



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 943 Newsy Stuff

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

March 27 2013



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USA, CO, PARACHUTE, MARCH 18 2013. HYDROCARBON SPILL CONFIRMED NORTH OF PARACHUTE

bruce finley

Oil-and-gas industry officials Saturday confirmed that state and federal regulators and a consortium of consultants have been at the scene of an underground plume of more than 1,500 gallons of hydrocarbons in western Colorado for more than a week. The source of the plume — discovered 4 miles north of Parachute along Parachute Creek next to Williams Midstream's Parachute Creek Gas Plant — has not been identified. But company crews are drilling holes to try to determine the size of the plume and its source, said David Ludlam, director of the Western Colorado Oil and Gas Association, an industry trade group, who was picked to serve as spokesman for a group of companies involved. "It is beneath the surface," he said. On Saturday, company crews estimated the amount of hydrocarbon material that vacuum trucks have removed at around 37 barrels — roughly 1,554 gallons. An undetermined amount remains in the ground. The exact nature of the hydrocarbon material in the ground has not been revealed. "We are vacuuming it up," Williams spokeswoman Donna Gray said. Pipelines run underground along Parachute Creek. There also are underground tanks. Construction crews locating pipelines in preparation for a gas-plant expansion discovered the problem. No hydrocarbons have reached Parachute Creek, a U.S. Environmental Protection Agency official said. Williams crews were conducting water tests. Garfield County oil-and-gas liaison Kirby Wynn said the hydrocarbons were "in contact with groundwater near the gas plant." Twenty-one barrels of a oil-water mix have been captured as well as 288 barrels, more than 13,000 gallons, of tainted ground water. Parachute and Garfield County officials were briefed on the situation last week. Colorado Oil and Gas Conservation Commission director Matt Lepore on Friday evening called officials "to make sure we were aware of it and see if we were comfortable with efforts to control it," town administrator Bob Knight said, noting that creek water is used only for irrigation and that town drinking water comes from other sources. "We just have to find out where the plume is going." Industry crews are working around the clock trying to find the source and stop the flow, with the priority of protecting Parachute Creek. Booms are in place along the creek and crews are patrolling the creek in 30-minute intervals looking for sheens on the surface of the water. "Think about the operational logistics," Ludlam said. "You're going out laterally and also vertically. You are trying to measure the extent and, directionally, where it is coming from. This takes coordination by environmental specialists. It can take weeks." COGCC officials said the incident was initially reported as a discovery of contaminated soil and on Wednesday were told that the underground plume was still growing. The flows were said to be diminishing Saturday. COGCC issued a cease-and-desist order on Friday to Williams and WPX, ordering them to take all appropriate measures to protect the surface water. Colorado Department of Public Health and Environment officials also were at the scene overseeing the response and cleanup. No public announcements were issued. Although Williams officials said they reported the spill to state regulators March 8, no spill report was available Saturday in the COGCC spill database. Companies have 10 days to file written reports, state natural-resources spokesman Todd Hartman said. No injuries were reported.

Related Links

- [Construction crews find oil spill in western Colo.](#)
- [Major Oil Spill Discovered Near Parachute](#)
- [Colorado: State, industry and federal officials tracing underground pollution ...](#)
- [Source of natural gas liquid leak a mystery](#)
- [Hydrocarbon spill confirmed north of Parachute](#)

http://www.denverpost.com/breakingnews/ci_22807005/oil-spill-reported-north-parachute-colorado

USA, PA, PORT RICHMOND, MARCH 18 2013. 2 INJURED FOLLOWING HAZMAT SPILL IN THE DELAWARE RIVER

Watch the Video:

- [2 Injured Following Hazmat Spill in the Delaware River](#)
- [Delaware River Spill Requires Hazmat Cleanup. Hospitalizes 2](#)

Officials say two people were injured following a hazmat spill in the Delaware River near the Port Richmond section of Philadelphia late Sunday. The incident happened around 11:00 p.m. along the 3300 block of North Delaware Avenue. Authorities told Action News that 50 gallons of Phenol spilled after an equipment malfunction at the Kinder Morgan Company. Two workers were exposed to the chemical and taken to the hospital in stable condition, officials say. The situation has been placed under control.

<http://abclocal.go.com/wpvi/story?section=news/local&id=9031218>



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CANADA, VANCOUVER, MARCH 19 2013. MORE INSPECTIONS, TOUGHER POLLUTION PENALTIES FOR B.C. OIL TANKER TRAFFIC >> MORE RIGOROUS TANKER INSPECTIONS, EXPERT PANEL PLANNED



Tugboats tow the oil tanker Exxon Valdez off Bligh Reef in Prince William Sound 05 April 1989. The federal government is announcing changes to improve oil tanker safety to shore up support for controversial oil exports off the British Columbia coast.

The federal government announced changes Monday to improve oil tanker safety off Canadian coasts, and shore up support for several controversial projects that would increase oil exports from British Columbia. The changes include some new measures — administrative penalties for polluters and mandatory marine response plans for oil terminal operators — and increased frequency for measures already in place, such as annual inspections for all tankers and offshore aerial surveillance. They also include a review by a panel of experts and a promise of future improvements, which was dismissed as "greenwashing" by the Council of Canadians, which opposes proposed pipeline projects that would deliver oil from Alberta to the B.C. coast for shipping overseas. "Our government listens to the people ... What we're announcing today is a result of our listening to British Columbians and responding to their concerns," Natural Resources

Minister Joe Oliver said at a news conference on the deck of Port of Metro Vancouver, against a backdrop of tankers and shipping vessels in Burrard Inlet. Without naming any specific project, Oliver reiterated that if Canada is to benefit from its resource potential, products must reach Asia and the rest of the world. "We have an opportunity to ensure that our products, particularly oil and liquefied natural gas, reach world markets and command world prices," Oliver said. "Our government knows that to be an energy superpower, we need a world-class safety system for our waters." In Ottawa, the Conservatives tabled legislation making it mandatory for the operators of oil handling facilities to submit spill response plans to the government, and added additional monetary penalties for marine polluters. Oliver named an expert panel on tanker safety to review the current regime. A report on regulations south of the 60th parallel is due this fall, and a report on Arctic shipping a year later. The minister said the government will also review the oil pollution liability regime now in place, to determine if \$1.3 billion currently available in various funds is sufficient to ensure Canadian taxpayers don't end up footing the bill for a spill. Ottawa will also conduct scientific research into the behaviour of diluted bitumen, the molasses-like oil produced in the oil sands that pipeline opponents argue sinks to the floor of the ocean and cannot be cleaned up. And the federal government will designate Kitimat — the tanker port terminus of the Northern Gateway project — as a public port, offering better traffic control and vessel safety. Other ports may also be brought under the control of a port authority, reversing a trend by consecutive governments toward divesting regional ports. The proposed Northern Gateway pipeline and tanker port would see an increase of about 250 tankers a year into Kitimat. The proposed doubling of Kinder Morgan's existing TransMountain pipeline would increase vessel traffic to Port Metro Vancouver by about 400 annually. Several pipeline opponents immediately dismissed the changes. "The Harper government is trying to find a way to ignore public opposition to the Northern Gateway pipeline while making it look like they're listening, using 'world-class' greenwashing," Maryam Adrangi, of the Council of Canadians, said in an email. Darcy Dobell, vice-president of the World Wildlife Fund Canada's Pacific region, said there are no regulations that would change her mind on the Northern Gateway project. "It doesn't address our fundamental concern. Our concern has never been about the regulations needing tightening. Our concern is that the Great Bear Rainforest is no place for oil pipelines or oil tankers, at all," she said. Darryl Anderson, whose Wave Point Consulting has studied marine safety worldwide, said the changes are a start but more remains to be done. "This addresses some of the issues," Anderson said. "It's got to be backed up with resources." Officials said \$120 million has been earmarked over the next five years for the changes. But critics point out the Canadian Coast Guard and ocean research have been cut by more than that in recent budgets. "First, the Conservatives tried to ram through the Northern Gateway project without listening to British Columbians," said Peter Julian, the federal NDP's natural resources critic. "Now they are trying to back-paddle with a lacklustre spill plan that doesn't even begin to address the Conservative cuts to spill prevention." The B.C. government has said a "world-class" oil spill response plan is one of five conditions that will have to be in place before the province will support the Northern Gateway, along with First Nations involvement and a "fair share" of revenues. B.C. Environment Minister Terry Lake said the province is currently conducting a study of marine oil spill safety and when it's done, will know whether the federal changes meet the condition. "We haven't seen



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the details but, on first impressions, I would say this is a very positive response to the premier's call for higher standards," Lake said.

