil spewed into a creek outside Bay Springs on Tuesday, 30 times more than originally estimated but a fraction of what some say could be the final tally. An official close to the cleanup effort but who was not authorized to speak on the record said at least 300 to 400 barrels spilled into the Piney Branch Creek. That's between 12,600 and 16,800 gallons — a drastic increase from the 40 gallons initially reported by Plains All American Pipeline, the Houston, Texas-based company that owns the pipeline. Plains had filed its report with the National Response Center, a federal agency, within

one hour of the spill's detection, as required by law. Company representatives said it's hard to get an accurate tally in such a short amount of time, thus the initially low figure. In its follow-up report on Wednesday, Plains updated the number to 30 barrels. That's likely where it will stay until engineers complete a thorough inspection of the spill and perform all calculations to determine an exact amount, officials said. When asked about the higher estimates, company spokesman Brad Leone declined to comment. Ernie Shirley, an environmental scientist with the Mississippi Department of Environmental Quality, also declined to cite any specific numbers. Shirley told a reporter questioning the tally of between 300 and 400 barrels, "You're on the right track." It's not the biggest oil spill Shirley said he's seen, but it's not the smallest, either. Shirley is among numerous agency representatives on site since the leak was discovered around 3:30 p.m. Tuesday. Other agencies dispatched to the scene include the U.S. Environmental Protection Agency, the Mississippi Emergency Management Agency and the Mississippi Department of Wildlife, Fisheries and Parks. Plains established a command post at the Holiday Inn Express in Laurel, from where it's coordinating the massive cleanup effort. At least 150 workers — many from U.S. Environmental Services — are working around the clock to soak up the oil. Another 100 workers are expected to arrive today. It's been a swift and comprehensive response to the spill, but will take an estimated two weeks to fully clean, Shirley said. It will take another two or three months to finish the required chemical and environmental testing. The slick had spread for nearly 2 miles, crossing ditches and wetlands and flowing into the Piney Branch Creek, a tributary of Tallahoma Creek which ultimately snakes its way to the Mississippi Gulf Coast. Officials eventually stopped the leak, which was located along its eight-inch pipeline about one mile east of Bay Springs in Jasper County. They then deployed multiple booms to block the slick from spreading farther downstream. The company's "priorities are to clean up the release, while ensuring the safety of response personnel and minimizing the impact to the public and the environment," Leone said. On Thursday evening, dozens of white trucks lined County Road 528 near the cleanup effort. Workers were seen in boats, on foot, and with hoses, pushing thick black crude oil down the creek toward the booms. From there, it was pumped into a large truck. Just down the road, Dr. Terry Ford could see, hear and smell everything. He said he found out about the oil spill on his land Tuesday evening when a company



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representative knocked on his door. He took a cursory walk on his land in the twilight to survey the situation. "It was a pit of oil," he said. "It was getting close to dark, and all I could see was on the land, and it covered a good portion of the pipeline, and there was a real strong pungent smell like kerosene." Ford said he's worried about the environmental impact of the spill. There are wild deer, turkey and other birds on the land. He also has horses. According to the U.S. Fish and Wildlife Service, crude oil can mask the scents upon which animals rely to find and identify their young. A mother will reject or abandon a baby, leaving it to starve or eventually die. Oil will also impair birds' ability to fly. In addition to smelling and looking different, Ford said the land sounds different. "My neighbor is almost 80 years old, and he's really in tune to the environment," Ford said. "He told me last night he's heard an eerie quietness in the woods the last few nights." Jasper County generates an average of 3.5 million barrels of oil annually, according to data from the Mississippi Oil and Gas Board. With numerous oil fields and several pipelines crisscrossing its territory, it consistently ranks among the top three oil counties statewide. This is Plains' first pipeline leak in the Jasper County in at least 10 years, although it has had four prior ones – all minor – in Mississippi during that time, according to the National Response Center.

http://www.hattiesburgamerican.com/article/20130208/NEWS01/302080020/Cleanup-continues-oil-spill-site-Jasper-County?nclink_check=1

