



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 927 Newsy Stuff

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

February 6 2013



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USA, IA, TRIPOLI, JANUARY 25 2013. 'HAZMAT' TEAM RESPONDS TO TRIPOLI ACID LEAK

andrew wind

The Waterloo hazardous materials team was called to Tripoli Tuesday after a driver discovered his semi trailer leaking the liquid nitric acid he was hauling. Mike Schipper, leader of the "hazmat" team, said the Figanbaum Trucking semi had stopped to refuel when the leak was found. The truck was in the midst of transporting several containers of the hazardous material among other items from Wisconsin to Colorado. Initially, the Tripoli Fire Department responded, but the team from Waterloo Fire Rescue was called about 2:30 p.m. "due to the amount of product and the toxicity of that product," said Schipper. The team arrived in Tripoli at 4 p.m. and stayed more than 12 hours. "We were there until 5 o'clock (Wednesday) morning," said Schipper. "That's very abnormal for hazmat response to last that long. There were several factors that made the incident a little more challenging." Part of the issue was that they were dealing with a "fairly toxic" and flammable nitric acid solution, he said. Also, the leaking container was at the front of the trailer. "We had to unload pretty much everything else to get to it," said Schipper. Cold weather was another factor that slowed down the operation. The incident happened along a little-used street that was blocked off until the problem was taken care of. Among the other responders were the Sumner Fire Department and Bremer County Emergency Management.

http://wcfcourier.com/news/local/hazmat-team-responds-to-tripoli-acid-leak/article_1bbb15a4-7afe-5555-9967-08114873ca6b.html

THAILAND, BANGKOK, JANUARY 25 2013. NGV STATION LEAK PROMPTS EVACUATION



A leak occurred at a PTT NGV gas station in Bangkok's Ram Intra area early Friday and people in the area were evacuated to safety. Police and emergency workers along with two fire trucks rushed to the NGV outlet early Friday morning after reports of a leak from four gas tanks containing about 5,000 litres of inflammable compressed natural gas. At the site, they found a roofed garage covered in thick white fumes. People living nearby were evacuated and the area closed off. Firefighters sprayed water on the tank valve to prevent possible sparks and dilute the gas. It took them about half an hour to shut down the leak. Station manager Wicharn Changthong told police that he heard a loud noise and saw the gas gushing out from all four tanks. He only managed to shut down the leak from tanks 1 and 2. After realised the situation was out of control and he contacted the authorities. Mr Wicharn said the tanks were delivered the day

before and an inspection showed no sign of a problem. The damages will be assessed by engineers from PTT. The police investigator at the scene reported that there were no injuries, but the station will remain closed until the exact cause of the leak had been determined by experts. The leaked NGV gas had evaporated and no long posed any danger, unlike liquefied petroleum gas (LPG) which is more inflammable, he added.

<http://www.bangkokpost.com/breakingnews/332601/ngv-station-leak-prompts-evacuation>

USA, FLA, SANTA ROSA CO, PACE, JANUARY 25 2013. TAMINCO/AIR PRODUCTS LEAK INJURES THREE, SOUNDS WARNING HORNS IN PACE >> NEIGHBORS SAY THEY HAD NO IDEA WHAT SIRENS MEANT; NEARBY ELEMENTARY SCHOOL QUICKLY SWINGS INTO ACTION

 **Watch the Video** [Chemical Gas Leak at a Plant in Pace](#)



The Taminco Inc. plant in Pace is under investigation by the state Department of Environmental Protection after a chemical release Thursday morning.

A hazardous chemical produced at the Taminco/Air Products plant in Pace was accidentally released Thursday morning, sending three workers to the hospital and putting an elementary school on lockdown. Nearby residents, however, said a public alarm system failed to alert them of the danger. The release happened at about 7:10 a.m. as workers were filling a rail car with dimethylamine 60, a chemical Taminco produces for companies that make pharmaceuticals, agricultural chemicals and water treatment products, said Taminco site manager Dwane Brumfield. "In the process of disconnecting the



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rail car, we ended up with the release,” Brumfield said. He attributed the spill to what he called “a bad connection.” He said Taminco is evaluating how much of the toxic chemical escaped into the atmosphere. “Because there was the potential for off-site contamination, I made the decision to activate the (the community alert system),” he said. “That was precautionary. I didn’t want to take any chances.” Taminco’s community alert system sounded horns on all sides of the plant, although Brumfield said winds at the time put likely chemical exposure to the plant’s east side. The alarms sounded at about 7:18 a.m. and the alert was lifted at 7:40, after the spill had been contained. Brumfield also contacted Santa Rosa County emergency management officials, who issued a news release to local media about the leak. County spokeswoman Joy Tsubooka said the county can use its reverse 911 system to alert residents of dangerous situations, but that system can take a half hour or more to program. In this case, the incident was over in that amount of time. No injuries to the public were reported. However, three people at the plant — two Taminco employees and one truck driver — were taken to West Florida Hospital suffering from inhalation and eye injuries. One Taminco employee was being held for observation Thursday afternoon while the other two were released. Dimethylamine 60 can be a dangerous chemical, according to Brad Baker, Santa Rosa County emergency services coordinator. Under pressure, the chemical exists as a liquid, but it turns into a gas when released into the atmosphere. “The vapors are extremely irritating,” Baker said. “Those are going to be worse anywhere that is moist, like your eyes, your nose, your mouth and your respiratory tract. If it was to catch on fire, it would create irritating corrosive toxic fumes. The worst case scenario would be if it was on fire.” Taminco, a Belgian company, leases property at the plant from Air Products. Air Products maintains a hydrogen truck terminal there but was not involved in the incident on Thursday.

Alarm not Heeded

Neighbors say they heard the warning horn from the plant but had no idea what was going on. Jennifer Hodgson, 29, lives on Watkins Street, which runs along the eastern border of the plant. Her home backs up to the Taminco plant. She lives there with her husband, T.J., and their two sons, a 9-year-old and a newborn. “I heard the sirens go off,” Hodgson said. “I heard them the other day, too, so I just thought it was like a test. I had no idea what that alarm means. I figured they would put something over an intercom system.” She first heard about the chemical release when she got a call from her older son’s school, Pea Ridge Elementary. He had gotten on the bus at 6:45 a.m. “They called all the parents and said they went into a shelter (mode) at the school,” Hodgson said. “I didn’t smell anything. But, then, I didn’t go outside, either.” James Jackson has lived in an apartment on Watkins Road for about two years. He also heard the alarm but didn’t know what it meant. “I hear it all the time, maybe once a month,” said Jackson, 48. “I figured they were testing. I didn’t know it was a chemical spill.” Jason Gibson, 20, was staying with his wife and mother-in-law in the Ashley Place subdivision off Watkins Street. He’s in the Army now, but he grew up in the Milton/Pace area. “I heard the alarms and I heard a couple of trucks. I figured they’d take care of it,” Gibson said. “I figured there was some ammonia on the ground somewhere. I know what Air Products does. I lived here for 19 years. ... A little bit of ammonia is not going to hurt you.” Tsubooka said the horn alarm should have been followed by a voice instruction for residents to stay inside. Taminco is investigating why that message did not go out. Taminco tests the horn once a month. That sounding is normally followed by a voice announcing that the alarm was a test. “This situation has brought to light that we need to work closely with Taminco to better educate the residents in the area about the alert system,” Tsubooka said. “The response everyone should take when they hear the alarm is to shelter in place and monitor the local media for information on what steps they should take next. We were fortunate in that in this case the leak was quickly contained.”