<http://www.vancouversun.com/news/Harper+government+plans+world+class+system+address+spill+fears/8112205/story.html>

USA, OH, MINERVA, MARCH 19 2013. STATIC ELECTRICITY BELIEVED CAUSE OF OIL WELL EXPLOSION

darrick boord



This holding tank on Knox School Road adjacent to the West Township garage exploded on Monday evening, sending the lid flying about 400-500 feet away into a nearby residential yard. No injuries were reported, but the explosion was heard and felt for miles around. The wife of a Journal pressman who lives in southern Mahoning County said the explosion shook their house.

An oil well explosion on Knox School Road in West Township was heard - and felt - for miles, but caused no injuries and only damaged the well itself, despite sitting less than 300 feet from two residences and the West Township garage. The explosion blew the lid off the tank, landing about 400-500 feet away in the yard of an adjacent residence. Sandy Creek Fire District Chief Aaron Stoller said officials from the Ohio Environmental Protection Agency, Columbiana County Emergency Management Agency and Atlas Gas - which owns the well - were on scene

Monday. Stoller said the officials are blaming static electricity to be the preliminary cause of the explosion. He was unsure how officials came to that conclusion. Stoller said the total call took about two hours, but, "It probably only took 10-15 minutes to set up and extinguish the fire." He said the department, which received mutual aid from Homeworth and North Georgetown, also was conferring with hazmat officials while on the scene. "In talking with folks with Atlas Energy, containment was inside tank," Stoller said. "There is no outside hazard, nothing into the creeks or streams or anything. "To my knowledge, EPA and EMA and Atlas reps were out there (Monday), and I've received no phone calls back that any other action is needed." Stoller said Atlas would be responsible for whatever cleanup is required by the EPA and EMA. "They have to pump out the residue that's left in the tank and decide what they're going to do with that," he said. "My guess is that they would replace that (well), but I don't have an official response from them on that."

<http://www.morningjournalnews.com/page/content.detail/id/546750/Static-electricity-believed-cause-of-oil-well-explosion.html?nav=5006>

CANADA, N.W.T, FORT SIMPSON, MARCH 19 2013. ENBRIDGE FINDS MORE LEAKS IN NORMAN WELLS PIPELINE



Photo of the area 60 kilometres west of Fort Simpson where a pipeline leak was found.

A third leak has been discovered along the Norman Wells Pipeline. Enbridge said it discovered contaminated soil in two spots along the pipeline west of Fort Simpson, N.W.T., last month. The pipeline company said the leaks were discovered because of a new program it's using that allows workers to look for small amounts of oil. These are not large free flowing spills, it said. The company said they are releases of oil from the pipeline into the ground and so far they've been easily contained. Pehdzeh Ki Contractors has been hired by Enbridge to bring the contaminated soil in dump trucks to a landfill in Fort Nelson, B.C. One

of the contaminated sites is about 120 kilometres west of Fort Simpson. The second is around 60 kilometers west of the community. The 869 kilometre pipeline runs from Norman Wells to northern Alberta. Brad Enge with Pehdzeh Ki Contractors thinks an excavator came into contact with a pipe. "The pipeline was shut down when they were doing the digs of course, so there might have been some residual crude in the pipeline that leaked out into the ground," Enge said. "They dug up all of the ground and probably took about four of times more soil than they really needed." Enbridge's Graham White said it can't confirm what caused the leak. "We don't know. That's part of an investigation and a part of the information that we gather when we are doing our maintenance and repairs and that will come out in our investigation and that of the regulators," he said. Both the National Energy Board and the Transportation Safety Board are involved in the investigation. So far, there haven't



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been any reports of damage to wildlife or water. Enbridge has added sleeves to the areas where the leaks happened to prevent any more oil from leaking out. It is also updating the National Energy Board daily on the status of the cleanup.

Related Links [Three Contamination Incidents](#)

<http://www.cbc.ca/news/canada/north/story/2013/03/18/north-enbridge-normanwells-leaks-pipeline-nwt.html>

USA, IN, PAOLI, MARCH 19 2013. WORKERS BURNED TRYING TO REPAIR FUEL TANK

Two workers are recovering after fire erupted inside an underground fuel tank they were repairing. It happened last week at Riley Oil Co. in Paoli, Ind. The state fire marshal's office said both men were working inside the tank when someone operating a tanker truck dumped fuel into a tank nearby. Authorities said a fire sparked, burning the two workers. They were both flown to University Hospital in Louisville. The owner of Riley Oil Co. said the men work for Fiberglass Tank Systems. He said one of the men has been released from the hospital.

<http://www.wlky.com/news/local-news/indiana-news/Workers-burned-trying-to-repair-fuel-tank/-/9718538/19371376/-/format/rss2.0/-/jqce3mz/-/index.html>

MYANMAR [BURMA], YANGON, MARCH 19 2013. RIVER FIRE GUTS FUEL TANKERS

htoo aung



Firefighters clean up after a blaze at a wharf on the Hlaing River last week.

Two workers were injured in a fire that caused an estimated K29 million in damage at the Premium Petrol Company's wharf on the Hlaing River in Hlaing Tharyar township on March 12. The fire started while workers were transferring diesel fuel from a tanker, which had broken down two days earlier, when the nozzle of the hose contacted the tank and sparked. A Yangon Fire Services department press release said the blaze started at 12pm and was extinguished by 12:55pm. A total of 348 firemen and 243 assistants, 70 Red Cross workers, as well as 58 fire engines, three support vehicles and one firefighting boat worked to bring the fire under control. One vessel, the Myit That Oo, was gutted in the fire, while two 2800-gallon tankers, one diesel tank and two work barracks were also destroyed. Two people were injured and taken to Yangon General

Hospital, the press release said. Workers Ko Lin Htike Aung was charged under section of 285 of the Penal Code, concerning negligent conduct in regards to fire. If found guilty, Ko Lin Htike Aung could face three years' imprisonment and/or a fine.

<http://www.mmmtimes.com/index.php/national-news/yangon/5163-river-fire-guts-fuel-tankers.html>

USA, GA, PEACH CO, MARCH 19 2013. DRIVER 'GLAD TO BE ALIVE' AFTER PEACH CO. TANKER FIRE

Watch the Video [Driver 'Glad to Be Alive' After Peach Co. Tanker Fire](#)



A tanker truck fire in Peach County closed a section of Highway 49 between Byron and Fort Valley around noon Monday. James Foster was driving the tanker when he noticed something was wrong. "I thought I had busted an air line is what I actually thought it was because I lost air pressure," he said. But when he got out of the truck, he realized he had another problem on his hands. "As soon as I got the truck stopped, smoke started boiling out and one of those other truck drivers said he saw a small fire under the cab," Foster said. Foster tried to escape through the driver's side door, but the flames near the fuel tank were too high. With flames coming through the air condition, he quickly got out of the passenger side unharmed. A supervisor with Peach County 911 said the fire was

near New Faith Baptist Church. Emergency personnel had the northbound lane of Highway 49 closed at mile marker 8 for much of the afternoon. Sherrod Cliett, an eyewitness to the fire, says it appeared that only the cab of the truck was on fire. "I'm just glad to be alive," Foster said. "Thank the good lord."

