



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 935 Newsy Stuff

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

**March 3 2013**



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#### **NIGERIA, FCT, GWAGWALADA, LAMO, FEBRUARY 21 2013. LAMO OIL SPILL - NIGERIA LOSES BILLIONS - LIVES, CROPS THREATENED**

*joshua odeyemi*

Nigeria is losing billions of Naira as from an oil spillage site in Lamo village of Gwagwalada area council, Federal Capital Territory (FCT). The Kilometer 407.5 NNPC crude oil pipeline right of way at Suma, between Gwagwalada and Kwali area councils has been spilling out crude oil for over seven days. The spillage covered a landscape of about 2,000 square metres, running into a river. The soil around the area can no longer absorb the crude and it is now running over the surface with the force of a small stream, killing all plant life in the vicinity.

##### **Lives in Danger**

The villagers' health is at risk as river from which they draw water for domestic use and the air in the area have been polluted. Notwithstanding the spillage, the villagers were still seen fetching water from the polluted river which is the only source of drinking water for the villagers, their animals and crops. A villager who spoke with reporters, Yelo Sariki said their lives were in danger following the spillage. He described the situation as a serious one which could consume the whole area. While condemning the insensitivity of the NNPC to the incident, Sariki called on the government to come to their rescue. On the other side of the river were NNPC staff preparing to begin the process of replacing the rusty pipes, after seven days.

##### **On Guard**

The Commandant-General of Nigeria Security and Civil Defence Corps (NSCDC), Dr Ade Abolurin who led a team to the spot said his men were on guard. While pointing out that there have not been any incident of villagers trying to siphon fuel, he noted that the area must be protected from criminals. "As you have seen this river, when you look at the axis of Koton-Karfe, the area around Lokoja and this axis (pointing to Niger State area), and from our monitoring of the situation and surveillance, we have seen that they (vandals) normally come through the night. "We have been here since we commenced operation. It is a terrain which we are used to." He said the Corps may decide to build a post in the area as it has done in other critical areas "but we are also working on community cooperation." There are two pipelines (refined and crude) running along the axis from the South to the North.

<http://allafrica.com/stories/201302210216.html>

#### **USA, WASHINGTON DC, FEBRUARY 22 2013. API, OTHERS APPEAL E15 STANDING RULING TO US SUPREME COURT**

*nick snow*



The American Petroleum Institute and eight other trade associations asked the US Supreme Court to overturn a federal appeals court's ruling that they lack standing to legally challenge the US Environmental Protection Agency's introduction of gasoline with a 15% ethanol blend into the US market. The groups filed their petition because the US Circuit of Appeals Court for the District of Columbia concluded that none of the 17 petitioners—including engine manufacturers and

food producers as well as the petroleum industry—had legal standing to challenge E15 partial waivers EPA issued in 2012, API Downstream Group Director Bob Greco said on Feb. 21. "Had EPA stayed within its statutory authority and followed proper procedures, it would have waited until ongoing E15 testing on engines and fuel systems was completed before allowing the use of E15," he told reporter during a teleconference. "Then it would have discovered that E15 is not safe for millions of vehicles now on the road." "The DC Circuit's decision could not have come at a worse time—in the dead heat of August, as the most devastating drought we've experienced in the last 50 years drove corn prices up nearly 40% in a matter of weeks," added Louis Finkel, executive vice-president for government affairs, Grocery Manufacturers Association, who also participated. "The decision effectively increased demand for a crop that was already in extremely short supply, thanks to Mother Nature and an unworkable [federal Renewable Fuels Standard] policy," he maintained. "Although we hope the court will resolve the E15 problem, we also believe our experience here represents only one of many underlying problems with the RFS, so we are calling on Congress to repeal the program," Greco said.

##### **RFS Impacts**

Finkel said the RFS contributed to an increase in acreage planted with corn from nearly 82 million acres in 2005 to more than 96 million acres in 2012. By comparison, the acreage planted with the next two biggest crops, soybeans and wheat, stayed flat, he noted. "From 2005 through 2011, the price of corn rose by \$4.05; soybeans by \$6.85; and wheat by \$4.08," the GMA



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official said. "By comparison, in the previous 6-year period, commodities rose only modestly. "These increased acres planted should provide some price relief by adding additional supply," he said. "However, any gains in supply are largely offset by the fact that 40% of production acreage planted is devoted to ethanol production. And again, flooding the market with E15 will make it worse for consumers." In addition to API and GMA, the petitioners included the American Meat Institute, National Chicken Council, the National Retail Federation's National Council of Chain Restaurants, North American Meat Association, National Pork Producers Council, National Turkey Federation, and the Snack Food Council. The American Fuel & Petrochemical Manufacturers, the other large US oil and gas association which would have to deal with widespread use of gasoline with a higher ethanol content, plans to file its own petition before the Apr. 15 deadline, a spokeswoman told OGC.

<http://www.ogj.com/articles/2013/02/api--others-appeal-e15-standing-ruling-to-us-supreme-court.html>

#### AUSTRALIA, NEW SOUTH WALES, TAREE, FEBRUARY 22 2013. FUEL TANKER THEFT



Residents of Mitchells Island, Pampoolah and nearby communities are warned to steer clear of any diesel fuel which may be sourced from a stolen tanker, according to Greater Taree City Council. The short square yellow trailer-mounted fuel tanker was parked next to the Mitchells Island Hall towards the fire shed with other equipment in the area. The tanker and trailer were last seen by staff on Valentine's Day, Thursday February 14, around 3pm in the afternoon. It is numbered TRA6432, with registration K58797. "This kind of vandalism affects the whole community, and further strains our resources," council's executive leader service delivery, Ron Posselt said. "Theft such as this disrupts our work scheduling and makes it that much more difficult to get our work done in a timely

manner." Thieves would have had to put a jockey wheel under the trailer in order to steal the tanker, along with six cutting edges, snig chains, a grease gun, cutting edge bolts, and other assorted gear. It is possible that the fuel was transferred to another tank last Thursday evening or over last weekend. "This is well over \$10,000 of loss to council, including the tanker, fuel, trailer and the tools stolen. The tanker was providing diesel fuel to our grader undertaking works on Mitchells Island," Mr Posselt said. Any residents seeing the tanker or equipment are asked to call Taree Police on 6552 0399 and advise council on 6592 5399.

<http://www.manningrivertimes.com.au/story/1319033/fuel-tanker-theft/?cs=1467>

#### USA, TX, GALVESTON, FEBRUARY 22 2013. CHEMICAL TANKSHIPS COLLIDE IN GOM



*Chemical Tankship 'Bow Kiso':*

Two tankers inbound towards the Port of Galveston collide, causing some internal damage to the 'Bow Kiso'. The collision between the 385-foot tanker Chem Sea, and the 557-foot tanker Bow Kiso occurred some 70 miles south of Galveston. According to the Coast Guard, the Bow Kiso suffered a fuel leak in the engine room, but was able to patch the leak and pump the remainder of the fuel into an auxiliary tank. The Coast Guard launched crews aboard an HU-25 Falcon jet from Coast Guard Air Station Corpus Christi and a Coast Guard Air Station Houston MH-65 Dolphin helicopter to assess the situation. Coast Guard Marine Safety Unit Texas City will board both vessels to conduct damage assessments and investigate the cause of the accident.