School Shelter Plan

The sound of the horn did, however, catch the attention of local school officials, according to Santa Rosa County Schools Superintendent Tim Wyrosdick. “The horn that sounds can be heard as far away as Pace High School. It’s a very loud horn,” Wyrosdick said. “When (school officials) hear that horn, they go into shelter mode. We then verify what has taken place.” All of the schools within the sound of the alarm — Pea Ridge Elementary, Dixon Primary, Dixon Intermediate, Russell Elementary, Sims Middle, Avalon Middle and Pace High — began initial stages of a shelter in place procedure, but most were called off. The buses that were headed to the schools were rerouted, and parents were called to ask them not to bring children to school. “The (Santa Rosa County) emergency management center determined that Pea Ridge Elementary School was the school that was in some threat — what little threat there was, but it was important — so we went into full ‘shelter-in-place’ there,” Wyrosdick said. “You lock everyone in. You shut off all ventilation. You put appropriate blockage underneath doors and windows, if need be. The school really kind of seals itself off to exposure to outside air.” Pea Ridge Elementary was sealed off for about 30 minutes. That included 900 students, 65 or so staff members and many parents who were in the process of dropping off their children. Wyrosdick said every school in the county practices the shelter-in-place procedure twice a year. “We had a very good



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test of our procedures today," he said, adding that district officials will meet with emergency management personnel to review the event and see where improvements might be made.

Related Links

- [Chemical Release in Pace](#)
- [Air Products map](#)

<http://www.pnj.com/article/20130125/NEWS01/301250030/Taminco-Air-Products-Leak-injures-three-sounds-warning-horns-Pace>

USA, AKA, ANCHORAGE, JANUARY 26 2013. ALASKA NATIVE-OWNED SUBSIDIARY UNDER INVESTIGATION IN GULF OF MEXICO OIL EXPLOSION

sean cockerham



In this image released by a oil field worker and obtained by the Associated Press, a fire burns on a Gulf oil platform Friday, Nov. 16, 2012, after an explosion on the rig, in the Gulf of Mexico off the Louisiana coast. An explosion and fire ripped through a Gulf oil platform Friday as workers used a cutting torch, sending at least four people to a hospital with burns and leaving two missing in waters off Louisiana.

A subsidiary of Alaska's Native-owned NANA Development Corp. is under investigation by members of Congress and federal regulators after the deaths of three workers in an offshore oil platform explosion in November in the Gulf of Mexico. The NANA subsidiary, Grand Isle Shipyard of Louisiana, also is battling a lawsuit from former workers who allege they were forced into "involuntary servitude" and inhumane conditions after being lured from the Philippines with false promises of good-paying jobs. "Defendants have in fact for years operated what is essentially a labor camp for Filipino workers," alleges the lawsuit. "Plaintiffs and other Filipino workers were essentially imprisoned by defendants from the minute they set foot in Louisiana." Grand Isle Shipyard owner NANA is one of the 13 regional Alaska Native corporations established to foster economic development for Alaska Natives. NANA, which purchased Grand Isle Shipyard in 2011, is the corporation representing Natives of Northwest Alaska. NANA Development Corp. president Helvi Sandvik said in an interview Thursday that Grand Isle Shipyard is an "outstanding company." Sandvik said she stands behind its management. She said the allegations of slave labor in the lawsuit are unfounded. Grand Isle Shipyard does maintenance and repair work for offshore petroleum platforms in the Gulf of Mexico. Congress and federal investigators are probing the November explosion and fire that killed Filipinos working for the company. They died while working on a platform owned by Black Elk Energy, which also is the subject of investigation and has been warned by federal regulators about its safety record. Grand Isle Shipyard has had past issues, including a 2007 incident in which two of its workers died after inhaling poisonous hydrogen sulfide gas. The Labor Department's Occupational Safety and Health Administration declared it a "serious violation" and fined the company \$7,000, according to federal records. NANA president Sandvik said Grand Isle Shipyards' review of that incident changed industry practices. She said the company had an outstanding safety record going into the unexplained November explosion. "There was the incident that occurred which is under investigation and certainly we're concerned when anything happens that impacts any of our employees," Sandvik said. "But as that particular incident relates to Grand Isle Shipyard overall it is not consistent, they don't have a track record of incidents like that." Grand Isle is refusing to cooperate with the federal Chemical Safety and Hazard Investigation Board, which looks into major industrial accidents including refinery explosions and chemical spills. The board is weighing whether to launch a full probe of the November explosion. "We sent a subpoena to Grand Isle Shipyard and they contested our jurisdiction," said Daniel Horowitz, board spokesman. "We're conferring with our Justice (Department) partners and seeing how to proceed." David Korn, an attorney for Grand Isle Shipyard, said the company is, however, cooperating with the ongoing investigation by the federal Bureau of Safety and Environmental Enforcement into the explosion. Bureau spokesman Eileen Angelico did not respond to questions about the investigation and the level of cooperation by Grand Isle Shipyard. Members of Congress, including California Rep. Henry Waxman, the top Democrat on the House energy committee, have launched their own probe into what happened. They sent a letter last month to Grand Isle Shipyard asking for answers on the explosion. "In order to better understand your company's role in the recent Black Elk rig explosion, we ask that you provide our staff with a briefing on your understanding of the reasons for the explosion . . . we also ask that you provide us



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with a briefing on your company's track record on safety," the letter said. The company responded Dec. 14 and suggested such a briefing would be premature because its own internal investigation was far from done. The company said it was having difficulty interviewing employees of other contractors who were on the platform. The company also is fighting a lawsuit by dozens of former contract workers. They allege recruiters hired by Grand Isle lured them from the Philippines with false promises of good-paying jobs for skilled work. The lawsuit, filed last year, contends the reality was "modern-day slavery." The former workers are suing Grand Isle and various recruiters who are allegedly involved with bringing them over. The New-York based advocacy group Philippine Forum is calling for Grand Isle, Black Elk and the recruiters to be shut down. Anne Beryl Corotan-Naguit, a member of the group, asserts that Grand Isle robs Filipino workers of their dignity "through severe forms of exploitation and oppression." Korn, the Grand Isle attorney, said Thursday that the company "vehemently denies" the charges. "There are two sides to every story," he said. "For example, many Filipino workers continue to return from the Philippines to work month after month on Grand Isle Shipyard projects. Grand Isle Shipyard believes that it will prevail in this lawsuit once all the evidence is presented." The ex-workers claim they were charged up to \$3,200 a month to live in an overcrowded bunkhouse converted from a bowling alley, with four workers assigned to each small room and two community bathrooms shared by at least 100 workers. NANA Development president Sandvik said the allegations are unfounded and the Alaska Native Corporation stands behind its subsidiary. She said the bunkhouse in Galliano, La., is typical of industrial worker housing found in places such as Alaska's oilfields. "NANA has visited the bunkhouse; we've had senior executives stay at the bunkhouse," Sandvik said Thursday. The lawsuit alleges workers were threatened with deportation if they complained or left company property for more than the approximately one hour they were allowed to shop at Wal-Mart once a week with an escort. They allege they were locked inside the bunkhouse after 10 p.m., and gates and security cameras kept them in line. "Defendants closely monitored these living spaces to ensure that Plaintiffs and other Filipino workers would not escape, or attempt to escape," the lawsuit claims. The lawsuit also alleges they were forced to work excessive hours at substandard pay. Some ex-workers claim they were forced to live on a barge with four to six workers assigned to rooms approximately 10 feet by 10 feet with "sleeping mats" rather than beds. They allege they were charged between \$2,000 and \$3,000 a month in living expenses. "Because Plaintiffs were foreign nationals working in an unfamiliar land, and because they entrusted Defendants not only with both their visa status and their livelihood, they had no option but to bow to Defendants' exploitative and unlawful employment practices," the lawsuit claims.