<http://www.13wmaz.com/news/article/223624/175/Tanker-Fire-Closes-Section-of-Hwy-49-in-Peach-Co>



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CANADA, ONT, INNISFIL, MARCH 19 2013. FIRE NEAR INNISFIL UNDER CONTROL AFTER PROPANE TANKS EXPLODE >> VERY BLACK AND TOXIC SMOKE BILLOWS FROM SITE.

 **Watch the Video** [Deputy fire chief updates Innisfil fire investigation](#)

A series of explosions met police and firefighters as they raced to a fully engulfed warehouse fire in the Innisfil area south of Barrie on Monday. Black smoke -- which police described as "very black and toxic" -- could be seen for several kilometres around the 2nd Line of Innisfil, west of the No. 10 Sideroad. Police say seven or eight propane tanks exploded in quick succession as fire crews fought the fire. It was brought under control around 2 p.m. There were no injuries. Police had closed a section of 2nd Line as firefighters fought the blaze, and drivers were cautioned to be extra careful due to the thick smoke.

<http://toronto.ctvnews.ca/fire-near-innisfil-under-control-after-propane-tanks-explode-1.1200627>

USA, WI, DODGE CO, EMMET, MARCH 19 2013. 29-YEAR-OLD MAN DIES AFTER HEAD-ON COLLISION WITH TANKER SEMI

trisha bee

The Dodge County Sheriff's Department is investigating a fatal traffic accident that occurred Monday morning, March 18th near STH 26 and Five Mile Road in the Town of Emmet. According to police, a 29-year-old man was traveling southbound on STH 26 when he crossed the center line of Five Mile Road and struck a Freightliner tanker semi head-on. The 29-year-old man was pronounced dead at the scene. The driver of the semi was not injured. The semi was hauling hydrogen peroxide but no leaks resulted from the crash. The crash remains under investigation by the Dodge County Crash Investigation Team.

<http://fox6now.com/2013/03/18/29-year-old-man-dies-after-head-on-collision-with-tanker-semi/>

USA, WA, SEATTLE, MARCH 19 2013. PRISON SENTENCE IN \$22M COLUMBIA OIL SPILL CASE



A 53-year-old Ellensburg man was sentenced today to four months in prison for illegally discharging oil from the Davy Crockett barge into the Columbia River near Camas in late 2010 and early 2011 and failing to reporting the spills to authorities. Bret A. Simpson, owner of Principle Metals LLC, pleaded guilty in July 2012 to the crimes, which spawned an eight-month, \$22 million oil cleanup and salvage operation on the river.

The owner of a derelict barge that required a \$22 million cleanup after oil spilled into the Columbia River in southwest Washington has been sentenced to four months in prison. The owner of a derelict barge that required a \$22 million cleanup after oil spilled into the Columbia River in southwest Washington has been sentenced to four months in prison. The U.S. attorney's office in Seattle said Bret Simpson of Ellensburg, Wash., was also sentenced Monday to eight

months of home detention. He earlier pleaded guilty to two criminal violations of the Clean Water Act. Simpson admitted he was informed about fuel oil and diesel left on the Davy Crockett before salvage operations began. However, prosecutors say he failed to have the oil removed before workers began cutting up the metal barge for scrap. When the first oil spilled in December 2010, prosecutors say Simpson failed to notify authorities and failed to adequately monitor and protect the barge. The Coast Guard and Washington state officials spent \$22 million cleaning up the spill and removing the barge from the river near Camas, Wash. In January, Washington officials announced they were fining Simpson and his company, Principle Metals LLC, \$405,000.

Related Links

- [Ship owner gets more than he bargained for: prison time](#)
- [Owner of barge that leaked oil into Columbia gets prison time](#)
- [Owner of Davy Crockett barge gets prison time for spill](#)
- [Bret Simpson, scrap dealer who botched salvage of barge Davy Crockett](#)
- [Davy Crockett owner gets four months in prison for oil spills](#)
- [Archive: Derelict vessels cause boatloads of trouble in state \(Sept. 2012\)](#)

http://seattletimes.com/html/localnews/2020590881_apwaderelictbarge.html



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USA, PA, FREEPORT, MARCH 20 2013. DISASTER AVOIDED WHEN TANKER TRUCK CATCHES FIRE IN FREEPORT

Disaster was averted Tuesday when a tanker truck caught fire on the Laneville Bridge in Freeport. Around 12:30 p.m., the empty tanker truck, normally carrying paraffin wax, knocked down a power line, which landed on the truck and caught its wheels on fire, according to Brandon Ashbaugh, the Freeport fire officer in charge. According to Ashbaugh, the driver, who was trapped inside the vehicle's cabin due to the fire, was not injured. Ashbaugh said, even though the tanker was empty, there still was a serious threat of it blowing up because of the chance that pockets of oxygen or other gases remained in the tanker. "There's always a hazard when a tanker's on fire," he said. "It (pockets of gas) could make the thing blow up like a pop bottle." Traffic was stopped coming in and out of the borough because of the fire. Both lanes of 356 were closed between Buffalo Street and Old Pike Road. The road is expected to reopen by 4 p.m.

<http://triblive.com/neighborhoods/yourallekiskivalley/yourallekiskivalleymore/3691016-74/fire-tanker-truck#axzz2O1RVF049>

USA, NE, HAWTHORNE, MARCH 20 2013. 7 MARINES FROM NORTH CAROLINA UNIT KILLED WHEN MORTAR EXPLODES DURING TRAINING AT NEVADA DEPOT

paoline jelinek, michelle rindels & ken ritter

 **Watch the Video's**

- [Exploding Mortar Kills Seven Marines in Nevada](#)
- [Exploding Mortar Killed Marines in Nevada](#)



Photo from 2010 of Marines training at the 147,000-acre Hawthorne Army Depot.

A mortar shell explosion killed seven Marines and injured a half-dozen more during mountain warfare training in Nevada's high desert, prompting the Pentagon to immediately halt the use of some of the weapons worldwide until an investigation can determine their safety, officials said Tuesday. The explosion occurred Monday night at the Hawthorne Army Depot, a facility used by troops heading overseas, during an exercise involving the 2nd Marine Expeditionary Force from Camp Lejeune, N.C. Several Marines from the unit were injured in the blast, authorities said. The mortar round exploded in its