<http://www.marinelink.com/news/tankships-chemical351825.aspx>

#### USA, CA, YOSEMITE JUNCTION, FEBRUARY 22 2013. FUEL TANKER OVERTURNED

*tracey petersen*

Crews are still working at the spill site and motorists must continue using a detour until 5am Thursday. The fuel tanker overturned this morning around 6am on Highway 108/120 due to the icy roads. The roadway was shutdown and detour was set up. CHP Lt. Scott Clamp has an update; "At this time the fuel that was in the damaged tanker is being drained to another tanker truck. Once the fuel is drained completely the overturned tanker will be uprighted and the truck will be towed from the



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scene. It's a dangerous situation. They have to be very careful when transferring the fuel and it takes time to do that safely." The westbound detour turns at the Montezuma Junction, down to Chinese Camp, and back over to Highway 108/120. Allow yourself extra time on your evening commute.

<http://www.mymotherlode.com/news/local/1987276/Update-Fuel-Tanker-Overtuned.html>

### USA, WI, ADAMS CO, FEBRUARY 22 2013. MAN INVOLVED IN FIREWORKS CASE TO PAY FINES

*cassandra vinch*

The man accused of operating explosive fireworks that injured almost a dozen people in Adams County has pleaded no contest to three misdemeanor charges. Court records show Michael Rose, 66 of Wisconsin Rapids, was facing one count of negligent use of an explosive. That was then changed earlier this week to three misdemeanors of negligent use of burning materials, all to which he pleaded no contest. The incident occurred outside Romano's Pizzeria in Rome in July 2011. According to court documents, people hoping to see the show should have been at least 350 feet away. It says on-lookers were as close as 39 feet. Court records say Rose didn't know how far away people had to be. But they say a proper permit was issued. The court has ordered Rose to pay more than \$800 in fines. If those are not paid in time, court documents say he could spend a few days in jail. Rose was not immediately available for comment. A message was left for his lawyer as well.

<http://www.waow.com/story/21298276/2013/02/21/update-man-involved-in-fireworks-case-to-pay-fines>

### USA, N.Y, STATEN ISLAND, FEBRUARY 22 2013. JUDGE: TANKER WASHED ASHORE ON STATEN ISLAND BY HURRICANE SANDY TO GO ON AUCTION BLOCK

*frank donnelly*



*This jaw-dropping image of a water tanker tossed ashore at Stapleton gives an idea of the change wrought by the storm to the borough's landscape.*

Beached for weeks on a Stapleton street, the grounded tanker John B. Caddell symbolized Hurricane Sandy's destructive force. When its owner failed to claim it, the crippled ship was eventually towed to a Rossville shipyard where it has cost taxpayers more than \$25,000 in storage fees. The city can now attempt to recoup that cash after a Staten Island justice declared the 72-year-old vessel abandoned and ordered it sold at auction to the highest bidder. State Supreme Court Justice Philip G. Minardo instructed the city sheriff to set a minimum price of \$25,000 for the ship. The 185-foot-long oil tanker can't be sold for less. In the event the bidding minimum isn't met, the city is free to sell or dispose of the ship "in whatever manner it sees fit," the judge ruled. He ordered that any remaining proceeds, after deducting expenses and salvage fees, be put into escrow for a year for "any true claimant." According to court papers, the city reached out to

the vessel's Nigerian owners and its Texas branch office, to try to arrange the vessel's retrieval. Those efforts have been unavailing. In an e-mail Wednesday, Amy Okereke, a city Law Department senior counsel, said the city sought the order and "plans to dispose of the hurricane-damaged tanker accordingly." Built in 1941, the Caddell was named for John B. Caddell, the then-owner of the eponymous dry dock company that is still located on the West Brighton waterfront. It was pressed into service during World War II as an oiler fueling war ships, Gary Cutler, co-owner of Poling & Cutler Marine Transportation, in Freehold, N.J., told the Advance. After the war, and until about 2009, the gasoline and heating oil tanker dutifully plied the waterways of New York. It would fill up at oil terminal shore tanks, then deliver the product to smaller terminals in Brooklyn, Queens, Westchester and Nassau. But its antiquated, single skin design was being phased out in this country after the Exxon Valdez oil spill, and in 2009, the ship was sold to a Nigerian company, said Cutler, who recalled the price as roughly \$175,000. The Coast Guard nixed a transatlantic relocation to Africa, and the Caddell was virtually abandoned thereafter, moored at the Sea Knights pier on the Rosebank waterfront. In late October, Sandy's fearsome tidal surge pushed the aging vessel onto a section of Front Street alongside the former Stapleton home port. The forlorn ship sat there for weeks, her stern slumped in the water, her bow propped on a rock- and debris-strewn slope of land. Vandals marred her exposed skin with graffiti. During the six weeks the Caddell was beached, the Coast Guard and contractors monitored the vessel daily to ensure she was free of oil that could spill into the harbor. Divers patched up rips in her underbelly to get her sufficiently seaworthy for towing, and city agencies searched for her owner. On Dec. 11, a giant derrick barge nudged the Caddell into the water and [towed it to a secure](#)



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[dock at the Donjon Marine Co. Inc. yard](#) off Arthur Kill Road in Rossville. Steven Newes, vice president of the New Jersey-based firm, said Wednesday the Caddell was still docked in Rossville. Newes couldn't estimate the ship's current worth or its scrap-metal value.

[http://www.silive.com/news/index.ssf/2013/02/judge\\_tanker\\_washed\\_on\\_staten.html](http://www.silive.com/news/index.ssf/2013/02/judge_tanker_washed_on_staten.html)

#### **RUSSIA, FEBRUARY 22 2013. WATCH A GUY REFUEL HIS HANG GLIDER AT A GAS STATION BEFORE TAKEOFF**

 **Watch the Video** [A Guy Refuel His Hang Glider at a Gas Station](#)



A man in a hang glider tops off its tank and then soars back into the sky.

The pilot in this video who refuels his powered hang glider contraption at a gas station before taking off must be commended for at least observing the rules of the road before he heads for the open skies. He politely and sensibly waits for a break in traffic before takeoff. Wondering where this surreal traffic diversion was witnessed? As one YouTube commenter says, "Never change, Russia. Never change."

<http://now.msn.com/russian-man-refuels-hang-glider-at-gas-station-before-calmly-taking-off>

#### **BRAZIL, RIO DE JANEIRO, FEBRUARY 22 2013. CHEVRON, TRANSOCEAN SAY BRAZIL DROPS CRIMINAL OIL SPILL CHARGES**

jeb blount



A Brazilian judge dropped criminal charges against Chevron Corp, Transocean Ltd and 17 of their employees related to a November 2011 offshore oil spill, the companies said on Wednesday. The criminal case, and a civil suit seeking as much as 40 billion reais (\$20.4 billion) in damages, have cast a chill over Brazil's oil industry. The criminal suit carried penalties of up to 31 years. The still-open civil case is Brazil's largest-ever environmental lawsuit, even though the amount of oil spilled was much less than other recent spills in [Brazil](#) and abroad. Brazilian oil output fell in 2012, and shutting Chevron operations in the South American country contributed to the decline. Investor interest was already waning in the face of regulatory changes and a bitter dispute over royalties that have blocked the sale of new exploration licenses for four years. "Chevron has been tied up for

more than a year over a spill that caused no real damage," said Adriano Pires, head of the Brazil Infrastructure Institute, a Rio de Janeiro energy think-tank. "It's impossible to understand how a country that wants to attract investment would have taken so long to dismiss the case against Chevron." He said failure to resolve the legal actions related to the spill will make it hard for Brazil to attract investment for three oil and gas rights auctions planned for later this year. With criminal charges dismissed, industry watchers will focus on the civil case and Chevron administrative efforts to restart output in the Frade field, where the spill occurred in November and all output was stopped in March. In December, Chevron and Brazilian prosecutors said they were near a settlement in the civil case and that Chevron was ready to pay 311 million reais (\$159 million) to compensate for damages caused by the spill, less than 1 percent of the amount initially sought. The prosecutor called the offer "reasonable." Chevron said a settlement would render the suits extinct and that it, and not Transocean, would pay all costs. Chevron said in December that a settlement of 30 million reais would be reasonable. They based their estimate on the size of financial awards in the Deepwater Horizon case and Exxon Valdez spill in Alaska in 1989.