Related Links [LinkBlack Elk Energy ordered to make immediate safety improvements at all offshore facilities \(nola.com\)](http://linkblack.elkenergy.com)

<http://www.adn.com/2013/01/24/2764566/alaska-native-owned-subsidiary.html>

USA, CO, WHITEWATER, JANUARY 26 2013. CRASHED TANKER TRUCK LEAKS FUELS, CATCHES FIRE

 **Watch the Video** [Crashed Tanker Truck Leaks Fuels, Catches Fire](#)



A fire raged on Highway 141 after a tanker truck's fuels spill and spark.

A fire raged on Highway 141 after a tanker truck's fuels spill and spark. Around 6:15 a.m., a tanker truck lost control on the icy road and crashed over the guardrail on Highway 141 near mile-marker 120, according to Mesa County 911 Dispatch. The truck was carrying 8,000 gallons of diesel and gasoline, and when it rolled, the fuels leaked into the West Creek and caught fire. The flames spread to nearby trees, lighting up the creek for about half a mile. Colorado State Patrol says the driver of the truck, 37-year-old Jacinto Renteria of Clifton, was taken to the hospital with minor injuries. He was cited for careless driving. Mike Page, the Grand Junction Fire Department public information officer, says Hazmat crews cleaned up the residual gas, and Land's End, Gateway and Grand Junction firefighters are working to put out the flames. They will monitor the situation for most of the day. Officials closed down the southbound lane of Highway 141

about four miles outside of Gateway. Because of the transportation issues, School District 51 has decided to close Gateway School Friday so buses and parents don't have to drive by the accident.

<http://www.nbc11news.com/localnews/headlines/Crashed-tanker-truck-leaking-fuels-into-waterway-188346321.html>

USA, PA, LYCOMING CO, JANUARY 26 2013. TANKER FLIPS OUTSIDE JERSEY SHORE



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paul garrett



A tanker truck driver escaped injury when the truck he was driving flipped onto its side in Porter Township just outside Jersey Shore. According to Tiadaghton Valley Regional Police Department Chief Shawn Hummer, Brian Hazlewood, 39, of Montoursville, was driving the tanker owned by Energy Resources of Williamsport southbound on Route 44 when he heard a loud noise. The trucked yanked to the right, sending the vehicle into a 15-foot-deep ditch in the 500 block of Route 44 at around 2:30 p.m. Thursday afternoon. The truck came to rest on its driver side. According to the driver, the tanker was carrying 4620 gallons of produced well water. Independent Hose Co. Fire Chief Robert Sheets reported no leaks from the tanker, only some hydraulic fluid from under the truck leaked onto the ground. The Department of Environmental Protection was notified. Hazlewood was transported to Jersey Shore Hospital for a blood test.

He was wearing a seat belt. An empty Energy Resources tanker was brought to the scene to transfer the liquid so two tow trucks could remove the crashed tanker from the ditch. Along with Independent Hose Co., Citizens Hose also responded to the wreck.

<http://www.lockhaven.com/page/content.detail/id/543272/Tanker-flips-outside-Jersey-Shore.html?nav=5009>

USA, MA, LEOMINSTER, JANUARY 26 2013. TANKER LEAKS METHANOL IN LEOMINSTER

steve sheridan



Tanker truck sits in the parking lot of Northwin on Nashua Street in Leominster, after it spilled methanol Friday morning. In the foreground is absorbent material put down to soak up the spill.

A truck delivering methanol spilled between 30 and 50 gallons of the toxic, flammable liquid around 6:15 a.m. Friday on Nashua Street. Deputy Fire Chief Gary J. Ranno said a tanker truck was unloading the methanol at the Northwin factory on Nashua Street where it is used to make windshield wiper solvent. While the liquid was being pumped out, Ranno said the truck somehow started

to roll down the hill, jackknifing at 172 Nashua St. and coming to a stop just short of a building. Ranno said Speedy Dry absorbent, a substance similar to kitty litter, was placed on the methanol that spilled from the ruptured hose used to unload the tanker. Some of it evaporated as well. As of 9:30 a.m., a hazardous material cleanup crew was en route to pick up the soaked Speedy Dry.

http://www.sentinelandenterprise.com/breakingnews/ci_22449160/tanker-leaks-methanol-leominster

USA, N.H, CONCORD, JANUARY 26 2013. CITGO TO SETTLE NEW HAMPSHIRE GAS-ADDITIVE LAWSUIT

sarah earle & don jeffrey

An ExxonMobil Corp. executive approved the use of an additive to gasoline despite a colleague's recommendation against using it because of the risk of well contamination, a [New Hampshire](#) jury was told. Robert Larkins, a former vice president of marketing for Exxon in the 1980s, testified today in a recorded deposition played in state court. "She did not say that you cannot or should not put it in there," said Larkins, who is retired, referring to a colleague's memo about methyl tertiary butyl ether, or MTBE. "She said there were some concerns, and she recommended against it. Many recommendations are not followed in an organization." The memo was by Barbara Mickelson, then an Exxon executive who had been asked by the company to conduct a study of MTBE as a gasoline additive. Her 1985 report, an exhibit in the case, said in part, "The number of well contamination incidents is estimated to increase three times following the widespread introduction of MTBE into Exxon gasoline. The closing out of these incidents would take longer and treatment costs would be higher by a factor of five." ExxonMobil is on trial in Concord in a lawsuit over the claim that it contaminated New Hampshire groundwater with the additive. The trial began Jan. 14. New Hampshire could be seeking more than \$200 million from ExxonMobil, the last defendant on trial in the lawsuit filed in 2003, to clean up the contamination. It's one of scores of cases involving MTBE filed since 2000 against refiners, fuel distributors and chemical makers.



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Citgo Talks

Superior Court Judge Peter Fauver last week excused a second defendant, Citgo Petroleum Corp., the Houston-based unit of [Petroleos de Venezuela SA](#), the country's state-owned oil company, while Citgo and the state try to reach a settlement. The oil companies say they complied with federal regulations that preempt state law. MTBE was added to gasoline to make it burn more thoroughly and thus reduce air pollution, as required under the 1990 [Clean Air Act](#), according to the companies. In yesterday's testimony for the state, Robert Varney, an ex-New Hampshire [Environmental Services Department](#) commissioner, said he was "shocked and stunned" to learn that Exxon was aware of the risks posed by the additive years before it was sold in the state. He said he didn't know until the 1990s about the 1985 interoffice memo forecasting an increase in well-contamination incidents with the addition of MTBE.

Cross-Examination

Cross-examining Varney, ExxonMobil lawyer James Quinn said New Hampshire should have been aware of MTBE's risks because memos, letters and data circulated as early as the 1980s and state employees participated in studies of the chemical. Graham Fogg, a professor of hydrology at the [University of California](#), Davis, testified last week that about 40,000 New Hampshire wells are contaminated with MTBE and that about 5,590 are contaminated at levels determined to be unfit for drinking. Lawyers for Irving, Texas-based ExxonMobil challenged Fogg on his methodology and calculations. They said his own projections showed that the level of MTBE in groundwater would naturally decline over time without any cleanup. The number of contaminated wells is a factor in determining monetary damages if ExxonMobil is found liable. The state is also seeking damages from the companies based on their market share of gasoline sales in New Hampshire during the period covered by the lawsuit.