firing tube during the exercise, said Brigadier General Jim Lukeman at a news conference at Camp Lejeune. He said investigators are trying to determine the cause of the malfunction. Lukeman extended condolences to the families of the victims. "Our first priority is to provide them support and we're doing that now," he said. The Marine Corps said in a statement that it suspended all use of high-explosive and illumination mortar rounds that were in the same manufacturing lots as the ones that were fired in Nevada. The Pentagon suspended use of those rounds worldwide across all branches, not just the Marines. The Marines were also considering a stop-usage order affecting the mortar tubes like the ones in the accident. It was not immediately clear whether more than a single round exploded, a Marine Corps official said, speaking on condition of anonymity because the official wasn't authorized to speak about an ongoing investigation. Eight men under the age of 30 were taken to Renown Regional Medical Center in Reno with injuries, such as penetrating trauma, fractures and vascular injuries. One of them died, five were in serious condition, one in was fair condition and another was discharged, said spokesman Mark Earnest. The identities of those killed won't be released until 24 hours after their families are notified. "We send our prayers and condolences to the families of Marines involved in this tragic incident," said the force's commander, Maj. Gen. Raymond C. Fox. "We mourn their loss, and it is with heavy hearts we remember their courage and sacrifice." The rescue was complicated by the remoteness of the site, which is favored because the harsh geography simulates conditions in Afghanistan. The 60mm mortar is a weapon that traditionally requires three to four Marines to operate, but it's common during training for others to observe nearby. The firing tube is supported in a tripod-like design and fires roughly a 3-pound shell, some 14 inches in length and a bit larger than 2 inches in diameter. The mortar has changed little since World War II and remains one of the simplest weapons to operate, which is why it is found at the lowest level of infantry units, said Joseph Trevithick, a mortar expert with Global Security.org. "Basically, it's still a pipe and it's got a firing pin at the bottom," Trevithick said. Still, a number of things could go wrong from a fuse malfunctioning, a problem with the barrel's assembly to a round prematurely detonating inside the tube, he said. The Marine Corps official said an explosion at the point of firing in a training exercise could kill or maim anyone inside or nearby the protective mortar pit and could concussively detonate any mortars stored nearby in a phenomenon known as "sympathetic detonation." The official said a worldwide moratorium after such an accident is not



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unusual and would persist until the investigation determines that the weapon did not malfunction in ways that would hurt other Marines or that mortars manufactured at the same time as the one involved in the accident were safe. The official said it would be normal to warn other U.S. military branches that use 60mm mortars, such as the Army, about the Marines warning. The moratorium could last for weeks or months. The investigation will focus on whether the Marines followed procedures to properly fire the weapon, whether there was a malfunction in the firing device or in the explosive mortar itself, the official said. The Hawthorne Army Depot stores and disposes of ammunition. The facility is made up of hundreds of buildings spread over more than 230 square miles, and bunkers dot the sagebrush-covered hills visible from the highway. Hawthorne is in the shadow of Mt. Baker, which reaches an elevation of 11,239 feet. Retired Nevada state archivist Guy Rocha said the facility opened in 1930, four years after a lightning-sparked explosion virtually destroyed the Lake Denmark Naval Ammunition depot in northern New Jersey, about 40 miles west of New York City. The blast and fires that raged for days heavily damaged the adjacent Picatinny Army Arsenal and surrounding communities, killing 21 people, and seriously injuring more than 50 others. Hawthorne has held an important place in American military history since WWII when it became the staging area for ammunition, bombs and rockets for the war. The Nevada Division of Environmental Protection says that the depot employed more than 5,500 people at its peak. The facility was considered safely remote, but strategically close to Navy bases in California. Rocha said he was unaware of any other catastrophic event at the depot over the years it served as a munitions repository. The facility has downsized in recent years, but survived a round of base closures nationwide in 2005. Military officials noted that it gave Marines, Army and Navy personnel a place to train for deployment overseas. "They train at a similar climate, elevation and terrain as Afghanistan," said Rocha, who has visited the depot many times over the years. In the small town near the depot, a massive flag in a park across from the local war memorial waved at half-staff. Larry Mortensen, an industrial engineer at the depot for 41 years before retiring in 1999, serves with his wife, Carole, on the board of directors of the Hawthorne Ordinance Museum. The museum displays hundreds of shells and other munitions, battery guns and weapons dating to WWII. Mortensen said there had been fatal accidents at the depot in years past, but none resulting in mass casualties. He said he expected the rural town of about 3,500 residents to rally around victims' families. "It's a military community. Everybody here supports the military," he said.

http://www.washingtonpost.com/national/health-science/military-7-marines-from-north-carolina-unit-killed-training-at-hawthorne-army-depot-in-nevada/2013/03/19/ff30b658-90a1-11e2-9173-7f87cda73b49_story.html

USA, MI, GRAND RAPIDS, MARCH 20 2013. GAS STOLEN FROM UNDERGROUND TANKS >> SUSPECTS ALLEGEDLY SIPHONED GAS VIA VAN TRAP DOOR

steve kelso

 [Watch the Video Suspects Allegedly Siphoned Gas Via Van Trap Door](#)

A West Michigan couple are accused of stealing hundreds of gallons of gas from several area gas stations, and trading it for drugs and money. Authorities say in October and December 2012, Jamie Hardie and Rebecca Jo Ryan parked a Dodge Caravan over the top of various gas station fill ports. Similar in appearance to a manhole cover, gasoline delivery trucks use the ports to fill underground tanks that feed the pumps. Ryan would pretend that the van had broken down. Inside the van, Hardie would open a trap door and lower a hose into the tank. Using a hand pump, he would fill 55-gallon drums with fuel. According to a search warrant, one gas station in Kent County's Cannon Township told authorities the van was there on three consecutive days. By comparing what was in the underground tank to receipts, that station alone found it was robbed of 950 gallons. Authorities say it is possible there are other stations that are still unaware of gas thefts. Kent County Undersheriff Jon Hess told 24 Hour News 8 Monday he has never heard of gas thefts happening quite this way. "Certainly siphoning gas from a car in a parking lot, we have that happen, and stealing gas by driving off. But I can't remember a case where someone took it from the actual delivery point, which is pretty dangerous," Hess said. Police said the pair traded the gas for cash and drugs. Hardie was lodged in the Kent County jail on 11 charges. Along with the charges related to the thefts, he is also charged with the possession of narcotics. Ryan is free on bond and awaiting her next court hearing. There are other charges pending in Wyoming, and Michigan State Police also has cases against the pair.

http://www.woodtv.com/dpp/news/local/kent_county/gasoline-stolen-from-underground-tanks

INDIA, PUNE, MARCH 20 2013. SPEEDING TANKER MOWS DOWN 17-YEAR-OLD STUDENT

A 17-year-old engineering student from a city-based private college died after being killed after he was hit by a speeding tanker around 7.45pm on Sunday. Tejas Sunil Pardeshi was crossing the road while he was crossing near the VIT hostel on



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upper Kondhwa road when the tanker hit him. The driver is absconding. Pardeshi succumbed to severe chest and stomach injuries. The police have registered a case. "Some witnesses noted down the registration number (MH/3/AX/2358) of the vehicle. It is a Solapur number. We will find out other details very soon and take appropriate action," said DT Chavan, sub-inspector of the Bibwewadi police station. Pardeshi was a first year diploma student at a private college. His father works for a private security agency. Sub inspector D T Chavan of the said information collected from the people who have witnessed the incident has revealed that the speeding tanker with Solapur registration number (MH/3/AX/2358) had hit Pardeshi while he was crossing the road. Chavan said Pardeshi died due to severe injuries on his chest and stomach. The driver fled after the incident. We will be collecting details of the vehicle from Solapur for identifying its owner and driver for taking further action. Tejas was a first year student of at a private college. His father works for a private security agency, he added. In another accident, an unidentified man of around 45 years of age was killed after he was hit by a speeding vehicle near Shivaji statue square on Saturday morning. The Shivajinagar police have started the process of identifying the deceased and tracing the vehicle and the driver.

<http://timesofindia.indiatimes.com/city/pune/Speeding-tanker-mows-down-17-year-old-student/articleshow/19054692.cms>

USA, UT, WILLARD BAY, MARCH 20 2013. DIESEL SPILL CLOSES PORTIONS OF WILLARD BAY STATE PARK >> ESTIMATED TO BE BETWEEN 100 & 150 BARRELS (4,200 GALLONS-6,300 GALLONS).

judy fahys & and bob mims

 **Watch the Video** [Beavers Help Stop Fuel Spill at Willard Bay](#)

 **Photo's [20]** [Beavers Help Stop Fuel Spill at Willard Bay](#)



DaLynn Erickson from the Wildlife Rehabilitation Center in Ogden with one of the two beavers that were covered in diesel fuel.