Field Restart Delayed

In December, Chevron expressed hope that it would be able to restart output at the Frade field by early January. But output remains stalled. Court holidays delayed resolution of the civil case and Brasil's oil regulator, the ANP, moved more slowly than expected on renewing Chevron's authorization to pump oil from the Frade field, an oil industry executive involved in planning for the field told Reuters. Chevron and its partners "had hoped to be producing oil again from Frade by now," said the



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executive, who asked not to be named because he is not authorized to talk to the press. "We got caught by the year-end, then the Carnaval holidays." The Frade field is 52 percent owned by California-based Chevron, 30 percent by Brazil's state-led Petroleo Brasileiro SA and 18 percent by Frade Japão, a group owned by Japanese trading Inpex Corp and Sojitz Corp. Chevron's global output in 2012 was 70,000 barrels per day short of expectations. The loss of Frade was responsible for about 40 percent of that loss, according to Chief Financial Officer Patricia Yerrington. Restart requires approval of the ANP. The regulator's website said the restart was not on the agenda of its board meeting Wednesday, and officials could not be immediately reached for comment. Petrobras, as the Brazilian company is known, Sojitz and Inpex were never charged in relation to the spill.

### Decision Welcomed

The press offices of Chevron and Transocean confirmed a Reuters report of the dismissal of criminal charges, which had been based on three sources with direct knowledge of the case. One of the sources told Reuters that prosecutors can still appeal the ruling dismissing the charges, made by Judge Marcelo Luzio of the 10th Criminal Unit of the Rio de Janeiro Federal Court. The sources asked not to be named because their employers do not allow them to speak about the case. "We welcome this news that the Court recognized, with respect to the Frade event of November 2011, that Transocean's crews did exactly what they were trained to do, acting responsibly, appropriately and quickly while always maintaining safety as their top priority," Guy Cantwell, a Transocean spokesman in Houston, said in an e-mailed statement. The criminal charges were filed last March by Eduardo Santos de Oliveira, the same Brazilian prosecutor who filed the civil lawsuit. Oliveria, who is on vacation, told Reuters on Wednesday he had not yet been informed of the dismissal. Dos Santos, who works from Campos, Brazil, in northern Rio de Janeiro state, was taken off the cases when they were moved to the city of Rio de Janeiro, the state capital. He considers the spill one of the worst ecological disasters in Brazil's history.

### 'No Discernable Damage'

But the ANP reported last year that the 3,600 barrel spill in the Frade field was quickly stopped, cleaned up and caused no discernable environmental damage. The spill was less than 1/1000th of the size of BP Plc's Deepwater Horizon disaster in 2010. The Frade spill never came close to shore and no workers were injured. In the Deepwater Horizon disaster 11 died. Chevron said in a statement that it "is pleased by the court's decision. Chevron Brasil remains committed to its policy of full transparency and close cooperation with the Brazilian authorities."

<http://www.reuters.com/article/2013/02/21/us-chevron-brazil-charges-idUSBRE91J17Z20130221>

## ENGLAND, WEST YORKSHIRE, BRADFORD, FEBRUARY 22 2013. SCAM IN A VAN: PETROL THIEF CONVERTED FORD TRANSIT INTO 4,500-LITRE FUEL TANKER THAT HE USED TO EMPTY FORECOURTS

mario ledwith

- Ryan Lewis, 28, adapted his Ford Focus and Ford Transit van into tankers
- He drove between stations filling up £130 at a time before fleeing
- Thief sentenced to eight months in prison at Bradford Crown Court



*Tanker: Officers spotted Lewis, from Bradford, on CCTV filling up two vehicles with £130 of fuel at a time without paying as he travelled between petrol stations across West Yorkshire.*

A thief converted his van into a makeshift fuel tanker that he used to raid petrol forecourts. Ryan Lewis, 28, converted his Ford Transit by installing a huge tanker capable of holding 4,550 litres of fuel. The transportable tank allowed Lewis to steal huge amounts of petrol, totalling £6,500, in front of unsuspecting staff at service stations before driving off. Officers spotted Lewis, from Bradford, on CCTV filling up two vehicles with £130 of fuel at a time without paying as he travelled between petrol stations across West Yorkshire. When he was arrested,

detectives discovered he had fitted large containers capable of carrying about 1,000 gallons in fuel into a Ford Transit van and a Ford Focus. Police released photographs of the converted white van and warned fuel thieves they will be locked up after Lewis was jailed for eight months. He was sentenced at Bradford Crown Court after pleading guilty to two counts of theft. His swindling was discovered the end of a six-month investigation by officers from Airedale and North Bradford specifically dealing with fuel theft under Operation Kerryhil. PC Dennis McCoy, of Airedale and North Bradford CID, said: 'He would travel from one petrol station to another, filling up the vehicles with £130, the most that can be taken from a fuel pump at a time. 'Making



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off from petrol stations without payment for fuel is a serious offence and this sentence sends out a message that if you steal fuel we will catch you and you will very likely go to jail.' Detective Sergeant John Wolstencroft, who leads the team, said detectives had worked closely with a number of petrol stations and garages across the area during the investigation.

<http://www.dailymail.co.uk/news/article-2282099/Scam-van--Petrol-thief-converts-Ford-Transit-Van-4-500-litre-capacity-fuel-tanker-used-forecourts.html>

#### USA, WASHINGTON DC, FEMA, FEBRUARY 22 2013. HASH OIL EXPLOSIONS INCREASING ACROSS U.S.

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Some explosions in residences and hotels around the country are being traced back to a process using butane to extract and concentrate compounds from marijuana. The extraction method appears to be more common on the west coast; reported [fires and explosions](#) have blown out [windows](#), [walls](#) and caused numerous [burn injuries](#). Depending on conditions at the scene, these explosions can be misidentified as pipe bombs (because of the extraction vessel used) or methamphetamine lab explosions. First responders, fire marshals, bomb squads and drug task force personnel should receive training to identify items used in hash oil extraction. Butane is necessary for the process and is available over-the-counter in 8-ounce cans. The extraction process uses one whole can and multiple cans will likely be at the scene. Butane is highly explosive, colorless, odorless and heavier than air and therefore can travel along the floor until it encounters an ignition source. The process also uses isopropyl or anhydrous alcohol, both flammable; extraction vessels; glass dishes; ether and coffee filters. The resulting substance is a thick yellow-orange oil called hash oil, honey oil, Butane Honey Oil (BHO) or dabs. Initial explosions can lead to secondary explosions and fires. In states with legalized use and availability of medical marijuana, these incidents appear to be increasing. In some of these states the legality of the actual production process is still in debate

<http://www.usfa.fema.gov/fireservice/emr-isac/infograms/ig2013/6-13.shtm#1>

#### USA, TX, DALLAS, FEBRUARY 22 2013. ETP KEEPING SUNOCO RETAIL NETWORK >> ENERGY TRANSFER PARTNERS "LIKES" THE BUSINESS, MANAGEMENT