Other Companies

New Hampshire sued six [oil companies](#) besides ExxonMobil and Citgo. The others settled before the trial started. New Hampshire has received more than \$100 million in settlements from defendants, according to court papers. MTBE leaked into the state's groundwater from spills at service stations, vehicle junkyards and storage tanks. The chemical, which studies have shown to cause cancer in mice and rats at high levels, is no longer added to gasoline. MTBE dissolves in water and doesn't biodegrade, so it can be carried great distances from the site of a leak or spill, according to court papers. New Hampshire case filings said MTBE can render drinking water "foul, putrid and unfit for human consumption." The case is State of New Hampshire v. [Hess Corp](#), 03-C- 0550, New Hampshire Superior Court, Merrimack County (Concord).

<http://www.bloomberg.com/news/2013-01-24/citgo-to-settle-new-hampshire-gas-additive-lawsuit.html>

USA, OH, SEQUOYAH CO, JANUARY 26 2013. TANKER FIRE CLOSES INTERSTATE 40 >> PRESSURIZED TANKER LAYER BURNS

linda copeland



The pressurized tanker hauling carbon dioxide consisted of two layers. The fire burned through the first layer, but none of the gas was released, Sallisaw Fire Chief Anthony Armstrong said.

A Continental Carbonic tanker out of Decatur, Ill., hauling carbon dioxide caught fire Monday morning at the eastbound rest area on Interstate 40. The Sallisaw Fire Department responded to the fire at 8:16 a.m. and used foam to extinguish the blaze. Firefighters continued to spray the tanker with water for about 20 minutes to cool it down, Sallisaw Fire Chief Anthony Armstrong said. The cause of the fire was the brakes on the tanker locked up and caught the back tires on fire, Armstrong said. The pressurized tanker consisted of two layers. The fire burned through the outside layer, but none of the gas was released, Armstrong said. The Oklahoma Highway Patrol closed both eastbound lanes from 8:20 to 8:35 a.m. while fire-fighters put out the fire.

http://www.sequoyahcountytimes.com/news/article_98d53d62-6693-11e2-818f-001a4bcf6878.html



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IRAN, JANUARY 26 2013. MAN'S CAR EXPLODES AT GAS STATION WHILE HE FUELS UP

 [Watch the Video](#) [Man's CNG Car Explodes at Gas Station](#)



A customer at a gas station in southern Iran barely escaped death when his car exploded while he was filling up.

A man pumping gas at a filling station in southern Iran was nearly killed when his car blew up in his face. The driver of a pickup truck in southern Iran was nearly killed when his car exploded at a gas station while he was filling up, a wild new video shows. Los Angeles TV station KTLA said the driver was filling his tank with compressed natural gas, which burns cleaner than conventional gasoline, when the blast occurred.

<http://www.nydailynews.com/news/world/video-man-car-explodes-gas-station-article-1.1247517>

USA, CO, DENVER, JANUARY 26 2013. BP, HALLIBURTON FINED IN FATAL PIPELINE EXPLOSION NEAR DURANGO >> CONTRACTORS FINED \$7,000 EACH

BP and Halliburton have both been fined for the fatal explosion at a natural gas compression station in southwestern Colorado. A worker was killed in June's explosion 15 miles east of Durango. Halliburton and other contractors were doing maintenance work on a BP pipeline at the time. Colorado Public Radio reported Thursday that federal regulators found that a valve on the pipeline was left closed. That caused pressure to build up quickly, rupturing the pipeline. According to the Durango Herald, Mancos resident Randy Mathews, 42, was killed in the explosion. The blast also injured two other workers. An Occupational Safety and Health Administration citation obtained by the station faults BP and the contractors for not having safety procedures in place before the work began. BP, Halliburton and the other contractors were each fined \$7,000 -- the maximum allowed under the law.

<http://www.thedenverchannel.com/news/local-news/bp-halliburton-fined-in-fatal-pipeline-explosion>

USA, CA, EL SEGUNDO, JANUARY 26 2013. M.B. ODOR COMPLAINTS TIED TO CHEVRON REFINERY INCIDENT

kristin s. agostoni



Pictured is a routine burnoff fire at the Chevron facility last week.

Even after Chevron apologized last week for unpleasant odors believed to be emanating from its sulfur treatment facilities, Manhattan Beach officials continued to field calls about smells on Monday. City officials said firefighters investigated a "strong odor of gasoline" late Sunday near Highland Avenue and 31st Street, several blocks south of the El Segundo plant. Residents began complaining about the same odor after midnight and into early Monday, they said. According to Chevron's Rod Spackman, recent odor complaints relate to the refinery's unplanned Jan. 13 burnoff that was caused by a disruption to the fluid catalytic cracking (FCC) unit. That prompted Chevron to take its FCC unit down and send fuel gas to a safety flare, at which point a ground fire broke out. "We had a couple of small odor incidents dealing with our sulfur plants," Spackman said. "They all tie back to the incident with the FCC." In a Jan. 18 letter to neighbors, General Manager Frank Semancik wrote, "I would like to personally apologize for the unintended impact we have had on the community over the past several days," explaining the refinery has experienced "a few

intermittent operation issues" with the sulfur treatment units. "While the smells can be quite unpleasant - often like rotten eggs or a freshly paved street - they do not pose a unique health risk," he said.

http://tbrnews.com/news/manhattan_beach/m-b-odor-complaints-tied-to-chevron-refinery-incident/article_0bef1dd6-6680-11e2-a2e1-001a4bcf887a.html



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USA, ILL, ROCKFORD, JANUARY 26 2013. ROCKFORD PLANT EVACUATED FOR CHEMICAL SPILL

More than 800 gallons of anhydrous ammonia, a colorless but toxic chemical, evaporated Friday at Rockford Heat Treating, 4704 American Road. Acting Rockford Fire District Chief Frank Fuca said the spill occurred when an outdoor tank was being filled and the valve came off. The plant, which is in an industrial park, was evacuated, and a hazardous-material team was on standby as the chemical leaked from a quarter-inch pipe. "We opted for it to disperse itself, rather than put people in harm's way," Fuca said. "There was a good breeze out of the southwest. It vaporized harmlessly." Employees were able to return to work by 2:30 p.m.

<http://www.rstar.com/updates/x1503808577/Rockford-plant-evacuated-for-chemical-spill>

USA, OK, TULSA, JANUARY 27 2013. OVERTURNED TANKER NARROWS KEYSTONE BRIDGE, SPILLS OIL INTO KEYSTONE LAKE

 [Watch the Video Tanker Spills Crude Oil into Keystone Lake](#)



Troopers say the tanker truck clipped the back of a car that had a flat tire.