Emergency responders on Tuesday flocked to Chevron's third petroleum pipeline spill in Utah in less than three years. [Willard Bay State Park](#) officials closed down the facility on the northeastern edge of the [Great Salt Lake](#) and evacuated two campers and the park manager's family after around 4,200 to 6,300 gallons of diesel fuel leaked from the pipeline just north of the park. They also rescued two beavers from the contaminated area and sent one off-site for cleaning.

What's Next?

Chevron has 30 days to provide federal pipeline regulators with a report on what happened. Meanwhile, a variety of local, state and federal agencies will be monitoring the cleanup, any effects on water and wildlife and possible enforcement action, including fines that take into account the two 2010 spills. In light of the north marina's closure, Utah State Parks hopes to open the south marina by Wednesday. Meanwhile, investigators descended upon the scene to probe what happened and why as responders scrambled to find the leak's source. And Chevron dispatched dozens of cleanup workers to the scene to lay down absorbent booms to sop up the diesel and contain the damage to a ditch running between Interstate 15 and the freshwater reservoir on the edge of the internationally significant [Great Salt Lake](#) marshes. John Whitehead, deputy director of the Utah Division of Water Quality, said he heard about the spill Monday night and had water-quality scientists on the scene early Tuesday to begin testing the water for contamination. This is the third time his agency has

been pressed into action on a leaky petroleum pipeline spill since the [big Chevron crude oil leak](#) in the Salt Lake Valley foothills on Red Butte Creek June, 11, 2010, and the smaller spill the following December. "All the things we learned at Red Butte," said Whitehead, "we can apply here and have." [An investigator](#) from the U.S. Department of Transportation's [Pipeline and Hazardous Materials Safety Administration](#) was headed to the scene Tuesday afternoon, according to agency spokesman Damon Hill. Curtis Kimbel, the U.S. Environmental Protection Agency's [on-scene coordinator for the spill response](#), said there is no evidence so far of diesel getting into the reservoir or the bay. Chevron crews were digging out the pipe late Tuesday and had tankers vacuuming the fuel from the ditch, he said. The two big concerns, he said, are ensuring that the reservoir, which is



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jointly managed by the [U.S. Bureau of Reclamation](#)'s Provo Area Office in partnership with the Weber Basin Water Conservancy District, remains protected and that migratory birds are not harmed. "Our primary focus right now is to make sure diesel does not go into the Willard Reservoir," Kimbel said, "and that we come up with a strategy that cleans things up effectively and quickly." Phil Douglass, Northern Region conservation outreach manager for the Utah Division of Wildlife, said the leak prompted evacuation of the park's North Recreation Area overnight. He was among the state officials on-scene, scrambling to determine the leak's potential impact on natural resources. Douglass said the spill was contained to a small area by early Tuesday afternoon. But its effect on the sensitive aquatic environment of the area was not immediately apparent, he said. "From the wildlife perspective," said Douglass, "we are obviously very concerned about how this will impact the wildlife and the fishery that exists in that area." Willard Bay comprises nearly 10,000 acres of fresh water that is located atop the [Great Salt Lake](#) flood plain north and west of Ogden. In addition to wildlife, it supports populations of crappie, walleye, wiper and catfish in its popular fishery. The area is also popular with boaters. Deena Loyola, spokeswoman for Utah State Parks and Recreation, said Tuesday's closure specifically targeted the park's North Marina and campgrounds and would be in effect until further notice. Eric Bartlett and his wife planned to stop at Willard Bay's north marina on Tuesday to grill, picnic and spend the night in their RV, which they've been driving across the country since October. But as they pulled off I-15, they only found a closed gate. "Nope, guess not," he said. "We'll just keep going." Even with no sign the had fuel contaminated the reservoir or the bay, a fisheries biologist was to test the bay's nearby waters to make sure, said Park Manager James Morgan. The company notified Morgan late Monday about the leak. He was advised to evacuate the two occupied campsites at the park, as well as his own family who lives on-site. Morgan returned Tuesday morning to help with the cleanup taking place in a culvert between the Cottonwood campground and Eagle Beach. As of Tuesday afternoon, it wasn't clear what impact the spill has had on the bird life, including the ducks that use the area for nesting. As it turned out, a series of beaver dams helped slow the fuel's flow and kept it out of the bay until crews could contain it. They'll have to tear out a dam that helped stopped the flow where two beavers had been living, and once those animals are ready, move them to another home. Chevron spokesman Greg Hardy said the leak — from a 168-mile pipeline that runs near the eastern shore of the [Great Salt Lake](#) from the Salt Lake City area to Idaho — was believed to have begun about 2:30 p.m., Monday, but was not confirmed until later in the day. Chevron has 30 days to provide federal pipeline regulators with a report on what happened. Meanwhile, a variety of local, state and federal agencies will be monitoring the cleanup, any effects on water and wildlife and possible enforcement action, including fines that take into account the two 2010 spills. In light of the north marina's closure, Utah State Parks hopes to open the south marina by Wednesday. "We immediately shut the pipeline down [at valves placed along its length] and sent folks up to confirm the leak," Hardy said. "We then mobilized cleanup crews and implemented emergency procedures, including dispatching specially trained employees and contractors and their equipment." The [two 2010 leaks](#) spilled 54,600 gallons of crude oil near Red Butte Garden in Salt Lake City's eastern foothills, and cost the company an estimated [\\$43 million](#) in cleanup costs, fines and other spill-related expenses. Monitoring is expected for years to come. Lynn de Freitas, executive director of the Friends of the [Great Salt Lake](#), said the latest spill raises broader questions about the cumulative impacts of all the pipelines snaking through Utah — not just this one, but all the others, including the 250-mile one that carries crude between Wyoming and the refineries on the lake's edge and another along the south edge of the [Great Salt Lake](#) that transports fuel to Las Vegas. "It's part of a tapestry of habitats, and all of the habitats matter because they fill the needs of the wildlife and the birds that use it," she said. "When is the next big one going to occur?"

Related Links

- [Chevron shuts Utah diesel pipeline after finding leak](#)
Chevron Corp shut a 29,400 barrel-per-day (bpd) pipeline carrying diesel and jet fuel between its Salt Lake City, Utah, refinery and Boise, Idaho after a leak was discovered in wetlands where millions of migrating birds will rest in the coming weeks.
- [Chevron pipeline leaks 4200-6300 gallons of diesel in Utah: media report](#)
The Willard Bay State Park in Utah was closed after around 4,200 to 6,300 gallons (100-150 barrels) of diesel leaked from a Chevron Corp pipeline that runs just north of the park, the Salt Lake Tribune reported.
- [Oil spill in northern Utah's Willard Bay](#)
Officials have closed part of Willard Bay State Park in northern Utah after an oil pipeline leaked diesel fuel into a retention pond and drainage ditch nearby.
- [Oil spill closes down portions of Willard Bay State Park](#)



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A diesel oil spill closed down portions of Willard Bay State Park Tuesday, and state wildlife officials were scrambling to determine its potential impact on natural resources.

- [Crews work to clean up diesel spill, beavers near Willard Bay](#)

Authorities are cleaning up a diesel fuel spill at Willard Bay State Park. The entire park is closed, the north side because of the spill and the south side for winterization work.

- [Fuel leak near Willard Bay displaces beavers](#)

A portion of Willard Bay is closed to the public after a diesel fuel leak contaminated wetlands near the reservoir.

- [Chevron shuts diesel pipeline after release in Utah](#)

Chevron Corp shut a 29,400 barrel per day (bpd) pipeline carrying diesel and jet fuel between its Salt Lake City, Utah, refinery and Boise, Idaho after a leak was discovered, the company said on Tuesday.