*greg lindenber*



The fate of Sunoco's 4,988-station retail network, the subject of intense speculation since Energy Transfer Partners LP (ETP) announced the [purchase of Philadelphia-based Sunoco Inc.](#) last spring, seems to be settled. Many industry observers have been expecting ETP--a master limited partnership (MLP)--to [sell Sunoco's retail assets](#). merchandise from the station's convenience stores do not qualify for MLP treatment. In reporting earnings for the fourth quarter ended Dec. 31, 2012, ETP chairman and CEO Kelcy Warren on Tuesday said that the company has "no plans ... at all" to sell the Sunoco retail network. "We've been pretty consistent. We like the retail business. We really like the management a lot. I personally have had an opportunity to be a little more involved in that business of late ... it's a business that we believe is extremely well run and [a] sustainable business for creating distributable cash flow for our unitholders," he told analysts during the company's

earnings conference call. "The fundamental risk we take does not work to exit that business. So those businesses do not trade for a multiple that would come even close to being accretive to our unitholders to exit the business." ETP completed the acquisition of Sunoco in October. "Sunoco Retail had a very strong fourth quarter with adjusted EBITDA [earnings before interest, taxes, depreciation and amortization] of \$109 million," said ETP CFO Martin Salinas ETP's adjusted EBITDA for the three months ended Dec. 31, 2012, totaled \$948 million, an increase of \$455 million over the three months ended Dec. 31, 2011. Distributable cash flow for the three months ended Dec. 31, 2012, totaled \$488 million, an increase of \$169 million over the three months ended Dec. 31, 2011. Income from continuing operations for the three months ended Dec. 31, 2012, totaled \$334 million, an increase of \$118 million from the three months ended Dec. 31, 2011. Adjusted EBITDA for the year ended Dec. 31, 2012, totaled \$2.74 billion, an increase of \$963 million over the year ended Dec. 31, 2011. Distributable cash flow for the year ended Dec. 31, 2012, totaled \$1.49 billion, an increase of \$335 million over the year ended Dec. 31, 2011. Income from continuing operations for the year ended Dec. 31, 2012, totaled \$1.76 billion, an increase of \$1.06 billion over the year ended Dec. 31, 2011. Dallas-based ETP is owns and operates a large and diversified portfolio of energy assets. It has natural gas operations that include approximately 24,000 miles of gathering and transportation pipelines, treating and processing



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assets and storage facilities. It also owns the general partner interests, 100% of the incentive distribution rights and a 32.4% limited partnership interest in Sunoco Logistics Partners LP, which operates a geographically diverse portfolio of crude oil and refined products pipelines, terminalling and crude oil acquisition and marketing assets. ETP also holds a 70% interest in Lone Star NGL, a joint venture that owns and operates natural gas liquids storage, fractionation and transportation assets in Texas, Louisiana and Mississippi. In addition, ETP holds controlling interest in ETP Holdco Corp., which owns Southern Union Co. and Sunoco Inc. ETP's general partner is owned by Energy Transfer Equity LP. Sunoco Logistics Partners LP, Philadelphia, is an MLP that owns and operates a logistics business consisting of a geographically diverse portfolio of complementary crude oil & refined product pipeline, terminalling and acquisition and marketing assets.

[http://www.cspnet.com/news/corporate/articles/etp-keeping-sunoco-retail-network?utm\\_source=SilverpopMailing&utm\\_medium=email&utm\\_campaign=Daily%20News%2002-22-2013%20\(1\)&utm\\_content=&spMailingID=41035677&spUserID=MjY3NTM2OTUxMDES1&spJobID=178585134&spReportID=MTc4NTg1MTM0SO](http://www.cspnet.com/news/corporate/articles/etp-keeping-sunoco-retail-network?utm_source=SilverpopMailing&utm_medium=email&utm_campaign=Daily%20News%2002-22-2013%20(1)&utm_content=&spMailingID=41035677&spUserID=MjY3NTM2OTUxMDES1&spJobID=178585134&spReportID=MTc4NTg1MTM0SO)

### USA, MD, ELKTON, FEBRUARY 22 2013. DERAILMENT OF CSX CORP. TRAIN CARRYING SULFURIC ACID CAUSES SCARE IN CECIL CO >> ACCIDENT NORTH OF ELKTON DID NOT CAUSE LEAK, REMAINS UNDER INVESTIGATION

kevin rector

 **Photo's [13]** [CSX Train Hauling Sulfuric Acid Derails Near Elkton](#)

 **Watch the Video**

- [CSX Train Hauling Sulfuric Acid Derails Near Elkton](#)
- [CSX Train Derails in Elkton](#)
- [Cleanup Continues after Train Derailment](#)



Just before midnight Wednesday, three words brought a stream of emergency crews and hazardous materials units to a wooded corner of [Cecil County](#) just north of Interstate 95: liquid sulfuric acid. A train operated by [CSX Corp.](#) derailed about 11:45 p.m., and initial reports said two cars contained the highly corrosive and environmentally dangerous substance. Luckily, officials said, the acid didn't leak, even though the cars containing it were off-kilter. "They were either sideways or just off the rail, but none are on their side," said CSX spokesman Bob Sullivan of the nine cars determined to have slipped off the tracks. The derailment comes as the federal government investigates another recent CSX train derailment in Maryland that killed two young women. Emergency crews from three states responded to Wednesday's incident, including the Cecil County Department of Emergency Services' hazardous

materials team and units from [Elkton](#) and North East, Newark, Del., and West Grove, Pa., the county department said. Officials at the state Department of the Environment also sent their own hazardous materials experts to oversee the process of righting the cars containing the acid without causing a leak, said Jay Apperson, a department spokesman. No injuries were reported, and there was no danger to residents in the area, near Route 213 north of Elkton. That road was closed by the emergency response. Sullivan said the 90-car train, pulled by three locomotives, was traveling from Selkirk, N.Y., to Hamlet, N.C. Aside from the cars full of acid, the train carried cars with boxed merchandise and covered hoppers full of iron ore. The railroad expected to clear the derailment by Thursday night, Sullivan said. The cause will continue to be investigated. The derailment came nearly six months to the day after another CSX train derailed in historic [Ellicott City](#) in [Howard County](#), killing two college students who were sitting on a railroad bridge over the former mill town's Main Street and raising concerns about the safety of CSX rail lines throughout the region. Just before midnight on Aug. 20, 21 cars of an 80-car coal train jumped the tracks, burying Ellicott City natives Elizabeth Nass and Rose Mayr, both 19, and the street below in coal. A massive cleanup followed. A preliminary report on the derailment released by the [National Transportation Safety Board](#) in September appeared to focus on track conditions, further stoking concerns about safety. The report named the Brotherhood of Maintenance of Way Employees, a union whose members handle track maintenance, as a party to the investigation. The report showed the train was traveling at the speed limit of 25 mph at the time of the derailment. Eric Weiss, a NTSB spokesman, said the Ellicott City derailment investigation was continuing but could not say when the final report would be released. The NTSB is not



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investigating the Elkton derailment, he said. Sullivan said CSX did not have any updates on the Ellicott City derailment, either, and is awaiting the NTSB report. Last year, CSX experienced 130 derailments from January through November, according to the most recent data available from the Federal Railroad Administration, the regulatory agency for the industry. The Ellicott City derailment caused more than \$735,000 in equipment and track damages. Initial estimates put total damages, including environmental remediation costs, at about \$2.2 million

<http://www.baltimoresun.com/news/breaking/bs-md-train-derailment-20130221.0.2050077.story>

### USA, ILL, TISKILWA, FEBRUARY 23 2013. CONTAMINATION CONCERNS SURFACE AT TISKILWA DERAILMENT SITE

*donna barker*

An excavation hazard notice has been sent to property owners of a three-acre area surrounding the 2011 train derailment site just east of Tiskilwa. According to that notice sent out by the Illinois Environmental Protection Agency (IEPA), the impacted groundwater is generally located 13 to 15 feet below the ground surface. No residences or commercial buildings are located in this area. The area of impacted shallow groundwater includes agriculture fields and railroad right-of-way. The Iowa Interstate Railroad (IAIS) is working with the IEPA to develop appropriate signage for the area, according to Michelle Tebrugge, IEPA community relations coordinator. The contaminated area is the result of a train derailment and subsequent fire which happened at about 2:19 a.m. Oct. 7, 2011, when a train operated by the Iowa Interstate Railroad derailed multiple rail cars about one-half mile east of Tiskilwa on the Bottom Road. Approximately nine of those derailed tank cars carrying ethanol caught on fire. An estimated 50 fire departments plus multiple ambulance units responded to the emergency site. Officials recommended an evacuation of Tiskilwa from State Street eastward, followed by an advisory evacuation of the remaining portion of the town. There were no injuries reported from the incident site or community. According to the excavation hazard notice issued by the IEPA, it has been recently-documented that certain levels of ethanol and methane in groundwater may result in methane gas transferring from groundwater into the soil. Methane gas in the soil could produce an explosive soil/gas mixture in a confined space and an ignition source is present.