USA, ILL, MAGNOLIA, FEBRUARY 8 2013. MCNABB MAN INJURED BY FIREWORKS >> HE AND ANOTHER MAN WERE ATTEMPTING TO REMOVE STUMP NEAR MAGNOLIA

gary l. smith

A McNabb man remained in a Peoria hospital Thursday with injuries suffered Wednesday evening when an attempt to remove a tree stump with fireworks apparently went wrong, authorities said. Details still were sketchy Thursday afternoon, but police said that Brandon Phillips, 28, had been working with another man to try to remove a stump at a rural Magnolia site when the firework being used exploded and prompted a 911 call at 6:45 p.m. Putnam County Sheriff Kevin Doyle said Thursday that his office was investigating to determine whether dynamite or any other type of explosive had been used, but that did not appear to be the case. "They said it was some type of homemade firework," Doyle said. The other man, identified as Jerome Price of Magnolia, was not injured, Doyle said. The incident occurred on rural Taylor Road outside Magnolia on property that did not appear to be the home of either Phillips or Price, the sheriff added. Phillips was taken by the Putnam County Ambulance to the Marshall County Airport in Lacon for helicopter relay to OSF Saint Francis Medical Center in Peoria. The nature of his injuries could not be determined, but he was listed in fair condition Thursday. Also assisting at the scene was the Magnolia Fire Department. The incident remains under investigation.

<http://www.pjstar.com/news/x1522318788/McNabb-man-injured-by-fireworks>

USA, CA, LONG BEACH, FEBRUARY 8 2013. INVESTIGATION FINDS TONS OF ILLEGAL FIREWORKS STASHED ACROSS THE COUNTRY, FEW REGULATIONS ON DISPOSAL

 **Watch the Video** [Watch a U.S. Chemical Safety Board Video about the 2011 Honolulu Explosion.](#)



An U.S. Chemical Safety Board animation of a 2011 fireworks explosion that killed five men in Honolulu.

The cache of seized fireworks was inside a rusted-out, World War II-era bunker in a Honolulu hillside. The explosion that killed the five men working inside the bunker was so spectacular the federal investigators still aren't positive about what happened. What they know about the 2011 accident, [they say](#), is that unless the federal government takes action, this could happen again in any number of communities across the United States. There are similar magazines — filled with confiscated explosives — all over the country. In California alone there are "hundreds of thousands of pounds" of them, says [Amanda Johnson](#), a

[U.S. Chemical Safety Board](#) investigator who studied the Honolulu explosion. "They are being stored in bunkers and magazines across the state," Johnson said. "And they're just accumulating," another board investigator, [Dan Tillema](#), says it's impossible to determine the scope of the national backlog of fireworks awaiting disposal. "Even in California, we probably have a low estimate," he said. "There are a lot of jurisdictions in the country where fireworks are legal and they still do confiscations. There are areas in Colorado where in local jurisdictions, depending on weather [or the threat of wildfires], it becomes illegal." The Chemical Safety Board has voted to recommend a spate of safety requirements and other regulations and oversight