- [Beavers help stop fuel spill at Willard Bay](#)

Crews are working to contain a fuel spill near this ecologically sensitive area by the Great Salt Lake.

<http://www.sltrib.com/sltrib/news/56030315-78/spill-lake-bay-salt.html.csp>

CYPRUS, TA' ĠARRIJA, MARCH 20 2013. BID TO REBUILD FIREWORKS FACTORY WHERE FOUR DIED

kristina chetcuti & claudia calleja



The Fontana Brothers Fireworks factory was wiped out in an explosion last November.

The nephew of the owner of the Għarb fireworks factory destroyed by an explosion in November, claiming four lives, has submitted an application to rebuild the factory. Andrew Gatt's uncle George Gatt was one of the victims. His application to the planning authority is for the reconstruction of demolished rooms at the Fontana Brothers Fireworks factory at Ta' Ġarrija, in the limits of Għarb. It was originally granted a permit in 2003. A spokesman for Mepa said the applicant had been notified that the site falls within an area of ecological importance. However, the area is deemed sensitive for reasons other than the

environment. Three years ago, six people died in another explosion at Ta' Nenu's Fireworks Factory nearby – the permit for which was not renewed by the owners. In 2010, the Għarb council held a referendum and Għarb residents voted No to more fireworks factory in the outskirts of the village. Prime Minister Joseph Muscat, who is responsible for Mepa, yesterday said that the application process had to take its course. He spoke on the importance of maintaining balance in the fireworks industry: "The fact that you don't issue more permits (for fireworks' factories) does not mean that that type of work will stop. On the contrary, the advice we have is that it would go underground and become more dangerous as it will be carried out illegally." During The Times' debate, Dr Muscat had said that he was prepared to carry out a drastic reform in fireworks legislation. Yesterday he reiterated that he will soon be meeting ministers involved to draw up a coherent policy on fireworks. "I will be insisting on having, as soon as possible, the revision of laws and regulations controlling fireworks and fireworks' factories – to enact recommendations made in last year's report on the fireworks' industry before another tragedy occurs," he said. Three years ago Dr Muscat wrote about how his father – one of the main importers of pyrotechnic materials in Malta – had lost part of the palm of his hand to fireworks. Following last November's tragedy, Labour MP Anton Refalo, now Minister for Gozo, had said in Parliament that politicians should consider banning fireworks or stop practices which saw young people go to fireworks factories "like they were going to a football match", to avoid another tragedy. However, pyrotechnic association lawyer Michael Falzon, then a Labour MP, backed fireworks manufacturers' calls for more factory permits to be issued in Gozo and Comino. In February of last year, a request to build a fourth fireworks factory in Għarb was turned down by Mepa, which stated that the proposed development was unjustified and was on a protected site of ecological importance. In the meantime, legal provisions for placing high risk fireworks on the market are due to enter into force in July, as specified in an EU directive. The Malta Standards Authority regulates fireworks placed on the market and is responsible for the implementation of an EU directive.

Għarb Fireworks Explosions

- 2005 Explosion at Ta' Nenu Fireworks Factory owned by Nenu Farrugia damaged eight of the 10 rooms but no one was injured.



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- 2010: The Ta' Nenu Fireworks factory is wiped out in an explosion, killing six people, including the owner and members of his family.
- 2012: Fontana Brothers Fireworks factory owned by George Gatt explodes, killing four, including the owner.

<http://www.timesofmalta.com/articles/view/20130319/local/Bid-to-rebuild-fireworks-factory-where-four-died.462137>

USA, VA, NEWPORT NEWS, MARCH 20 2013. POLICE ID MAN IN PUMP CRASH, FIRE >> POLICE: DRIVER RAN FROM THE SCENE, CAUGHT CLOSE BY

 **Watch the Video's**

- [Fire at Newport News Gas Station](#)
- [Police ID Man in Pump Crash, Fire](#)

 **Photo's [30] Gas Station Fire**



Police say 22-year-old Keith W. Lauder, wanted on outstanding warrants, has been arrested for running into a Newport News gas pump. Battalion Chief J. Douglas Carper, II with the Newport News Fire Department said crews were on scene at the Shell Gas Station located on Warwick Boulevard at the intersection of Elm Avenue in Newport News Tuesday morning. Firefighters were dispatched to the gas station around 8:10 a.m. after reports indicated a vehicle struck a gas pump. When crews arrived on scene, they found heavy fire showing. Lou Thurston with the Newport News Police Department said a vehicle went off the roadway and struck the pump, resulting in the fire. The driver of the vehicle reportedly fled the scene on foot but was captured a short distance away. Police on the scene told WAVY.com Lauder, of Hampton, was wanted for outstanding warrants in Hampton. Lauder was charged with reckless driving, driving with a suspended license, leaving the scene of an accident and two counts of

destruction of property. Lauder told police he blacked out and only came to when he hit the pump. Officers said he did not smell like alcohol.

http://www.wavy.com/dpp/news/local_news/newport_news/shell-gas-station-fire-warwick-blvd

USA, TX, HOUSTON, MARCH 20 2013. SOME COMPANIES DON'T WAIT FOR LIGHTNING TO STRIKE

jeannie kever



Lightning storm over Albuquerque, N.M.

Back in Ben Franklin's day, no one worried about lightning causing a chemical tank to explode or shutting down the electronic controls to a nuclear reactor. Technology has raised the stakes since Franklin invented the lightning rod – lightning-sparked fires caused more than \$1 billion in insured homeowners' losses in 2010 alone, according to the Insurance Information Institute. The costs can be even higher for the oil and gas industry; a 2006 study published in the Journal of Loss Prevention in the Process Industries found lightning strikes are the most common cause of accidents involving storage tanks at refineries and petrochemical plants. "For the guys who've been around for 30 or 40 years, it's not if, it's when they're going to get hit," said Matt Jones, project manager for Ashley Automation & Technology, an industrial electrical firm that works mostly

in the oil fields. And while lightning is hardly the only risk for oil and gas production and other facilities, it's a big one, said David Miller, director of standards for the American Petroleum Institute.

Know-how: [NASA exes bring deep understanding of risk to energy industry](#)

The fact that the institute first issued standards for protecting facilities against lightning in 1953 and has updated them seven times since then is evidence of the concern, Miller said.



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Strikes in Houston

In the lower 48 states, the risk is highest in Florida and lowest along the West Coast. The Houston area receives more lightning strikes than anywhere else in Texas, according to Richard Orville, a Texas A&M professor who established the National Lightning Detection Network. The lightning rod is still the most commonly used protection around the world, updated with modern materials but still based on Franklin's design from the 1700s. Jones said there is also growing interest in a decidedly more modern technology as companies try to protect themselves from the elements. Roy Carpenter was an engineer for NASA contractor Rockwell International when he came up with a different way of guarding rockets against lightning.

Lightning rods work by drawing lightning and sending the charge through a conducting wire into the ground. Carpenter's system aims to prevent a strike altogether by disrupting the electrical charge, essentially making conditions less favorable for lightning to develop. After leaving Rockwell, Carpenter started the company that is now Lightning Eliminators & Consultants. Roy Carpenter died in 2007, but the company is still in business, based in Boulder, Colo. Carpenter's son, Peter Carpenter, is chairman of the board.