#### The notice reads, in part, as follows:

"Therefore, the Illinois EPA cautions against anyone digging or excavating, as well as doing any trenching or doing any underground or partly underground work, which would create a confined space within the three-acre area. Please note that this explosion hazard only pertains to this specific three-acre area of concern." Since the October 2011 derailment, the IAIS has conducted environmental investigations in the immediate vicinity of the train derailment release, as required through an Agreed Interim Order, dated Oct. 31, 2012, to determine the extent of any remaining impact to the soils and groundwater beneath the surface, Tebrugge said. The results of those investigations indicate shall groundwater in the vicinity of the release remains impacted. Ethanol and methane, which can be a by-product of the degradation of ethanol, have been found at elevated levels in the shallow groundwater.

According to the excavation hazard release, the IAIS has committed to work with the IEPA to develop an appropriate cleanup strategy to address the risks posed by the ethanol and methane contamination resulting from the derailment. Also, the IAIS will continue during 2013 to do quarterly sampling of monitoring wells around the impacted area to monitor the shallow groundwater. For additional information or answers to questions, people may contact Tebrugge at 217-524-4825. Informational materials, including documents pertaining to the ongoing investigation and the clean-up, are available at the Tiskilwa Public Library.

<http://www.bcrnews.com/2013/02/20/contamination-concerns-surface-at-tiskilwa-derailment-site/aoxag1d/>

### ENGLAND, SUSSEX, FEBRUARY 23 2013. FAMILIES OF FIREFIGHTERS KILLED IN SUSSEX TAKE THEIR BATTLE FOR COMPENSATION TO THE COURTS

Six years after two firefighters were killed in a fireworks explosion at Marlie Farm near Lewes in Sussex, their families' long fight for compensation reaches the High Court next week. A three week trial of the case against East Sussex Fire and Rescue Service (ESFRS) starts this Monday, 25 February, at 11.30am, at the Royal Courts of Justice in the Strand. The explosion on 3 December 2006 killed firefighters Geoff Wicker and Brian Wembridge, and their families have not received any compensation. The union's executive council member for the South East, Jim Parrott, also attended the incident, and he said before the trial began: "ESFRA are guilty of sending their personnel to Marlie Farm ill-prepared and poorly resourced for dealing with fires involving fireworks. The deaths and injuries should not have happened." The union's general secretary Matt



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Wrack said: "Six years is too long for the relatives of the dead firefighters. They continue to pay the price of the authority's failings."

<http://www.digitaljournal.com/pr/1088387>

#### USA, LA, NEW ORLEANS, FEBRUARY 23 2013. THE PHASES OF THE BP OIL SPILL TRIAL EXPLAINED

mark schleifstein



*An oil slick extends outward from the BP Macondo well site on April 21, 2010, as fireboats try to extinguish the blaze on the Deepwater Horizon oil rig south of Venice after an explosion and fire left 11 workers dead.*

##### Phase 1

The civil trial, which will be tried before a judge instead of a jury, is scheduled to begin Monday and will be heard by U.S. District Judge Carl Barbier. The first phase will focus on the roles of BP and three companies it contracted with to drill its Macondo well - Transocean, which owned the Deepwater Horizon drilling rig; Halliburton, which was in charge of placing cement into the drill hole to block the flow of oil and gas as the well was being shut in; and Cameron International, the owner of the blowout preventer equipment stack atop the well on the Gulf floor that was supposed to shut off the flow of oil in the event of an

accident. The roles of other BP contractors and partners may also be discussed. It also will focus on what percentage of financial liability should be allotted to each of the companies. The plaintiffs include the Justice Department, representatives of five Gulf Coast states, and lawyers of the Plaintiff Steering Committee, representing thousands of private claimants who sued BP and the other companies for damages. The plaintiffs will attempt to prove that BP and its contractors were guilty of "gross negligence" and "willful misconduct," which would make the companies liable to a four-fold increase in Clean Water Act fines and might result in larger, punitive damage awards in private claims cases. Under the Clean Water Act, a finding of simple negligence would result in a maximum fine of \$1,100 per barrel, while gross negligence or willful misconduct could result in a maximum fine of \$4,300 per barrel. BP and the other defendants will attempt to show their actions didn't meet the gross negligence or willful misconduct standards, and will attempt to prove that each is responsible for the smallest percentage of the damage possible. They also will argue that their actions don't warrant the maximum fines. Following the first phase, Barbier will request all the parties to submit proposed findings and conclusions, which he'll consider before announcing any rulings.

**The 1st phase will focus on three issues during the time leading up to the accident until the Deepwater Horizon sank:**

Loss of well control

what actions leading up to the accident led to the release of natural gas from the cemented well.

Fire and explosion

how did the gas reach the deck of the Deepwater Horizon and become ignited.

Sinking of the Deepwater Horizon

why did the floating drilling rig sink on April 22, 2010, after the explosion and fire, resulting in the deaths of 11 workers.

##### Phase 2

Phase 2 is tentatively scheduled for September, but it could be earlier, as Barbier indicated in May that he could call for a two- to three-week recess between the two phases. Following the second phase, Barbier will again request all of the parties to submit proposed findings and conclusions, which he'll consider before announcing any rulings.

**The 2nd phase will focus on two key issues from the time the Deepwater Horizon sank to Sept. 19, when the well was permanently sealed.**

Source Control

What BP, Transocean and other parties did to stop the release of oil and gas, including allegations that BP and Transocean were not prepared to deal with the blowout and uncontrolled oil release.

Quantification of Discharge

A determination of how much oil was released into the Gulf from the time the spill began until the well was capped on July 15, 2010, and the time the relief well was used to "kill" the Macondo well with a cement plug. The actual amount of any fine under the Clean Water Act will be based on the amount of oil released.

##### Subsequent Proceedings



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If any issues remain undecided, additional trials will be required. In addition, individual lawsuits by private parties that were not included in earlier settlements with BP or other companies would likely be returned to the jurisdiction where they were filed for further action, based on the Barbier's decisions determining the percentage of fault to be charged against each company involved in the spill.

[http://www.nola.com/news/gulf-oil-spill/index.ssf/2013/02/phases\\_of\\_the\\_bp\\_deepwater\\_hor.html](http://www.nola.com/news/gulf-oil-spill/index.ssf/2013/02/phases_of_the_bp_deepwater_hor.html)

### USA, TX, BROWNSVILLE, FEBRUARY 23 2013. HAZMAT TEAM CALLED TO GAS STATION

 **Watch the Video** [Hazmat Team Called to Gas Station](#)

A gas station at the intersection of Texas 100 and FM 803 was evacuated as a precautionary measure to avoid a potential haz-mat situation after a 18 wheeler, transporting gasoline, pulled into the parking and striking a SUV. The collision was just feet away from the gas pumps and the pumps were shut off and the parking lot cleared by police and firefighters until the situation was cleared and no injuries were reported.