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related to fireworks disposal. Right now, there are few if any such policies at the federal, local or industry level, the board said. Had such rules been in place two years ago, federal investigators say the five federal subcontractors who died in Honolulu would still be alive. On the other hand, investigators say it's fortunate more people didn't die: Workers transported the fireworks and loose explosive material on a publicly accessible road. A sixth worker who had stepped outside of the bunker to make a phone call survived. The men worked for [Donaldson Enterprises Inc.](#), which specializes in disposal of unexploded ordnances. Though investigators say Donaldson had no experience working with fireworks, it was tapped by a Virginia-based federal contractor to destroy a backlog of fireworks seized by [U.S. Customs and Border Protection](#). The fireworks came to Hawaii from China and had been mislabeled for [consumer](#) use when they were actually far more powerful. [But federal investigators found](#) that Donaldson Enterprises had no experience with fireworks, and the dangerous method they cobbled together for disposal was barely vetted. The workers were soaking tubes of explosives in vats of diesel fuel before cutting them open. In the process, a fine layer of explosive dust known as black powder began to collect on the magazine floor, helping to create "essential elements for a mass explosion," the Chemical Safety Board later determined. Federal investigators still aren't sure exactly what happened. One theory: a [metal chair](#) rolling across a layer of explosive dust may have caused the spark that ignited the explosion. "It was ignited by something in the magazine," Johnson said. "We can't pinpoint exactly what because of the amount of destruction." Though the Chemical Safety Board describes a widespread lack of regulation and oversight, there are already rules related to fireworks on the books. The [Environmental Protection Agency's](#) criminal investigation unit also probed the Honolulu explosion and found the company operated without the necessary [hazardous waster permits](#). That investigation led to a criminal indictment of Donaldson Enterprises and two of its employees, for whom a trial is set to begin in April. The [Bureau of Alcohol, Tobacco, Firearms and Explosives](#) also handles disposal of some fireworks, but a spokeswoman couldn't give specifics on the agency's regulations or oversight. "We destroy them," said bureau spokeswoman Ginger Colbrun. "We just dispose of them, whether it be explosives or firearms. I'm sure we follow whatever regulations." The agency doesn't keep data on how many pounds of fireworks it confiscates each year, but that disposal is often "a partnership" with local communities, Colbrun said. In some cases, that kind of partnership can involve volunteers. One such volunteer was killed during an improvised fireworks disposal [in Kansas last July](#). He and others were trying to get rid of leftover fireworks that didn't go off as planned in a town Fourth of July display. "They put fireworks in a pit to burn them," said the Chemical Safety Board's Johnson. "Someone had a chain of three aerial shells and they lobbed it into the pit. It discharged out of the pit and it killed someone who was standing 50 feet away. It was a method put together without any guidance and it unfortunately resulted in a fatality." Federal agencies like the [Treasury Department](#), which is involved in contracting and subcontracting processes, have until mid-July to respond to the Chemical Safety Board's recommendations. Treasury Department officials declined to speak on the record, but an individual who would only agree to be identified as "a treasury spokesperson" said the department is "aware of the [final report](#)" and "reviewing the recommendations." In the meantime, advocates for reform say the issue is about public safety, not just workplace safety. In Hawaii, "the road right outside of the magazine was open to all of the other people who rent storage facilities there and they could have been driving by at any moment," the Chemical Safety Board's Tillema said. "In Kansas, anybody could have been involved. There were no restrictions. It definitely can affect members of the public."

http://www.pressetelegram.com/news/ci_22542299/investigation-finds-tons-illegal-fireworks-stashed-across-country

USA, MN, FOLEY, FEBRUARY 8 2013. FOLEY PETROLEUM LEAK SITE TO BE TESTED

The Minnesota Pollution Control Agency plans to test the site of an old petroleum leak in Foley this spring for any underground contamination. Benton County has approved an agreement with the MPCA to conduct soil tests at the site of a former bulk fuel facility off Minnesota Highway 23 and 65th Street Northeast. The property has been in tax forfeiture since 2006, said Karri Thorsten, county auditor-treasurer. Six above-ground diesel and gasoline tanks were removed in November 2002. They ranged in size from 10,000 to 17,000 gallons, said Don Milless, an MPCA supervisor. The agency has hired a contractor to conduct an initial round of soil borings. The samples will determine if there is a need to drill monitoring wells, Milless said. The MPCA investigated the site back in the 1990s and removed 800 cubic yards of soil, Milless said. The case was closed in 1994, but the tanks continued to be used and more contamination was discovered after their removal in 2002, he said. Petroleum from a leaking tank can seep into the soil and contaminate ground water with toxic substances such as benzene, which have been linked to cancer and other health problems. Since the MPCA's petroleum remediation program was established in 1987, more than 17,000 sites have been cleaned up. The agency gets about 400 calls a year reporting contaminated sites, and completes about 500 cleanups each year. It's not the first time a leaking petroleum tank has been discovered in Foley. In



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2007, the city had to stop using one of its wells after petroleum contamination was discovered in one of the city's wells during routine testing. The well was near two sites that had once contained fuel tanks. With help from federal stimulus funds and the state's Petrofund, Foley installed a new well outside of the contaminated area. It has been operating since December 2011, Milless said. The total project cost was \$1.2 million. The MPCA says there are still more sites to be cleaned up. About 10 percent are on residential properties. The agency says there could be as many as 100,000 residential tanks in Minnesota. Property owners who suspect a leaking petroleum tank on their property are advised to call the state duty officer at 800-422-0798.