Skeptics of System

While the system has its skeptics, energy companies make up a growing share of its clientele. "Twenty years ago, it wasn't as big a deal, but now oil and gas plants are so technical," company president and CEO Avram Saunders said. "Lightning rods attract lightning and send it into the ground. If you had a multimillion-dollar facility, would you want to attract that much energy?" Saunders said several companies along the Houston Ship Channel use the system, including some units at Exxon Mobil Chemical's Baytown plant. The company did not respond to requests to discuss the system. The Tennessee Valley Authority installed the system over a portion of its Browns Ferry nuclear power plant in Alabama in 1999 and will use it at another nuclear plant now under construction, said Rick Brehm, the authority's program manager for electromagnetic interference and instrumentation and control systems. Brehm said the authority chose to add the protection to a 600-foot-high stack, camera towers and guard towers at Browns Ferry, areas that previously had been protected by lightning rods but still had been damaged by lightning. "When we lose security equipment, it's not just the dollars of the equipment, but having to staff security officers to cover the area, so we were paying personnel costs as well as equipment costs," Brehm said. An internal study tallied lightning strikes within a 500-meter, three-mile, six-mile and 120-mile radius of the stack for the three years before and after the system was installed.

Oil Storage Tanks: [Better security needed to stop deaths](#)

In the years after the installation, lightning strikes within 500 meters of the stack dropped by 80 percent, Brehm said, while they held steady in the wider area. He said there's no sign the stack has been struck by lightning since the system was installed. But such studies have done little to sway some in the lightning protection mainstream, including Bud VanSickle, executive director of the Lightning Protection Institute. His organization, which certifies companies to install lightning protection systems, supports lightning rod systems "because they work," VanSickle said.

Apollo Program

Peter Carpenter has heard all the criticism. He was a child when his father designed the charge transfer system as a Rockwell engineer on the Apollo program. The rockets launched from Florida, making lightning strikes a constant worry. "It seemed odd to him that they were using technology that went back to Ben Franklin to protect men going to the moon," Peter Carpenter said. Jones, the project manager for Ashley Automation & Technology, said his company began using Lightning Eliminators' system at customers' request but now recommends it. Jones said much of the current oil field expansion is funded by private investors, who are more concerned about protecting gas processing units, oil drilling pads and other investments from lightning strikes than major oil companies may have been in the past. "They don't want to lose their \$5 million to a lightning strike," he said. "They see it (lightning protection) as an insurance policy."

http://fuelfix.com/blog/2013/03/18/some-companies-dont-want-to-wait-for-lightning-to-strike/?utm_source=WhatCountsEmail&utm_medium=FuelFix&utm_campaign=FuelFixNewsLetter

CYPRUS, SAN GWANN, MARCH 20 2013. CAR ABLAZE IN SAN GWANN PETROL STATION

 [Watch the Video Car Ablaze At San Gwann Petrol Station](#)

A Car was destroyed by fire this afternoon at a petrol station in San Gwann. The quiescent Tuesday afternoon was disturbed by an unusual yet dangerous sight of a car ablaze in a petrol station in San Gwann. A reader, Joe Morana sent in the footage of the incident. The incident took place after a man drove his car to the station and after refuelling his car, the vehicle turned



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into a ball of fire. Fire-fighters from the civil protection department were called to the scene to put the fire out. The car's owner escaped unhurt but the vehicle came out of the incident completely destroyed

<http://www.maltatoday.com.mt/en/newsdetails/news/courtandpolice/WATCH-Car-ablaze-in-San-Gwann-petrol-station-20130319>

USA, MA, ARLINGTON, MARCH 20 2013. ARLINGTON AND OTHER HOLDOUTS SHOULD ALLOW SELF-SERVICE GASOLINE

Once upon a time, self-serve gas stations were a novelty, and it wasn't unreasonable to think that allowing untrained consumers to pump their own gasoline might pose a serious safety threat. But drivers got used to operating the pumps, fuel-dispensing technology improved, gas-station owners welcomed the savings — and self-serve stations grew enormously popular. In only two states, New Jersey and Oregon, are motorists still prohibited by law from pumping gasoline, an eccentric prohibition that has irritated many visitors driving through those states. In Massachusetts, self-service gas stations have long been the norm — except in a tiny handful of communities where it is still illegal for motorists to pump their own gas. Among those communities is Arlington, which banned self-service in 1975. One Arlington Town Meeting member, Carl Wagner, thinks 38 years of this no-choice policy are enough, and he is urging town officials to overturn it.

<http://bostonglobe.com/editorials/2013/03/19/arlington-and-other-holdouts-should-allow-self-service-gasoline/IY1jBrAzqlcF4hqzHmlqJ/story.html>

USA, MN, WINONA, MARCH 20 2013. TRAIN-CARRIED HAZMAT MAY GO THROUGH YOUR TOWN, BUT YOU DON'T KNOW ABOUT IT



Hazardous materials are being transported by trains through downtown Winona, but who knows what they are?

As part of a series on open government, [Nathan Hansen of the Winona Daily News wrote](#) an article last week outlining his attempts to find out which oversight organization keeps track of dangerous materials transported by trains through downtown Winona. The upshot? Most of the myriad local, county, state and federal safety organizations don't keep track. Hansen found that only the company that owns the tracks in Winona, Canadian Pacific, knows what's on the trains and provides that information to the Surface Transportation Board and the Transportation Safety Administration, but none of them will say what's on the trains "for security reasons." One would assume they are referring to potential acts of terrorism. But your gentle news compiler remembers another incident in

2002 when a derailment one-half mile outside Minot [sent a cloud of anhydrous ammonia](#) into town. Anhydrous ammonia is used in fertilizers and it is deadly to anything that breathes oxygen. The National Transportation Safety Board's report in 2004 [sums it up neatly](#): 31 cars in a 112-car train derailed because a rail joint was broken. Five cars carrying anhydrous ammonia ruptured, sending a plume of gas into Minot. One man died, 11 people sustained serious injuries and 322 people sustained minor injuries. NTSB's recommendations: Make sure the tracks aren't broken and make sure the cars carrying the gas have thicker steel, but not a word about keeping the gas away from densely populated areas.

<http://www.minnpost.com/greater-minnesota/2013/03/train-carried-hazmat-may-go-through-your-town-you-don-t-know-about-it>

USA, MA, FRAMINGHAM, MARCH 21 2013. MALDEN WOMAN INJURED WHEN TANKER JACKKNIFES ON MASS PIKE >> THE TUESDAY AFTERNOON CRASH CLOSED THE MASS PIKE WESTBOUND FOR ABOUT AN HOUR.



Massachusetts State Police are investigating [multiple car crash on the Massachusetts Turnpike westbound in Framingham Tuesday about 3 p.m., in which a tanker jackknifed](#) and a car became lodged underneath the tanker. Preliminary reports from Trooper Thomas McCarthy indicate a 2011 Honda Pilot was travelling in the left travel lane when, for reasons yet to be determined, drifted over into the breakdown lane. The truck struck the guardrail, coming back across the roadway and striking the right side of a 2006 Western Star tanker trailer, according to State Police. The collision caused the tanker trailer to



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Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 943 Newsy Stuff

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

March 27 2013



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jackknife, blocking all three travel lanes, said a State Police release. A third vehicle, 2013 Honda CRV that was traveling in the center lane, was unable to stop, and became lodged under the tanker. The operator of the Honda Pilot, Andres Pineda, 59, of Hartford Ct., suffered nonlife-threatening injuries and was transported to Leonard Morse Hospital in Natick by Natick EMS. The operator of the tanker, Mark Letourneau, 42, of Worcester was not injured. The operator of the Honda CRV, Trang Pham, 39, of Everett, and her passenger, Lisa Nguyen, 32, of Malden were both transported to Leonard Morse Hospital by Framingham EMS with minor injuries. All travel lanes westbound were closed for about an hour to allow for rescue operations, an investigation and clean-up of the crash, said a State Police press release. Traffic was backed up for approximately five miles due to the crash. Tolls were waived at Exit 13 in Natick until 5 p.m., while traffic was diverted to Routes 30 and 9. The crash remains under investigation by Troop E of the Massachusetts State Police and State Police Commercial Vehicle Enforcement Section. State Police were assisted by Framingham Fire and Natick Fire and EMS.