Highway Patrol officials say Highway 412 has been shut down to one lane due to an overturned oil tanker truck. Crews are working to clear the roadway and expect the lane to be closed until late Sunday afternoon. Troopers say drivers should use an alternate route if possible. Lieutenant George Brown of the highway patrol said a car with a flat tire was driving across the bridge near Bears Glen on Lake Keystone around 9:45 a.m. when it was hit by a fast-moving semi truck hauling around 176 fifty-five gallon barrels of oil. The truck lost about half its load, estimated to be around 5,000 gallons of oil, into the lake. Brown said. The driver of the truck was transported by Life Flight to a local

hospital in serious condition. Two women in the car were transported with minor injuries. Drivers using the Cimarron Turnpike are asked to use extreme caution.

http://www.kjrh.com/dpp/news/local_news/overtuned-tanker-narrows-keystone-bridge

ISRAEL, ASHDOD, JANUARY 27 2013. TWO ASHDOD REFINERY EMPLOYEES KILLED IN POSSIBLE WORK ACCIDENT

michal shmulovich



2 Men, ages 25 and 45, had been exposed to highly toxic gas; firefighters and factory management trade accusations.

Two Ashdod refinery workers were killed Saturday morning after they were exposed to a lethal dose of highly toxic gas. The victims, aged 25 and 45, had worked the Friday night shift and had gone missing. They were found lying on the ground Saturday morning. Magen David Adom paramedics rushed to the industrial center and tried to resuscitate the victims for 30 minutes, but pronounced them dead on the spot. Police launched an investigation into the cause of the workers' deaths, and the factory's management also said it was looking into the incident. Firefighters and police blamed the factory's management for not allowing them to enter for "a long time" after they showed up, Israel Radio reported. They contended that the firefighter units only gained access to the building after the head of the Ashdod police intervened. For its part, the factory's management said it allowed only the MDA teams to enter, and not the firefighters or police, because it wanted to make sure the hazardous material was not a threat. The factory claimed it was cooperating with inspections by the police and the Ministry of Industry, Trade, and Labor. The firefighters responded that the factory's management was making up excuses, because in such a case, it should be the special firefighting units that are experts in handling hazardous materials that be allowed to enter and diffuse the situation, Israel

Radio added. Police suspected the cause of their deaths was a work accident, not criminal activity. The employees may have inhaled the poisonous gas after trying to fix a leak. Yigal Zohar, head of the Ashkelon firefighters who also arrived at the



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scene, said the victims may have been unprotected when they were exposed to the hazardous material for a minute or two. The victims were to be laid to rest Saturday evening or Sunday.

Related Links [Two Ashdod refinery employees killed after inhaling poisonous gas](#)

<http://www.timesofisrael.com/two-ashdod-refinery-workers-killed-in-possible-work-accident/>

USA, TX, FLORESVILLE, JANUARY 27 2013. EXPLOSIONS ERUPT AS FIREWORKS WAREHOUSE BURNS IN FLORESVILLE

Photo's [12] [Fireworks Exploding as Fire Burns Facility](#)

Photo's [19] [Fireworks warehouse burns down in Floresville](#)

Watch the Video [Explosions Erupt as Fireworks Warehouse Burns in Floresville](#)



A blaze sets off fireworks in a warehouse north of Floresville Jan. 26, after a grass fire spread from a private property to the neighboring business. Several volunteer fire departments responded to the scene this afternoon.

Explosions and loud pops could be heard for miles around Floresville as a fireworks warehouse burned to the ground on Saturday afternoon. A KENS 5 viewer first reported explosions coming from the American Chinese Fireworks warehouse on US 181 around 2:30 p.m. Other viewers described the scene as "crazy" as fireworks continuously shot through plumes of smoke coming from the burning building. Firefighters said the blaze started as a grass fire near the fireworks stand just south of Bentwood Drive and eventually spread to the warehouse. They said they decided to let the warehouse burn because it would be too dangerous to try to save. Nobody was injured in the fire. Explosions could still be heard as crews and spectators watched the warehouse burn down nearly

two hours after it first caught fire. The road had been blocked off to traffic in both directions.

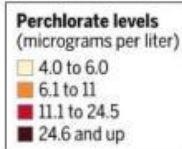
<http://www.kens5.com/news/Explosion-at-fireworks-warehouse-in-Floresville-188496071.html>

USA, CA, MORGAN HILL, JANUARY 27 2013. TEN YEARS AFTER TOXIC PLUME, MORGAN HILL AND SURROUNDING COMMUNITIES WORK TO FIND NORMALCY

paul rogers

A shrinking problem

Years of pumping groundwater and cleaning it, along with dilution from rainwater, have shrunk the size of the perchlorate plume between Morgan Hill and Gilroy from 10 miles long to 1.75 miles long.



Source: Central Coast Regional Water Quality Control Board
BAY AREA NEWS GROUP

Ten years ago this month, community leaders were shocked by the discovery that a company that manufactured road flares here had disposed of toxic chemicals improperly, creating a 10-mile-long underground plume of perchlorate, a chemical used in rocket fuel. The perchlorate tainted hundreds of drinking water wells in southern Santa Clara County. It was the most high-profile pollution case in Silicon Valley since 1981, when industrial solvents from IBM and Fairchild Camera were found to have contaminated groundwater in South San Jose, ending high tech's image as a clean industry. "People worried about the health impacts, but also about 'How am I going to sell my house?'" said John English, a longtime San Martin resident. After a decade of cleanup work and millions of dollars in studies, however, the perchlorate problem is now slowly ebbing into history. The plume, which once stretched from Morgan Hill to Gilroy, has shrunk from 10 miles long to 1.75 miles long today. In 2004, there were 188 domestic drinking water wells with perchlorate levels exceeding the state health standard of 6 parts per billion. Today there are nine. Homes are selling again in the area. And a community group that met regularly for eight years to discuss cleanup plans, lawsuits and health issues hasn't met in nearly two years. "It's the longest plume I've ever seen, and quite frankly it's been cleaning up pretty quickly," said Dean Thomas, an engineering geologist with the Central Coast Regional Water



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Quality Control Board who is overseeing the case. The board ordered Olin -- the chemical company that owned the facility at Tennant and Railroad avenues in Morgan Hill, where it made flares from 1955 to 1996 -- to pump and clean the groundwater. To date, more than 300 million gallons of water have been drawn up through a series of wells, cleaned with ion exchange systems, and put back in the ground. Rainwater also has diluted much of the pollution. But it could take 20 years for all the perchlorate to be out of the groundwater, Thomas said. And some of the health concerns of a decade ago still persist today. Perchlorate is a salt, used in explosives, flares and air bags. It can inhibit the uptake of iodide, disrupting the thyroid's ability to produce hormones needed for growth and development, along with a healthy metabolism. No significant spikes in health problems have surfaced among residents of the tight-knit rural communities along Highway 101. However, no formal studies have been done seeking to document any, according to Santa Clara County public health officials. And for some residents, the issue hasn't gone away. "My water is still dirty. We just don't drink it," said Teresa Pereira, 49, who lives on Columbet Avenue in San Martin. Pereira, her husband, Tony, a fencing contractor, and their two daughters had their well polluted by perchlorate. Because families in the area don't receive city water -- their wells are their only water source -- state regulators required Olin to provide bottled water to every family whose well showed levels above 6 parts per billion. The Pereira family's well had nearly double those levels, finally falling below the standard by 2010. Olin stopped deliveries of bottled water. Concerned that perchlorate levels fluctuate close to the standard in their well, the family spends \$210 a month to have Crystal Springs truck in 31 5-gallon bottles to their home. The family also spends \$126 four times a year to pay for private testing for their well. "You have to make the best of it," Pereira said. "What are you going to do?" In 2005, her family was among a group of homeowners who sued Olin, seeking \$36 million for emotional distress and lost property values. "No one at that time would buy your house if you were on a well," Pereira said. "When I went to get a refi, they wouldn't give it to me." But a federal jury in San Jose district court found in favor of Olin after the company's attorneys argued that property values in the area had increased at a similar rate as property values across San Jose. "It made us realize that big business really doesn't care about anybody," she said. Rick McClure, an official with Olin, said the firm would have no comment. Based in Clayton, Mo., Olin is a major chemical company that produces ammunition through its Winchester Ammunition brand, along with chlorine, hydrochloric acid, bleach products and other chemicals. In 2005, McClure said that Olin had spent \$20 million on cleanup, studies and paying for bottled water for residents. The fact that the company has deep pockets, with \$2 billion in sales last year, helped speed the cleanup, some experts say. "If they were a mom-and-pop company, it would be a lot bigger problem still. But Olin had the resources, and their response has generally been pretty good," said George Cook, an associate engineering geologist with the Santa Clara Valley Water District. Olin's pollution, which was caused by employees rinsing out flare-making equipment into an unlined basin, has cost the public money. Morgan Hill has spent an estimated \$5.4 million creating a new municipal well to replace one that was contaminated, along with installing a treatment system on another municipal well. The city recouped \$779,000 from Olin, then raised water bills 15 percent for several years to pay for the rest, rather than risking a long and costly legal battle with the company, City Manager Ed Tewes said. Similarly, the Santa Clara Valley Water District, which sued Olin and recovered some of its costs, says the whole episode cost it \$4.7 million, which it recouped by raising South County water bills \$2.58 a month for two years. Despite the high costs, many involved in the saga say the community has turned a corner. "Things seem to be going reasonably well," said English, of San Martin. "The trend is in the right direction. But it has been a long haul."