<http://www.sctimes.com/article/20130207/NEWS01/302070060/Foley-petroleum-leak-site-tested>

AUSTRALIA, VICTORIA, MELBOURNE, FEBRUARY 9 2013. ACAPMA SEEKS DANGEROUS GOODS TRAINING RETHINK

The Australasian Convenience and Petroleum Marketers Association (ACAPMA) wants driver training changes, pointing to evidence that accident risks are higher for experienced drivers within the dangerous goods industry. It points to data analysis by Lumley Insurance that shows 81 percent of insurance claim costs come from accidents caused by truck drivers. The analysis, of claims made in the past three years, has found experienced drivers to make more mistakes than the newcomers, according to ACAPMA CEO Nic Moulis. "The report suggests that a driver with between six to 10 years' experience is more at risk of having a claimable accident," Moulis says. "This new research shows that there is a pattern when it comes to the cause and cost of truck accident claims in the dangerous goods industry. "Unfortunately, the driver is the main cause of most incidents and rehabilitating the driver is a significant cost in the claims process." Moulis says it's time for businesses to get proactive about training so the safety culture is improved as experienced drivers are more relaxed about training and safety. "What we are seeing is that while drivers are taking training and safety on board in their first few years on the job, over time, complacency or lack of cultural reinforcement is leading to a higher rate of accidents," he adds. "All of these accident-causing activities can be rectified by driver safety training and risk management initiatives that companies can easily implement. "Businesses need to focus on educating their drivers about the role they play in their own safety. "Every driver walks around their truck and does an inspection of its safety before taking it on the road. However, most drivers have not taught how to analyse their own risk of functional failure before getting behind the steering wheel." The ACAPMA has been working with the Transport and Logistics Industry Skills Council (TILSC) in building career paths for dangerous goods tanker drivers, which has introduced Certificate IV in Tanker Operations. "Tanker drivers, particularly the fuel tanker drivers are the 'pilots of the road'," Moulis says. "However, what has become evident in the construction of the skill sets and course materials and through the roll out of the pilot program is that there is a need to focus on the driver as a person, not just as the operator of the vehicle."

<http://www.fullyloaded.com.au/industry-news/articleid/82639.aspx>

USA, MO, ST. JOSEPH, FEBRUARY 9 2013. TANK FIRE CONTROLLED AT ST. JOSEPH BIODIESEL PLANT, NO INJURIES

william seay & bridget bleivins

 [Watch the Video Tank Fire Controlled at St. Joseph Biodiesel Plant](#)

A fuel tank fire caused damage at a St. Joseph business Friday morning. It happened at Blue Sun on Stockyards Expressway when biodiesel levels fluctuated in equipment on the property, sparking a fire. No one was hurt, but the fire caused enough damage to the tank to put it out of service for now. Battalion Chief Russell Moore, with the St. Joseph Fire Department, said they were fortunate no one was injured. Firefighters, police and other emergency responders were all at the facility as precaution. The Blue Sun St. Joseph Refinery produces biodiesel at the facility located at 5701 Stockyards Expressway.

http://stjoechoannel.com/fulltext?nxd_id=326052

USA, WASHINGTON D.C, FEBRUARY 9 2013. EPA RELEASES STATE ENFORCEMENT PERFORMANCE INFORMATION & COMPARATIVE MAPS >> AGENCY TO HOST WEBINAR DEMONSTRATING NEW DATA FEATURES

stacy kika

Today, the U.S. Environmental Protection Agency (EPA) announced the release of state dashboards and comparative maps that provide the public with information about the performance of state and EPA enforcement and compliance programs across the country. "Transparency and access to information at all levels helps to drive improvements in environmental performance," said Cynthia Giles, assistant administrator for EPA's Office of Enforcement and Compliance Assurance.



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"Today's release of state enforcement information highlights the important work going on at the state level to address serious pollution problems and also underscores areas where states and EPA may need to strengthen enforcement and compliance efforts." Most states and tribes in the United States have the authority to implement and enforce many of the nation's air, water and waste laws. The dashboards and maps include state level data from the last five years and provide information including the number of completed inspections, types of violations found, enforcement actions taken, and penalties assessed by state. To ensure data quality, EPA made the maps and dashboards available to the states in advance of this public release, in order to provide an opportunity to make any necessary data corrections. Users can customize the dashboards to view state activity, EPA activity, or combined activity. Where available, the site also allows users to view national averages and display state enforcement trends over time. The interactive state performance dashboards are located on EPA's Enforcement and Compliance History Online (ECHO) website. ECHO is an EPA transparency tool that allows the user to map federal and state inspection, violation, and enforcement information for more than 800,000 regulated facilities. The state dashboards and comparative maps that are available in ECHO are part of EPA's commitment to increasing transparency and providing data to the public in a format that is easy to understand and use. EPA will host two webinars demonstrating how to use the state dashboards and comparative maps now available in ECHO. The first will be held on February 12, at 1p.m. EST (for news media only). The second will be held on Tuesday, February 12, at 3p.m. EST (for the public). The demonstration will highlight the new features added to the tool, important information about the data, and how to compare data by state. Reserve webinar seat: <https://www1.gotomeeting.com/register/315869032>