<http://www.kveo.com/news/hazmat-team-called-gas-station>

### USA, PA, BEDFORD, FEBRUARY 23 2013. TANKER OVERTURNS CAUSING HIGHWAY CLOSURES; HOMES EVACUATED

*kathy mellott*

A tractor-trailer tanker carrying 9,000 gallons of propane overturned earlier today about two miles west of Bedford forcing the evacuation of about 50 people and closure of two state highways. Bedford County Emergency Management Director David Cubbison said that while there are no injuries reported and no leaks from the tanker truck, routes 30 and 31 near the Jean Bonnet Tavern have been closed to traffic. "They're off-loading the tanker now and one tiny leak and spark could be bad," Cubbison said in a telephone interview from the scene. Authorities are asking motorists to find an alternate route away from the scene until about 11 a.m. when the clean-up should be completed. So far, the incident has had no impact on the Pennsylvania Turnpike. However, the turnpike commission has been notified and is on alert should a leak in the tanker develop, Cubbison said.

<http://tribune-democrat.com/local/x986692530/New-Tanker-overturms-causing-highway-closures-homes-evacuated>

### USA, MA, WEST SPRINGFIELD, FEBRUARY 23 2013. RAILROAD WORKERS REMOVE DERAILED TANKER CARS; ROUTE 5 IN SPRINGFIELD REOPENED

*patrick johnson*

 **Watch the Video's**

- [Route 5 in West Springfield Open after Train Derailment](#)
- [Full Tanker almost Ready to Move](#)

 **Photo Gallery [16]** [Railroad Workers Remove Derailed Tanker Cars](#)



Route 5 was closed to traffic Friday after two railroad tankers derailed Thursday evening.

Railroad workers Friday night had removed two tanker cars from a perch above Route 5 where they had been derailed since Thursday night. Once the cars were cleared, West Springfield police reopened Route 5 for the first time in more than 24 hours to normal traffic. The road reopened at 10 p.m., said West Springfield police Capt. Thomas Wilkinson. [Two cars derailed Thursday evening](#) on a section of track directly over Route 5. West Springfield police immediately closed Route 5, diverting traffic at the rotaries for the North End and Memorial bridges. The roadway had remained closed Friday evening as workers attempted to remove the cars. The white tanker, loaded with butyraldehyde, a

colorless, odorless and flammable chemical used in the manufacturing of plastic products, had been lifted onto the tracks by a large crane and hauled away from the scene, said Mayor Gregory C. Neffinger. The black tanker was empty but still had enough residual materials inside to warrant concern, Neffinger said. Its wheels were damaged when it jumped the track. Workers last night managed to chain new sets of wheels onto the tanker in order for it to be hauled away. Once they were on



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the tracks, they were be hauled east toward Springfield, where they can be secured. Two locomotive engines had been dispatched to the scene to tow them away. Heading east was the only option at the moment because the railroad lines to the west had been heavily damaged in the derailment and need to be repaired. In addition to closing the highway, West Springfield ordered the evacuation of several homes in the immediate vicinity of the accident scene on Friday. The affected streets were Bridge, Globe and Railroad streets, and a total of 14 people were put up in an emergency shelter at the West Springfield Middle School. The order was lifted and everyone was allowed to return to their homes at about 6:30 p.m.

[Facts about Butyraldehyde](#)

**What is it?**

A colorless, flammable liquid produced by five companies in the United States. Used by companies that make rubber accelerators, synthetic resins, solvents, plasticizers, and high molecular weight polymers. Occurs naturally in some plants and foods; evaporates when exposed to air, dissolves if mixed with water, but toxic to aquatic life.

**Hazards**

**Exposure risks**

Highly flammable; vapor / air mixtures are explosive

Cough, sore throat (inhalation); redness (skin contact); redness, pain (eye contact); burning sensation (ingestion)

**Disposal warning**

"Do NOT let this chemical enter the environment."

**Packaging / labeling requirements**

Highly flammable liquid and vapour; May be harmful if swallowed; May be harmful in contact with skin; Causes serious eye irritation; Harmful to aquatic life.

**Additional warnings**

"The vapour is heavier than air and may travel along the ground; distant ignition possible."

**Sources**

[CDC](#); [EPA](#)

[http://www.masslive.com/news/index.ssf/2013/02/railroad\\_workers\\_removing\\_dera.html](http://www.masslive.com/news/index.ssf/2013/02/railroad_workers_removing_dera.html)

#### INDIA, CHENNAI, FEBRUARY 23 2012. PARENTS OF DROWNED SAILOR OF OIL TANKER SHIP 'PRATIBHA CAUVERY' COMMIT SUICIDE



The middle-aged parents of a Pratibha Cauvery sailor who drowned after the ship ran aground off the Chennai coast on October 31 committed suicide by hanging at their residence in Arakkonam on Friday. They left behind a suicide note which blamed the government and the shipping agency for negligence and inaction.

[http://articles.timesofindia.indiatimes.com/2013-02-22/india/37241686\\_1\\_pratibha-cauvery-pratibha-cauvery-suicide-note](http://articles.timesofindia.indiatimes.com/2013-02-22/india/37241686_1_pratibha-cauvery-pratibha-cauvery-suicide-note)

#### NORTHERN IRELAND, CO BALLYMENA, FEBRUARY 23 2013. PUMPS AND FUEL SEIZED IN CUSTOMS RAIDS

Nearly seven thousand litres of fuel and six forecourt pumps were seized at filling stations in counties Antrim and Armagh during an operation targeting fuel fraud by HM Revenue & Customs (HMRC) yesterday (Thursday). HMRC officers visited two retail sites in Newtownabbey and Lurgan where they seized 6,500 litres of red diesel and removed four forecourt pumps. Officers removed two diesel forecourt pumps and an over ground fuel storage tank from a third retail site, suspected to be selling laundered fuel, in the Glarryford area. John Whiting, assistant director, Criminal Investigation, HMRC, said: "Retailers who knowingly sell red diesel to road users will not only face seizure and removal of fuel and equipment from their premises, but also risk losing their licence to trade in red diesel. Selling illicit fuel creates an unfair playing field and seriously undercuts legitimate traders who should be able to operate without the threat of unfair competition. Anyone with information on fuel misuse or suspicious activities can contact the Customs' hotline on 0800 59 5000." Three private vehicles were seized and restored during the operation

<http://www.ballymenatimes.com/news/local/pumps-and-fuel-seized-in-customs-raids-1-4819869>



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#### USA, MD. FALLSTON, FEBRUART 23 2013. WOMAN KILLED IN 3-VEHICLE CRASH INVOLVING OIL TANKER & HORSE TRAILER ID'D



The woman killed after a three-vehicle crash on Route 23 involving an oil tanker and a horse trailer has been identified. It happened Thursday just after 3:30 p.m. on East West Highway (MD-23) at Grafton Shop Road when police say a 1998 Chevy S-10 pulled into the path of a 2000 Chevrolet Suburban—which was towing a 1993 Wilr horse trailer containing two horses. Preliminary investigation reveals the Suburban collided into the front right corner of the S-10, spun out of control and into oncoming traffic before being struck by a 2000 Peterbuilt oil tanker. The operator of the Chevy S-10, Bradley Garrett Baker, says he did not see the Suburban because of sun glare. As result of the collision, the front passenger of the Suburban— Deborah Ann Wimbrough— was pronounced dead threatening injuries. Baker refused treatment on the scene.