http://www.mercurynews.com/science/ci_22454526/ten-years-after-toxic-plume-morgan-hill-and

USA, N.M, KIRTLAND AIR FORCE BASE, JANUARY 27 2013. KAFB QUICKENS FUEL-LEAK CLEANUP

jessica garate

 [Watch the Video KAFB Quickens Fuel-Leak Cleanup](#)



A new system many times more effective than a current one is going after the millions of gallons of aviation fuel leaked into the ground over the decades at Kirtland Air Force Base. On Friday KAFB Commander Col. John Kubinec and Albuquerque Mayor Richard J. Berry showed off the newest system being used to reclaim the fuel that's been spreading underground since the 1950s. The soil vapor system sucks the fuel out of the ground and then burns it. The base was already using smaller versions of this system, which was showing success, so the Air Force brought in a bigger version that soaks up 17 times more fuel. "(It) has capacity to pump a lot more of the fuel out of the ground quicker." KAFB



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engineer Brent Wilson said. It's estimated about two million gallons of fuel leaked into the subsurface through rusty underground pipes over several decades. "While we're very proud of this system, we think it's going to do great work in cleaning up the fuel, we know there's still a long ways to go," Kubinec said. "We're committed to that in the long haul." The extractor runs 24 hours a day and measures how much fuel it has burned. The Air Force and city have been monitoring to make sure it hasn't reached the water people drink in the area. "I drink the same water as the people that I serve, and I want to make sure that the water coming out of that tap is safe to drink," Berry said. "And it is." The Air Force has been working with the city, state and the feds to clean up the mess that has cost them millions.

http://www.kasa.com/dpps/news/interactive/kafb-quickens-fuel-leak-cleanup_5421900

USA, GA, DECATUR CO, JANUARY 28 2013. FATAL TANKER ACCIDENT ON U.S. 27 SOUTH ON SATURDAY

 **Watch the Video** [Names Released in Deadly Crash](#)



Two people were killed in a wreck on U.S. 27 South on the afternoon of Saturday, Jan. 26, according to the Georgia State Patrol and the Decatur County Sheriff's Office. The accident happened at approximately 12:45 p.m. on U.S. 27 South, at its intersection with Woodhull Road and Edwards Road. A black Toyota Corolla S was headed west on Woodhull Road and had stopped at a stop sign, Senior Trooper Charles Hall said. However, the driver of the Corolla failed to yield to oncoming traffic and pulled out onto U.S. 27, where it collided with a gasoline tanker truck headed south on the highway, Trooper Hall said. The car struck the tanker truck behind its front wheels and became lodged underneath the truck's trailer. The truck dug the car a little more than 100 yards south of the point of impact, before the truck's driver was able to stop, Hall said. Both occupants of the Corolla were Hispanic females, although their age and identity

were not immediately available. The Corolla's passenger was taken by ambulance to Memorial Hospital, where she later died. The car's driver was taken by an emergency medical helicopter to Tallahassee Memorial Hospital, where she passed away approximately an hour after the accident, according to Captain Nick Godwin of the Sheriff's Office. In addition to EMS personnel, Decatur County Fire and Rescue and the Attapulgus Volunteer Fire Department responded to the scene. Firefighters sprayed water on the underside of the truck to prevent any sparks that could cause an explosion, Trooper Hall said. Because both southbound lanes of U.S. 27 South were blocked following the accident, Sheriff's deputies, the Attapulgus Police Department and Georgia Department of Transportation workers detoured southbound traffic into one of the northbound lanes using traffic cones. Traffic was detoured for more than two hours following the wreck. The tanker truck was registered to Kenan Transport of Chapel Hill, N.C., a major national transport company. The truck driver was not injured.

<http://www.thepostsearchlight.com/2013/01/26/fatal-accident-on-u-s-27-south-on-saturday/>

ENGLAND, LONDON, JANUARY 28 2013. DIESEL FUMES MORE DAMAGING TO HEALTH THAN PETROL ENGINES >> MINISTRY REPORT SAYS 'GREEN' CARS CONTRIBUTE SIGNIFICANTLY TO AIR POLLUTION AND LUNG DISEASES

john vidal

Diesel fumes are significantly more damaging to health than those from petrol engines, according to research which shows that related air [pollution](#) contributes to lung disease, heart attacks, asthma and other respiratory problems. The findings, [published by the Department for Energy and Climate Change](#), are an embarrassment for successive governments, which have encouraged a switch to diesel since 2001 by linking road and company car tax to CO2 emissions. Diesel engines have been billed as "green" by car makers, governments and environmental groups because they are more fuel-efficient and emit less CO2 than petrol. Vehicles with low fuel economy and high CO2 emissions are further penalised by higher fuel duty tax, while diesels with the lowest CO2 emissions are not subject to road tax or congestion charges. Insurance premiums are also affected by cars' CO2 status. Last year diesel car sales overtook those of petrol-fuelled cars for the first time. Petrol car sales are now 15% lower than in 2011. The government accepts that air pollution from all sources contributes to about 30,000 deaths a year in Britain. But the research estimates that diesel-related health problems cost the NHS more than 10 times as much as comparable problems caused by petrol fumes. Last year the [UN's World Health Organisation declared](#) that diesel exhaust caused cancer and was comparable in its effects to secondary cigarette smoking. Anti-pollution groups, already



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furious that the government has failed to meet EU air pollution legal limits, say no account is being taken of the health damage done by diesel fumes because CO2 emissions are seen as the sole benchmark for environmental responsibility. Last week Simon Birkett, founder of the Campaign for Clean Air in London watchdog group, accused the government of deliberately exacerbating health problems by in effect subsidising diesel. "Successive governments have known all about the [health] problems of diesel but have failed to react and covered them up. They have known for a long time that diesel is the main source of pollution in cities and have continued to subsidise it," he said. Air pollution from all sources, including transport, was calculated by the Commons environmental audit committee to cost Britain up to £20bn a year. "Air quality is a hidden killer but it's not on anyone's radar and its costs are not factored in by the Treasury. This is the unintended consequence of ignoring it," said Joan Walley, the committee's chair. Partly as a result of the rising number of diesel vehicles, London is regularly failing to meet EU air pollution targets, say experts. "Emission regulations have been ineffective for diesel cars," said Martin Williams, chair of the UN's convention on long-range transboundary air pollution. "Levels of nitrogen oxide emissions, for instance, haven't fallen significantly over the past 20 years." A Campaign for Clean Air in London report, due to be published next month, will claim that car company figures for diesel pollution are unreliable and that actual emissions are probably far greater. "Just as most most drivers struggle to match a car's official fuel economy figures in everyday driving, emissions of air pollutants in real world driving conditions differ from those suggested by the vehicle's [Euro] standard," it will say. [A 2011 test](#) by government to measure emissions from vehicles in everyday use concluded that, while petrol emissions had improved by 96%, "emissions of NOx [nitrogen oxide from diesel cars and light goods vehicles] have not decreased for the past 15-20 years". A spokesman for Transport for London said: "The congestion charge was designed to reduce traffic rather than pollution. It is not an overriding objective to reduce pollution rather than congestion." Major cities in India and elsewhere have become increasingly aware of the health costs of diesel exhausts and are considering imposing higher taxes on diesel cars or even banning them from city centres.