View the State Performance Dashboards & Comparative Maps:

http://www.epa-echo.gov/echo/stateperformance/comparative_maps.html

<http://www.epa-echo.gov>

USA, PA, BRIDGEVILLE, FEBRUARY 9 2013. TANKER SPILL IN BRIDGEVILLE ON FRIDAY AFTERNOON CLOSED BOWER HILL ROAD FOR 2 HOURS AND REOPENED AROUND 4:30 P.M.

mike jones



A tanker truck spilled oil on Bower Hill Road, closing the busy Bridgeville road just in time for the evening rush hour. [Bridgeville police](#) said the tanker spilled the oil on Bower Hill between McLaughlin Run Road and Union Street around 2:25 p.m. Friday, forcing them to close the intersection. A hazardous material crew has been called to the scene to assist in the clean up. Firefighters were seen brooming up the material while the tanker was being towed away. Motorists are urged to stay away from the area. Police are detouring traffic onto Baldwin Street to avoid the crash scene.

<http://chartiersvalley.patch.com/articles/tanker-truck-crash-in-bridgeville-closes-bower-hill-road>

ENGLAND, EAST YORKSHIRE, FEBRUARY 9 2013. 'BIGGEST CHEMICAL SPILL' CLOSSES M62 IN EAST YORKSHIRE

Part of the M62 motorway in East Yorkshire was closed for a second night because of a chemical spillage. A tanker overturned on Friday evening between junction 34 near Selby and junction 35 near Goole. A 300m (980ft) cordon was put in place around the scene, which the fire service said was the "biggest chemical spill in the region for a decade". The Highways Agency said the tanker was leaking a "toxic and flammable chemical". The road has now reopened. It said 80 firefighters from nine stations were involved in the operation.

Related Links [Motorway closed after tanker crash](#)

<http://www.bbc.co.uk/news/uk-england-humber-21397306>

TURKEY, ISTANBUL, FEBRUARY 9 2013. 5 INJURED IN COLLISION BETWEEN TANKER, SEABUS IN BOSPHORUS STRAIT

Five people were injured in the collision between a foreign tanker and a Turkish seabus in Bosphorus strait near the Turkish city of Istanbul on Friday evening, [APA](#) reports quoting Xinhua. Turkish seabus captain Sercan Karabiyik told media that five people, including four passengers and one crew member, were injured in the accident and sent to hospital for treatment. The collision happened when the Yenikapi-1 seabus was arriving at Kabatas on the European side of the Bosphorus from Bostanci



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on the Marmara coast on the Asian side. The seabus was hit by a tanker near Maiden's Tower at the entry of the Bosphorus around 7: 25 p.m. local time. So far, the Bosphorus is open to traffic, although departures from Kabatas, which is one of the busiest transportation stations located near Dolmabahce Palace, have been temporarily halted. Istanbul police were deployed to the area, with the investigation going on.

<http://en.apa.az/news/187543>

NEW ZEALAND, TARANAKI, FEBRUARY 9 2103. LPG TANKER ROLLS



An LPG tanker crashed on SH3 near Urenui this morning.

An LPG tanker crashed on SH3 near Urenui this morning blocking both lanes. Traffic was diverted from State Highway 3 on to Mimi Rd after an LPG tanker crashed yesterday. The truck and trailer unit rolled near the intersection of SH3 and Pukearuhe Rd about 7am, Inspector Ian Harris, of central communications, said. Motorists stuck at the scene were evacuated from their vehicles as a precaution. The truck driver was not injured in the crash.

<http://www.stuff.co.nz/taranaki-daily-news/8277628/Truck-and-trailer-crash>

USA, CT, NAUGATUCK, FEBRUARY 9 2013. TANKER ACCIDENT CLEARED WITHOUT SPILL



Naugatuck firefighters respond to an accident that left a Coastal Carriers truck stuck in a ditch Thursday night at the intersection of Neumann Street and Rubber Avenue Extension.