<http://baltimore.cbslocal.com/2013/02/22/woman-killed-in-3-vehicle-crash-involving-oil-tanker-horse-trailer-idd/>

#### USA, CA, MOUNTAIN VIEW, FEBRUARY 23 2013. TOXIC VAPORS FOUND IN GOOGLE OFFICES >> TCE VAPORS REACH UNACCEPTABLE LEVELS; EFFORTS TO REMEDY IT IN PROGRESS

*daniel debolt*



After a carcinogen was found to be seeping up from contaminated soil into buildings, Google is working to protect employees from a mess left behind by the Valley's earliest tech companies. Over 1,000 Googlers moved into "the Quad" near Whisman Road and Middlefield Road in June of 2012, an area once home to Fairchild and Intel, among others. Those companies used TCE (trichloroethylene) as a solvent in the manufacturing of the first silicon computer chips, leaving behind a massive plume of contaminated groundwater discovered in 1981 -- one that may take many more decades to clean up. Though regularly tested since 2003, in December Google's new buildings at 369 and 379 Whisman Road were found for the first time to have TCE vapors above the Environmental Protection Agency's indoor screening level, said Alana Lee, project manager for the EPA. The results were blamed on building modifications

made for Google that created a pathways through the floor for the vapors to seep into parts of the buildings. In a recent round of indoor air tests of office buildings above the MEW plume (so named because it is roughly bordered by Middlefield, Ellis and Whisman roads), two office buildings were found to have TCE vapor levels over the limit despite ventilation systems operating: a vacant building at 630 National Drive and 480 Ellis Street -- occupied by surgical equipment maker Aesculap and consultant firm Bristlecone. The latter is undergoing changes to its ventilation system to address the problem. A Google spokesperson called the levels "anomalous" in its buildings and the causes were "promptly identified and fixed. The health of our Googlers was not put at risk in any way at any time."

##### TCE's Health Risks

In 2011 the EPA issued its Final Health Assessment for TCE, calling it "carcinogenic to humans by all routes of exposure" and reporting that inhalation can cause "hepatic, renal, neurological, immunological, reproductive, and developmental effects." "The potential health concern is long-term exposure to TCE," said the EPA's Lee. "Any exposure would have been for a limited time, a short term. There hasn't been any exposure for a long period of time." The polluters are financially responsible for indoor air testing and any mitigation measures that are needed, but Google is known for its obsession with reducing common toxic chemicals in its buildings from furniture, paint and building materials, going above and beyond industry standards. "Google continues to monitor the air quality at the Quad and make the information readily available to Googlers," the spokesperson said. The buildings now have ventilation systems that run all hours of the day and "activated carbon filters" are used to remove volatile organic compounds like TCE from the air, the spokesperson said. In the long term, the EPA reports that efforts are underway to install "subslab depressurization systems" under the buildings at 480 Ellis and 369-379 Whisman to draw the vapors away before they can rise into the buildings. When asked if Google was pushing to have the groundwater



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cleaned up, the Google spokesperson said, "We'd welcome and expect all the original parties involved to continue to innovate in finding new and improved science for removing this and all chemicals from our groundwater throughout the country."

[http://mv-voice.com/news/show\\_story.php?id=6659](http://mv-voice.com/news/show_story.php?id=6659)

### USA, CA, LOS ANGELES, FEBRUARY 23 2013. PROBE OF CALIFORNIA AGENCY THAT REGULATES HAZARDOUS WASTE IS URGED

*jessica garrison*

Two state senators have called for an investigation into the state agency responsible for protecting people and the environment from hazardous chemicals after a consumer group released a report Thursday criticizing the agency for failing to do its job. Santa Monica-based Consumer Watchdog has accused the Department of Toxic Substances Control, which is responsible for managing hazardous waste, of allowing polluters to operate on expired permits for years and of neglecting to revoke the permits of companies that repeatedly flouted environmental laws. The group also charges that the department levies toothless fines and consistently fails to refer egregious cases for prosecution. In response, Sens. Kevin de León (D-Los Angeles) and [Ricardo Lara](#) (D-Bell Gardens) have called for an investigation by the Senate Office of Oversight and Outcomes. "I am outraged to hear reports of kids and adults having difficulty breathing, experiencing nausea and burning sinuses from chemical exposure," De León said in a statement. "We must investigate why the DTSC isn't enforcing our laws, which are aimed to protect the health and safety of our communities." Agency officials countered that the report "contains inaccuracies." They disputed an allegation that the agency puts people into jobs for which they are unqualified. They also took issue with the suggestion that the agency had become "captive" to the businesses they were supposed to regulate. "This is not accurate," a spokeswoman said of the allegations in an email. But the agency also said the consumer advocates had raised "valid issues, issues that we have known about for some time." "We take seriously our role in protecting the health of Californians and our environment," Director Debbie Raphael said in a statement. "We will not shy away from identifying areas for improvement and taking any necessary actions." The report identified several specific examples in which it said regulators had failed to do their jobs, including the case of a chemical company in Santa Fe Springs that was allowed to operate on an expired permit for 16 years, even as the company was cited for such lapses as illegally storing hazardous waste.

<http://www.latimes.com/news/local/la-me-toxics-investigation-20130222,0,5168258.story>

### USA, N.J, PAULSBORO, FEBRUARY 23 2013. LAWSUITS PILING UP OVER PAULSBORO CHEMICAL SPILL

*andrew seidman*



*Vinyl chloride leaked from a tanker when a train derailed.*

Lawsuits accusing Conrail and its parent companies, CSX Corp. and Norfolk Southern Corp., of negligence in the November train derailment and chemical spill in Paulsboro continue to mount, and lawyers say more than 20 percent of the town has spoken to counsel. The latest suit, on behalf of 13 residents, seeks punitive damages and medical monitoring for possible future health problems. It was filed in Common Pleas Court in Philadelphia, where Conrail is based. At least 1,300 people, most from Paulsboro but some from surrounding towns such as Gibbstown, have consulted lawyers about joining the suits, according to the lawyers. That is more than one-fifth of Paulsboro's population of 6,100. Nine

lawsuits, including seven seeking class-action status, have been filed in U.S. District Court in Camden, according to a court official. Eight of those have been consolidated for pretrial purposes, the official said, though they are likely to be treated as separate cases if they reach trial. Like many of the other suits, the latest alleges that Conrail was negligent for failing to maintain the swing bridge that buckled Nov. 30, sending four cars into Mantua Creek. One breached and released 23,000 gallons of toxic vinyl chloride into the atmosphere. The suit notes that the train crossed the bridge even though the signal was red, indicating that the tracks had not locked. The suit also notes that Conrail had received "trouble tickets" from crews in the months before the derailment that reported problems with the bridge. The National Safety Transportation Board has confirmed those reports. The suit also says Conrail should have told all residents that they needed to evacuate. A unified command led by the Coast Guard ordered the evacuation of nearly 700 residents after the accident. Conrail spokesman Michael Hotra said, "We will respond to the allegations in this lawsuit in court and at the appropriate time." Attorneys for the residents anticipate the release of a report by the NTSB, which has been investigating the derailment and the emergency response. An NTSB



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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 935 Newsy Stuff

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

**March 3 2013**



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spokesman said the report could be released in early spring. Robert J. Campbell, a lawyer representing about 25 people, said the report would have a "very significant impact." "They're one of the main sources of governmental investigation," he said. "They will be, naturally, heavily relied upon as a source of information." Campbell added that at this stage, lawyers were trying to determine who the defendants should be. "Is it just Conrail and their entities, or are there others involved?" he said. Conrail has been offering cash settlements to Paulsboro residents who waive their right to sue the company for "any and all . . . unknown and unanticipated injuries and damages resulting" from the leak of vinyl chloride, the five-page settlement document says. Residents have said the offers range from \$500 to \$2,500. "I wonder whether when that report comes out whether people settling will regret decisions once they hear all the facts," said Mark Cuker, a lawyer who filed a lawsuit on behalf of more than 50 residents in December and who said his firm represented about 600 people who will likely join the suit soon.