<http://www.guardian.co.uk/uk/2013/jan/27/diesel-engine-fumes-worse-petrol>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, JANUARY 28 2013. TOXIC METALS FOUND NEAR HOMES

natalie o'brien



Dangerous substances ... Len Mahony outside the Orica chemical plant.

Dangerous levels of arsenic, lead and mercury have been discovered on a nature strip between the chemical company Orica's Port Botany plant and a large residential area, contradicting claims there is no evidence of off-site contamination or health risks. In response to Fairfax Media's investigations, the Environment Protection Authority has announced it will conduct an independent review of all information about historical mercury emissions at Botany. A spokeswoman for the EPA said it would involve a thorough analysis of available data to determine if further information was needed to assess residual health risk to the public. The review, to

be made in consultation with NSW Health, will be paid for by Orica. The company will not have a role in the selection of experts or in developing terms of reference; these will be decided by the EPA. The results taken from a topsoil sample and analysed by Andrew Helps, a mercury recovery expert, revealed high levels of the three top-ranked toxic metals in the world as well as seven other highly ranked toxic metals. Residents said the shock discovery was the "smoking gun" that had to force Orica to test for toxic substances including mercury in a 1.25 kilometre radius around its former chloralkali plant - an area in which 1500 homes and at least two schools could be affected. Len Mahony, who lives in the area, said it was frightening to learn what was in the soil just a couple of hundred metres away. Mariann Lloyd-Smith, a senior adviser with the National Toxics Network, has warned the results are extremely concerning. "This is a very serious mixture of heavy metals and other elements," Dr Lloyd-Smith said. "It is very worrying in a residential area, particularly where children play and have access to the soil, and we know that children have a lot of hand-to-mouth activity." In a letter circulated to residents on Wednesday, Orica said current testing indicated there was no unacceptable health risk posed by mercury. However, it said it understood the issue was important to the community and it was not opposed to further mercury testing associated with its legacy operations. One of the substances identified in the soil testing was cobalt, which, when present with mercury, can trigger the formation of a lethal substance known as methylmercury, responsible for the mass poisonings and deaths in the 1950s and '60s in the Japanese city of Minamata. The World Health Organisation has stated there are no safe levels of mercury. It is a metal that cannot be destroyed. Victims of the Minamata mercury poisoning scandal in Japan were still being affected decades



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later by the methylmercury. Known symptoms of methylmercury poisoning include mental retardation, blindness and cerebral palsy. Orica, which has been responsible for a string of toxic leaks across the state, including a cloud of cancer-causing chemicals over Newcastle in 2011, has been ordered by the EPA to clean up the site near Port Botany that housed mercury-producing industries, including the former chloralkali plant. Orica has previously been allowed to order its own report, the Human Health and Environmental Risk Assessment Report 2008, into the contaminated site. That report did not take into account any mercury or other contaminants that might have travelled off site in the soil or the amount of air emissions over the life of the chloralkali plant, from 1944 to 2002. Nor did it address concerns, which have been uncovered in attachments to that report, that surface emissions from the site were still so high they could not be measured by the equipment being used. The report admits that consequently the locations showing the high readings were "omitted from further analysis". A spokeswoman for the Environmental Defender's Office said reform was needed to laws that let polluters and developers set the parameters and commission their own contamination reports. Residents who have been campaigning to have independent tests done in the air and soil of their homes called in Mr Helps, of Hg Recoveries, to take a sample test of soils around the plant site. Mr Helps, a member of the United Nations Environmental Program Global Mercury Partnership, used X-Ray Fluorescence Spectrometry to test the soil. It found high levels of the toxic metals a few hundred metres from homes and schools. "Soil with this level of mercury transported into a house on clothes or footwear could, over time, build up dangerous levels of gaseous mercury," Mr Helps said. "The problem is it doesn't smell and no one knows it is there. That is why mercury is described as the odourless killer." Mercury poisoning symptoms in adults are often mistaken for early onset Alzheimer's and Parkinson's disease. Pregnant women and their babies are most at risk. A spokesman for Orica said the Botany site was the subject of a detailed remediation plan that was being assessed by the EPA.

<http://www.brisbanetimes.com.au/environment/toxic-metals-found-near-homes-20130126-2ddi9.html>

ENGLAND, CUMBRIA, COCKERMOUTH, JANUARY 28 2013. 25 FIREFIGHTERS TACKLE BLAZE AT CUMBRIAN GARAGE

An investigation is underway after fire ripped through the garage area of a Cumbrian petrol station this afternoon. Emergency services were called to the blaze in a large building at the P&R Benn Filling Station in Cockermouth shortly after 3.30pm. Twenty-five firefighters from Cockermouth, Aspatria, Maryport, Keswick and Frizington tackled the blaze. The fire appears to have caused major damage, with large holes clearly visible in the 30m by 40m building at the front of the Station Road site, which is just yards from the town's fire station. Eyewitness Eleanor Martin was working at nearby Jordan's Jungle play centre when she realised something was wrong. "We thought our own kitchen had something burning in it, then we saw thick black smoke. "Then we started hearing popping. I came out and had a look and saw it was the garage. "There was just thick black smoke and then flames coming out of the roof. The flames were coming from the main building. "I feel really sorry for them. From what I can see I'd be very surprised if they haven't lost everything." While fire crews tackled the blaze, police closed off part of Station Road, diverting traffic away from the scene. Traffic restrictions were lifted at about 6pm.

<http://www.in-cumbria.com/fire-in-petrol-station-1.1030691?referrerPath=news-archive>

USA, IA, DUBUQUE, JANUARY 29 2013. TANKER OVERTURNS, SPILLING HIGHLY-FLAMMABLE LIQUID ON HWY. 61

becca habegger & amie steffen

 [Watch the Video Overturned Truck](#)

 [Photo's \[6\] Hazardous Material Leaking from Overturned Truck](#)



Crews are responding to an overturned tanker leaking a highly-flammable liquid on U.S. Highway 151/61 in Dubuque County. On Monday morning, for reasons yet unknown, a tanker carrying approximately 40,000 pounds - or 5,000 to 5,500 gallons - of ethyl acetate, a highly flammable liquid, overturned. Dubuque Fire Chief Dan Brown says somehow the fully-loaded trailer disconnected from the tractor. The driver was uninjured, but there is a slow leak of ethyl acetate crews are trying to contain. The hazmat team is on scene. Brown said the plan is to bring an empty tanker on the scene and fill that with the overturned tanker's liquid cargo. The scene is at the Highway 151 overpass, between Dubuque and the Dubuque Regional Airport. Traffic is being diverted. Brown said the scene will



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

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likely continue to be active through early- to mid-afternoon and advises drivers avoid the area. Responding crews include Dubuque Fire, Epworth Fire, the Dubuque County Sheriff's Office and Iowa State Patrol. According to the U.S. Department of Transportation, ethyl acetate is highly flammable. A leak is taken very seriously and must be handled with utmost caution, especially when it comes to avoiding sparks.