A tanker truck carrying gasoline nearly tipped in a brook just off Neumann Street Thursday night. Just before 7 p.m. the driver of the Coastal Carriers tanker, carrying about 7,500 gallons, failed to negotiate a turn onto a bridge leading into Mountainview Plaza, Naugatuck police spokesman Lt. Bryan Cammarata said. It appeared the driver took too shallow of a turn and the right side of the vehicle slipped off the bridge, leaving it partially suspended over a stream. The accident closed a section of Neumann Street for several hours Thursday night into early Friday morning as the fuel was transferred to another tanker. The street reopened just before 4 a.m., Cammarata said. Power in the area was also turned

off for several hours while fuel was removed from the truck. All power has since been restored. Waterbury firefighters assisted, bringing with them a specialized foam trailer that can be used to put out fuel fires. Fire Chief Ken Hanks said the tanker didn't spill any fuel and the accident was cleared without any environmental impact. Hanks said normally gas is transferred from the tankers through ports on the bottom of the tank. These ports were blocked by the pavement, he said, and the gas was transferred through hatches on the top of the tanker. A Department of Energy and Environmental Protection monitor observed the fuel transfer into another tanker truck, he said. Cammarata said he didn't expect the driver to face a police citation.

<http://www.mycitizensnews.com/news/2013/02/tanker-accident-cleared-without-spill/>

USA, PA, KINGSTON, FEBRUARY 9 2013. D.E.P. INVESTIGATING SIGNIFICANT GASOLINE LEAK IN KINGSTON >> SAYS 500-1,700 GALLONS OF GASOLINE LEAKS FROM UNDERGROUND STORAGE TANKS AND GROUNDWATER HAS BEEN CONTAMINATED

bill wadell

 [Watch the Video D.E.P. Investigate Significant Gasoline Leak](#)

State environmental officials said hundreds of gallons of midgrade gasoline is unaccounted for and likely leaked from two storage tanks at a gas station in Luzerne County. A Department of Environmental Protection spokeswoman told Newswatch



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16 that 500 to 1,700 gallons of fuel is suspected of leaking and likely contaminating groundwater underneath the Convenient Mart at the intersection of Wyoming Avenue and Pringle Street in Kingston. According to the D.E.P., the gas station owner noticed that there was an issue after a recent fuel delivery. Sarah Phillips lives near the gas station said she is worried about the possibility of contaminated ground water. "I know that there's work down there some times going on but I wasn't aware of a gas leak. That definitely concerns me," said Phillips. A D.E.P. spokesperson said the fuel leak has not reached any streams or public water sources.

<http://wnep.com/2013/02/08/d-e-p-investigating-significant-gasoline-leak-in-kingston/>

USA, CA, PLEASANTON, FEBRUARY 10 2013. HAZARDOUS 1600 POUND BATTERY ACID SPILL ON WYOMING STREET



A 1600 pound commercial battery had fallen over during transport and was leaking acid onto the road.

On February 8, 2013, the [Livermore-Pleasanton Fire Department \(LPFD\)](#) responded to a hazardous materials leak at the intersection of Wyoming Street and Washington Street in Pleasanton. The call was received at 4:38 p.m. and LPFD responded with one fire engine arriving on scene within five minutes. Upon arrival, the LPFD crew found a mid-size delivery truck that was carrying an approximately 1600 lb. commercial battery that had fallen over during its transport and was leaking battery acid. First arriving firefighters created a dam to prevent the acid from contaminating the storm drain and requested the Battalion Chief and Hazardous Materials unit to respond to the scene. Firefighters made a hazardous materials entry into the truck to stop the active leak by repositioning the battery. The entry was a "Level B" entry where firefighters wear self contained breathing apparatus, a chemical resistant splash suit, rubber boots and rubber gloves. The LPFD was able to contain the leak to the truck and the adjacent gutter. Wyoming Street was closed between Washington Street and Utah Street for approximately 45 minutes while fire crews made the hazardous materials entry. Contact was made with the battery and the truck owners at the scene, and a private hazardous materials clean-up contractor from Oakland was requested by the

owners to complete the clean up and handle the disposal. Fire crews remained on scene until their arrival at 7:00 p.m. Two members of the public were exposed to the acid and performed self-decontamination. No members of the public or firefighters reported any injuries. There was never any threat to the public. No orders for evacuation or shelter in-place were given.