<http://malden.patch.com/articles/malden-woman-injured-when-tanker-jackknifes-on-mass-pike>

USA, W. VA, MONONGALIA CO, MARCH 21 2013. PROPANE TANKER CRASHES OVER HILLSIDE ON I-79 NEAR MORGANTOWN



Overtaken tanker on I-79.

Traffic on Interstate 79 North in West Virginia was snarled Tuesday afternoon when a flatbed truck and propane tanker collided. Authorities said the accident was reported about 3:30 p.m. near mile-marker 146. Officials said the tanker crashed through the guardrail and over a hillside. There is no word if any injuries were reported. Both northbound lanes and one southbound lane were closed while crews cleared the scene and investigated the crash. All but one lane has since reopened.

<http://www.wpxi.com/news/news/local/propane-tanker-crashes-over-hillside-i-79-near-mor/nWxk5/>

USA, CO, PARACHUTE, MARCH 21 2013. WILLIAMS CONTINUES CLEAN-UP AT MYSTERY 'SEEP'

luke johnson

Crews continued to clean up what was described as an underground "seep" of an unknown hydrocarbon near a creek running alongside a planned expansion of a Williams processing plant in Western Colorado. The leak was discovered on 8 March when Williams crews were doing some preliminary construction work at the site near a right-of-way owned by the midstream company outside the town of Parachute, about 322 kilometres west of Denver. As of Tuesday, hydrocarbons were still "seeping" from beneath the surface as 20 Williams workers used vacuum trucks to clean up. Williams spokesman Tom Droege said it had not yet been determined what the hydrocarbon was. "We don't know what it is. It looks like a lighter hydrocarbon, like a condensate, visually, but it has been taken to the lab for analysis," he said. Local media initially described the leak as a "plume", but Droege said the release had "slowed significantly" in the last 24 hours. "We had four vacuum trucks working at the peak. Now we have one truck working," he said. Droege said he did not know how much of the unknown hydrocarbon had leaked or how much had been cleaned up since the leak was discovered 10 days earlier. Colorado Oil & Gas Conservation Commission spokesman Todd Hartman told Upstream on Tuesday night that trucks had recovered 139 barrels of oil - 10 more barrels than at 6:00am (local time) on Monday. Almost 2060 barrels of water had also been recovered. Droege said hydrocarbons had not spilt into the nearby Parachute Creek, which is about 18 metres away from the seep. The creek leads to the Colorado River. "There is no evidence that the creek has been impacted," Droege said. He said crews had dug an "interceptor trench" to catch the seeping hydrocarbon and are working 24 hours a day to respond to the spill. Williams still has no idea what caused the leak or what the source is. Figuring that out is "our top priority", Droege said. He said Williams has tested the integrity of nearby pipelines to see if any pressures had dropped, which could indicate a leak. All pipelines were operating normally, he said. "We want to figure out the source more than anyone," he said. Hartman said it was important to recognise that the operators needed to proceed with caution as "pipeline environments must always be treated with deliberate and considered actions". Williams hosted a site visit on Tuesday for local officials from the town of Parachute, he added.

<http://www.upstreamonline.com/live/article1320822.ece>



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USA, PA, HARRISBURG, MARCH 22 2013. JUDGE ORDERS RECORDS OPENED IN FRACKING CASE

A Pennsylvania judge, handing a victory to local media and health groups, ordered documents unsealed in a settlement between gas-drillers and homeowners who accused the companies of contaminating their water. Common Pleas Court Judge Debbie O'Dell-Seneca said in a ruling today that the natural-gas drillers failed to overcome the presumption that the records should be open unless the companies, including Fort Worth, Texas-based Range Resources Corp. (RRC), showed they'd suffer harm to trade secrets or reputation. "The defendants' assertions of a right of privacy under the Constitution of the Commonwealth of Pennsylvania are meritless," O'Dell-Seneca wrote. In disputes from Wyoming to Texas to Pennsylvania, gas drillers have often demanded homeowners keep quiet about their complaints in exchange for buying their properties, delivering fresh water or paying out a settlement. Without the information about those individual cases, health and environmental groups say they can't assess the risks of fracking. The disputed documents were not immediately unsealed and their contents are not public. Before the records were closed, the homeowners, Chris and Stephanie Hallowich, told National Geographic magazine that their water was polluted by the wells, pipelines, processing operations and truck traffic that came into the rural area where they had built their home. They also said they suffered burning eyes, sore throats and other symptoms when gas was released into the air.

'Serious Allegations'

"They made very serious allegations about the health impacts of drilling near their home," Matthew Gerhart, an attorney for Earthjustice, which urged the court to unseal the documents, said in an interview. "We are interested to know whether there is anything in the record that sheds light on those allegations." He called the decision a victory for anyone who believes more information is needed on the health and environmental consequences of hydraulic fracturing or fracking. While it's not clear what specific information the records' contain, it will probably prove relevant in assessing the effects of the fracking boom across Pennsylvania and nationwide, he said. Range, which fought to keep the record sealed, said it now welcomes the disclosure.

'Greater Clarity'

The file "should provide the public with even greater clarity that shale gas is being developed safely and responsibly," Matt Pitzarella, a company spokesman, said in an e-mail. The Pittsburgh Post-Gazette and the Observer-Reporter, backed by health and environmental groups, sued to open the settlement records over the objections drillers including Range Resources, the company that pioneered fracking for natural gas in the Marcellus Shale of Pennsylvania. The Hallowich family also agreed to keep the records confidential. Unlike most settlements, the deal needed approval of a judge because their minor children were parties to the case. That put the settlement in court, where the newspapers and public interest groups could attack its confidentiality. Fracking, in which water, sand and chemicals are shot underground to break apart rock and free trapped natural gas, has brought a boom in energy production to Pennsylvania, Texas and Colorado, and lowered natural gas prices. That's lured chemical and other manufacturers to invest in the U.S.

Landowner Complaints

The process has also sparked complaints from some nearby landowners and farmers, who say leaks from holding ponds, spills and underground ruptures have led to contamination of their water. The Hallowich family, which lived in western Pennsylvania, sued Range and other gas drillers in 2010, claiming the drilling operators and gas-processing facilities failed to adhere to Pennsylvania environmental law for air, water and soil. Hallowich and Range reached the settlement in 2011 after filing a notice that they intended to sue. The case is Hallowich v. Range Resources Corp., 2010-3954, Court of Common Pleas of Washington County, Pennsylvania (Washington).

http://fuelfix.com/blog/2013/03/21/pennsylvania-judge-orders-records-opened-in-fracking-case/?utm_source=WhatCountsEmail&utm_medium=FuelFix&utm_campaign=FuelFixNewsLetter

ENGLAND, STANWAY, TOLLGATE WEST, MARCH 22 2013. COLCHESTER: WOMAN TRAPPED AFTER CRASH AT PETROL STATION

lauren everitt

Emergency services were called after a woman was left trapped following a crash at a petrol station. Essex County Fire and Rescue Service were alerted to the accident at Sainsbury's petrol station in Tollgate West, Stanway, just before 4.40pm. The crash on the forecourt involved two vehicles and left a petrol pump damaged. Firefighters isolated the fuel supply and used specialist cutting equipment to free the casualty by 5.15pm. The woman and a man were placed in the care of paramedics.

http://www.eadt.co.uk/news/colchester_woman_trapped_after_crash_at_petrol_station_1_1988016



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