<http://www.kwwl.com/story/20752743/2013/01/28/overtured-tanker-overtures-spilling-highly-flammable-liquid-on-hwy-151>

USA, LA, RAYVILLE, JANUARY 29 2013. FARMERS ADVISED ON EPA FUEL TANK RULES

Louisiana rice farmers heard Tuesday, Jan. 22, that federal regulations for large fuel storage tanks on farms and ranches will go into effect May 15 unless Congress can be convinced to delay the measures for another year. Speaking at a meeting for northeast Louisiana rice farmers called by the LSU AgCenter to prepare for the upcoming crop, Louisiana Department of Agriculture and Forestry Commissioner Mike Strain said the U.S. Environmental Protection Agency had considered allowing states to enforce the rules, but the EPA has decided not to delegate enforcement. Seven EPA inspectors are being assigned to 22 states. Strain said he will go to Washington, D.C., to try to convince federal lawmakers to enact a one-year delay on the rules. The rules include a requirement that most fuel tanks will need to be encircled by a levee system to prevent spills from spreading. Strain said it was previously believed that tanks that were mobile would be exempt, but the rule apparently has been revised to include those vessels.

http://www.lsuagcenter.com/en/communications/news/headline_news/Farmers-advised-on-EPA-fuel-tank-rules-.htm

USA, TX, KAUFMAN COUNTY, JANUARY 29 2013. TANKER CRASH CLOSES US 80

 [Watch the Video Tanker Crash Closes US 80](#)

A tanker crash on US Highway 80 in Kaufman County closed portions of the roadway late Sunday evening. About 7:15 p.m. Sunday, Forney firefighters responded to westbound US 80 just west of Farm-to-Market Road 460. They arrived to an 18-wheeler tanker that had rolled over. The driver was located and had suffered injuries described as serious but not life-threatening. Paramedics transported him to Baylor Medical Center in Dallas. Police and the Texas Department of Public Safety closed all westbound lanes as well as the westbound Frontage Road, which lead to a number of delays for drivers. Firefighters said the rig was loaded with 7,500 gallons of liquid including a mixture of diesel, bio-diesel and ethanol. A private hazmat company was called in to mitigate the spill and pump off the remaining product. Just after midnight the frontage road was opened but the westbound lanes of the freeway remained closed. The crash is under investigation, but initial reports indicated the driver lost control in a curve, ran off the road and partially up an embankment before the rig rolled over.

<http://www.nbcdfw.com/traffic/stories/Tanker-Crash-Closes-US-80-188639671.html>

USA, MA, STONEHAM, JANUARY 29 2013. EXPLOSION IN PARKING LOT CAUSED BY ACCIDENTAL IGNITION OF FLAMMABLE VAPORS

 [Watch the Video's](#)

- [Welding Gear Blows Up Car in Stoneham](#)
- [Trunk Remote Triggers Car Explosion](#)
- [Explosion Caused by Accidental Ignition of Flammable Vapors](#)



Victim's boyfriend had welding equipment inside vehicle.

The Massachusetts State Police bomb squad was called to a Stoneham parking lot Sunday afternoon after a car exploded. The owner of the 2012 Honda Civic told News Center 5's Kelley Tuthill that she was about 30 yards away from the car outside of BJ's Wholesale Club on Cedar Street when she popped the trunk with her remote and the car exploded. The car was destroyed but the woman, a nurse from Winchester Hospital, was not hurt. The bomb squad determined the cause of the blast was an accidental vapor explosion. Investigators said the use of the car's remote unlocking device ignited vapors from plumber's equipment inside the vehicle. The boyfriend of the car owner, who works for a HVAC company, had welding equipment inside the car. Investigators believe vapors



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ignited from acetylene tanks in the truck. It is believed there may have been a leak from that tank. Authorities said other vehicles around the woman's car also suffered some damage.

<http://www.wcvb.com/news/local/boston-north/Explosion-in-parking-lot-caused-by-accidental-ignition-of-flammable-vapors/-/11984708/18298836/-/156u8bdz/-/index.html>

USA, MN, COLUMBUS, JANUARY 29 2013. 35W REOPENS AFTER TANKER ROLLOVER IN NORTH METRO

 **Watch the Video** [35W Reopens after Tanker Rollover in North Metro](#)

A major interstate is back open in the north metro after a tanker rollover. The accident happened Sunday afternoon on 35W just south of the 35E/35W split in Anoka County. The tanker was carrying propane. As a precaution, MnDOT closed both directions of 35W and 35E (near the 35 split) from Columbus to Lino Lakes while crews worked to upright and remove the tanker. Motorists were detoured onto County Road 23 during the closure. Around 9:15 p.m., MnDOT reopened both roadways to traffic.

<http://www.kare11.com/news/article/1008159/391/Tanker-rollover-closes-I-35W-I-35E-in-north-metro>

USA, MS, VICKSBURG, JANUARY 29 2013. MISSISSIPPI RIVER BARGE CRASH: BARGE CARRYING 80,000 GALLONS OF OIL HITS RAILROAD BRIDGE, LEAKS

janet mcconnaughey



A barge carrying 80,000 gallons of oil hit a railroad bridge in Vicksburg, Miss., on Sunday, spilling light crude into the Mississippi River and closing the waterway for eight miles in each direction, the Coast Guard said. A second barge was damaged. Investigators did not know how much had spilled, but an oily sheen was reported as far as three miles downriver of Vicksburg after the 1:12 a.m. incident, said Lt. Ryan Gomez of the Coast Guard's office in Memphis, Tenn. Authorities were still trying to determine the source of the leak, but it appeared to be coming from one or two tanks located at the stern of the first barge, Gomez

said. He said there was no indication that any oil was leaking from the second vessel, and said it was still unclear whether the second barge also hit the bridge or was damaged through a collision with the first. "Investigators are still trying to figure out what happened," he said. United States Environmental Services, a response-and-remediation company, was working to contain the oil with booms before collecting it and transferring it to one of the barge's undamaged tanks, then ultimately to a separate barge, Gomez said. He could not say how long the river would remain closed in the area. Five northbound and two southbound vessels were waiting to pass, he said. "It's still considered an active leak," Gomez said. "We don't have an estimate or accurate amount of what was released." Railroad traffic was allowed to continue after the bridge was found safe for trains, Petty Officer Carlos Vega said. The barges are owned by Third Coast Towing LLC, Gomez said. According to a website listed under that name, the company is located in Corpus Christi, Texas. No one answered the telephone at the company Sunday night. Both vessels were being pushed by the tugboat Nature's Way Endeavor. The website for Nature's Way Marine LLC of Theodore, Ala., identifies the vessel as a 3,000-horsepower, 90-foot-long boat, making it the largest and highest-powered of the company's five tugs. It was built in 1974 and underwent a complete rebuild in 2011, according to the company. A company manager referred calls to the Coast Guard command center at Vicksburg. The last time an oil spill closed a portion of the lower Mississippi River, it was for less than a day last February after an oil barge and a construction barge collided, spilling less than 10,000 gallons of oil. In 2008, a fuel barge collided with a tanker and broke in half, dumping 283,000 gallons of heavy crude into the waterway, and closing the river for six days. The oil sheen from Sunday's incident was unlikely to pose a threat to the Gulf of Mexico, located 344 river miles south of Vicksburg. Residents and businesses in Gulf Coast states are still recovering from the April 2010 explosion of the Deepwater Horizon drilling rig, which killed 11 workers and spewed more than 200 million gallons of oil into the Gulf.

http://www.huffingtonpost.com/2013/01/27/mississippi-river-barge-crash_n_2564418.html



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