<http://pleasanton.patch.com/articles/firefighters-stop-battery-acid-spill-on-wyoming-street>

INDIA, CHENNAI, FEBRUARY 10 2013. OIL LEAK IN TIRUVOTTIYUR BLOWS LID OFF TWO-YEAR-OLD PROBLEM

aloysius xavier lopez



Workers digging the road to plug the oil pipeline leak at Sathuma Nagar near Tollgate in North Chennai.

A leak in an underground oil pipeline in Tiruvottiyur on Friday set off panic among residents even as oil company officials initiated immediate action to plug the hole and clear the contaminated soil on Ottravadai Street. While CPCL officials said that the pipeline was being monitored regularly and no abnormality had been detected, TNPCB officials, who inspected the spot, said the leak was due to corrosion. Residents said the leak was first been noticed at 6.30 a.m. By 8 a.m., the area was cordoned off by Chennai Petroleum Corporation Limited (CPCL) with the assistance of the fire service personnel and Central Industrial Security Force. Soon, the excavation of the area began and the workers kept

throwing mud on the oil collected in the pit dug up to plug the leak on Ottravadai Street. Chennai Corporation Councillor Prabhakaran said the residents have been complaining about the oil leak for the past few months. Many wells and bore wells in the residential locality have been closed because of oil contamination. CPCL officials said the leak had been plugged by evening. As a school was located on the same street where the leak occurred, officials asked residents to avoid cooking or using LPG stove for any other purpose till the hole was plugged. "The discharge of oil has intensified over the past two years.



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Luckily today, no vehicles skidded on the oil patch," said S.Damodaran, a resident. The 30-inch oil pipeline runs for a distance of 6.9 km underground and 300 metre above ground level. "The pipeline has been properly assessed for its health periodically. CPCL has been taking extraordinary precautions to periodically inspect the health of the pipeline. The pipeline is protected by impressed current cathodic protection system and monitored every week. Walk-through inspections of the pipeline are done every fortnight. Extensive condition assessment studies of the pipeline are done once in four years and the last exercise was done by Engineers India Limited (EIL) in December in 2012," a CPCL release said.

<http://www.deccanchronicle.com/130209/news-current-affairs/article/panic-after-oil-leak-n-chennai>

USA, FLA, TITUSVILLE, FEBRUARY 9 2013. TRACTOR-TRAILER, FUEL TANKER COLLIDE ON I-95

 **Watch the Video** [Tractor-Trailer, Fuel Tanker Collide](#)

 **Photo's [6]** [Tractor-Trailer, Fuel Tanker Collide](#)



A jackknifed tractor-trailer caused I-95 northbound in Titusville at mile marker 212 to shut down, according to the Florida Highway Patrol's website. One lane has since reopened. There was heavy traffic on the southbound lanes. Investigators said a fuel tanker and a tractor-trailer hauling tomatoes collided. Neither driver was injured, but fuel spilled on the road. FHP said it appears the driver of the tanker collided with the produce truck as he was trying to get onto I-95.

<http://www.wftv.com/news/news/local/jackknifed-tractor-trailer-blocks-nb-lanes-i-95-ti/nWJ4h/>

USA, MN, AUSTIN, FEBRUARY 10 2013. QR CODES CAUSE CONFUSION AT GAS STATIONS

katherine johnson

 **Watch the Video** [QR Codes Cause Confusion](#)



QR codes are barcodes you scan with your smart phone to access deals on different websites. They're popping up everywhere - even at the pump. However there are also warnings posted at gas stations throughout the metro asking drivers to turn cell phones and electronic devices off while at the pump. "How am I supposed to scan that if I want to get the 6% off?" asked one driver. "Somebody had service station video of a person talking on their phone, getting out of their car and then they had a flash fire so they naturally jumped to the assumption that it was cell phones," said State Fire Marshal Jerry Rosendahl. Rosendahl says it's not the cell phone that starts the fire adding his office does not issue the warning signs posted at the pump. Exxon says ad and warning

placement at its Minnesota stations is up to individual gas station owners. "I don't necessarily worry about being on your cell phone but I'd rather have you concentrating on using the hazardous material of gasoline," said Rosendahl. "That's nothing to fool with." Rosendahl says it all comes down to a simple distraction. When you're using your cell phone you're not paying as much attention to sparking static electricity at the pump. "Just talking on the phone is not going to do it. The science will not support that." Rosendahl adds to avoid starting a fire at the pump, after you get out of your car, touch a metal surface. That will get rid of that initial static electricity shock. Then go for the nozzle.

<http://www.kaaltv.com/article/stories/S2925977.shtml?cat=10728>

USA, NE, FREMONT, FEBRUARY 10 2013. POLICE INVESTIGATE FRIDAY NIGHT FATALITY AT FREMONT GAS STATION

A 44-year-old man died Friday night when the pickup he was driving went off the road and struck a gas pump. Fremont Police Sgt. Mike Diers said the man, whose name has not been released, was driving west on 23rd Street when his 2002 Chevrolet S-10 pickup left the road and hit a gas pump at Hy-Vee Gas. The accident occurred at approximately 10:30 p.m. Diers said the



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driver was taken to Fremont Area Medical Center, where he was pronounced dead. A passenger in the vehicle was taken to FAMC before being transported to the University of Nebraska Medical Center in Omaha. That person's condition was not known as of Saturday morning. Diers said the gas pump was ruptured and fuel was released. The Fremont Fire Department responded and controlled the gas leak. Diers said the cause of the accident remains under investigation.

http://fremonttribune.com/news/local/police-investigate-friday-night-fatality-at-fremont-gas-station/article_924e0258-55bc-5ec0-bbf3-bdb88f907f9c.html

USA, TX, LA PORTE, FEBRUARY 10 2013. ONE PERSON DEAD AND ANOTHER INJURED AFTER FIRE AND EXPLOSION AT LA PORTE FACILITY

y.c. orozco & kar hlava

 **Watch the Video's:**

- [1 Dead, 1 Injured after Fire, Explosion at Air Liquide](#)
- [Body Found after Gas Plant Explosion, Victim not Identified](#)
- [Explosion Blows Hole in Texas Gas Plant](#)

 **Photo's [14]** [Images of Explosion Scene in La Porte](#)

 **Photo's [8]** [1 Killed, 1 Injured after La Porte Plant Explosion](#)



Officials at Air Liquide Industrial Services in La Porte confirmed Saturday afternoon that one person was injured and one unaccounted for after an explosion and fire at the facility which occurred early that morning. One body was found Saturday evening inside the facility after emergency crews searched the building. At Approximately 7:38 am Saturday morning La Porte dispatchers received a 911 call about the fire at the facility, located at the 11400 block of Fairmont Parkway near Bay Area Blvd, according to Administrative Sergeant John Krueger with the La Porte Police Department. Air Liquide mixes gases such as oxygen and nitrogen for industrial applications according to Michael Rosen, VP of public affairs for Air Liquide. Rosen said that air tests determined that no harmful chemicals were released into the air except for smoke. Rosen

initially said that the fire possibly started in the lab area of the complex which also has a loading dock and an administration area. Rosen said that PHI flew one worker to Galveston UTMB to be treated for burns and no other injuries were reported at press time although he added that the company could not release a definitive head count or could not confirm if others were missing. The facility has a staff of 20 but on a Saturday, officials were still unable to determine how many employees were present at the time of the explosion. Pasadena called for a Level 3 shelter-in-place, which means that an incident is not yet under control and protective action may be necessary for surrounding areas. The shelter-in-place was called and Pasadena residents were encouraged to stay indoors with windows closed and their air conditions turned off. The shelter-in-place was issued because the air and smoke was traveling toward the Red Bluff area and was lifted by noon. In a statement released Saturday afternoon, officials are investigating the cause of the incident. The Houston based plant holds a mixture of industrial gases like nitrogen and hydrogen which are used in the processing of food and beverages and electronics.

http://www.yourhoustonnews.com/pasadena/news/one-person-dead-and-another-injured-after-fire-and-explosion/article_9df0fba5-fd45-50b1-9016-6df7e107ef22.html

USA, CA, MECCA, FEBRUARY 10 2013. TANKER OVERTURNS, SPILLS COOKING OIL

A tanker truck hauling 36,000 gallons of cooking oil crashed, overturned and began leaking its load in the unincorporated Mecca area east of Indio Friday night, causing a road closure, authorities said. No one was injured in the single-vehicle wreck on Box Canyon Road three miles east of Painted Canyon Road, said Melody Hendrickson of the Riverside County Fire Department. The crash was reported just before 7:30 p.m., according to the California Highway Patrol. Box Canyon Road was closed in both directions from Interstate 10 to Painted Canyon Road, according to the CHP's online Traffic Incident Information Page.

<http://www.swrnn.com/2013/02/09/mecca-tanker-overturms-spills-cooking-oil/>



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