[http://www.philly.com/philly/news/20130222\\_Lawsuits\\_piling\\_up\\_over\\_Paulsboro\\_chemical\\_spill.html](http://www.philly.com/philly/news/20130222_Lawsuits_piling_up_over_Paulsboro_chemical_spill.html)

#### AUSTRALIA, NEW SOUTH WALES, FEBRUARY 23 2013. COMPANY FINED \$20,000 FOR DANGEROUS GOODS BREACH

George Weston Foods Limited has been convicted and ordered to pay a total of \$45,000 after pleading guilty to failing to ensure dangerous goods were transported in a safe manner after a truck was apprehended at Brocklehurst in December 2010. The prosecution was brought by the Environment Protection Authority (EPA) when police, who had made the stop on an unrelated matter, discovered more than 6000 litres of sodium hydroxide, a corrosive substance, categorised as 'Class 8' dangerous goods. Justice Pain of the Land and Environment Court convicted George Weston Foods and fined it \$20,000 for breaching the Dangerous Goods (Road and Rail Transport) Act 2008. George Weston Foods was also ordered to pay \$25,000 for the EPA's costs. Chief environmental regulator for the EPA Mark Gifford said George Weston Foods had engaged a transport company to carry the dangerous goods, but did not ensure that the goods were transported safely. "There are obligations on all parties involved in the transport of dangerous goods, including consignors, to ensure the goods are transported in a safe manner. "The truck had travelled from Victoria and was on its way to Queensland. However, neither the driver nor the vehicle was licensed to transport dangerous goods. "Further, the bulk containers holding the liquid were not properly secured in the vehicle and the vehicle was not displaying placards advising it was carrying dangerous goods, as required by law. "The legislation is in place to protect the community and environment. Fortunately in this case the breach did not result in any actual environmental harm. "This case provides a good example of the way that the NSW Police and the EPA work together to protect the community and environment," he said. The EPA was also prosecuting Kitco Transport Australia Pty Ltd, the transporter of the goods, for three offences related to this matter. Kitco has pleaded guilty to the offences and the sentence hearing will take place on April 2.

<http://www.dailyliberal.com.au/story/1320139/company-fined-20000-for-dangerous-goods-breach/?cs=112>

#### USA, MA, WEYMOUTH, FEBRUARY 23 2013. MORE CLEANUP OF CHEMICALS PLANNED AT FORMER WEYMOUTH AIR BASE

*christian schiavone*

The Navy is detailing plans to clean up a section of the former South Weymouth Naval Air Station that remains heavily contaminated. The 8 acres, known as the solvent release area, was once used as a parking area for aircraft. The proposed cleanup plans include treating the groundwater under the parcel, placing restrictions on the land so the groundwater cannot be used as a drinking-water source, annual inspections and long-term monitoring to make sure the cleanup is working. Environmental testing found chemicals, including arsenic and barium, in the groundwater, according to a Navy summary of the proposed cleanup. The potential risks to future residents and construction workers were labeled "unacceptable." The former base is already being redeveloped into a residential and commercial development known as [SouthField](#). The Navy will hold a public meeting on the cleanup plan at 7 p.m. Wednesday at the New England Wildlife Center at 500 Columbian St. A formal public hearing will begin at 8 p.m. when residents can comment. Residents can also submit written comments by March 23. The South Weymouth Naval Air Station closed in 1997. It is still considered a federal Superfund site, and the Navy is responsible for cleaning up contamination left in several spots from decades of military use. Under the zoning for the new development, the solvent release area could be used for public outdoor and indoor recreation once it has been cleaned. Residential uses are not allowed. Part of the solvent release area was once used for mooring blimps, de-arming aircraft and as a taxiway and parking area. Another section was used as a pistol range and recreation area. The former base includes land in Weymouth, Abington and Rockland.



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<http://www.patriotledger.com/topstories/x1893338617/More-cleanup-of-chemicals-planned-at-former-Weymouth-air-base>

#### USA, VT, BURLINGTON, FEBRUARY 24 2013. VT., NH, WARN OF GAS SMELL IN SOME WATER BOTTLES

The Vermont and New Hampshire health departments are warning people to check for gasoline smells in some 3- and 5-gallon water jugs. The warning is being issued after reports from Massachusetts and other states found that plastic water bottles of those sizes may have become contaminated by being used to store fuel and then recycled back to drinking water bottlers after Super Storm Sandy. Only 3-gallon or 5-gallon water containers are affected. Tests in Massachusetts found chemical traces in a Poland Spring bottle, although it's possible bottles from other suppliers are affected as well. Anyone in Vermont who finds water bottles with a chemical odor should notify the Vermont Department of Environmental Conservation. For those who detect a fuel odor, arrangements can be made for replacement bottles of water.

[http://bostonherald.com/business/business\\_markets/2013/02/vt\\_nh\\_warn\\_of\\_gas\\_smell\\_in\\_some\\_water\\_bottles](http://bostonherald.com/business/business_markets/2013/02/vt_nh_warn_of_gas_smell_in_some_water_bottles)

#### USA, AL, OPELIKA, FEBRUARY 24 2013. TANKER CRASH CAUSES A HUGE MESS, TRAFFIC JAM IN OPELIKA

*roslyn giles*



A tanker crash brought traffic on I-85 to a slow crawl Saturday morning. Before the accident, a Buick Lacrosse traveling north on I-85 left the roadway hitting the median steel dividers. This caused the vehicle to rest in the northbound lanes. The driver of the Buick exited the vehicle, just in time before a Freightliner truck carrying Kemira Acrymalide struck the passenger car. The impact caused the tanker to overturn in the median landing part of the truck's cab in the inside lanes on southbound I-85. The 54-year-old Freightliner driver

suffered minor injuries and was taken to East Alabama Medical Center. The driver of the Buick was not hurt. Southbound lanes were shutdown from exit 62 to 64 in Opelika for hours and traffic was detoured around the crash while crews worked to clean up the mess. The Opelika Police Department is investigating the cause of the accident.

<http://www.wtvm.com/story/21315858/tanker-crash-causes-a-huge-mess-traffic-jams-in-opelika>

#### USA, WA, FEDERAL WAY, FEBRUARY 24 2013. CREWS REPORT PROGRESS AT SCENE OF FATAL TANKER CRASH



A sound wall along I-5 was damaged in a tanker truck explosion last November. The Washington State Department of Transportation (WSDOT) reports that "some progress" is being made to the damaged sound wall along I-5 that was caught up in a tanker truck explosion last November. According to WSDOT, "a cleanup crew has been busy excavating hundreds of cubic yards of soil contaminated by spilled aviation fuel." WSDOT also reports that agency personnel are designing the replacement panels for the sound wall, and that the agency is working with the tanker company's insurance to help cover the costs of the cleanup and repair. The rebuild contract for the project is expected to be sent out sometime in the future, although WSDOT was unable to indicate a

specific timeframe. The initial incident occurred Nov. 4, when a Renton man's alleged under-the-influence driving set off a chain reaction resulting in the tanker truck [crashing and bursting into flames](#). The truck's driver, Joseph E. Bartkowski of Sumner, was killed in the crash, while three others suffered non-life-threatening injuries. The Renton man was arrested in November and released from jail after posting a \$100,000 bond. He faced possible charges of vehicular homicide. According to the King County Prosecutor's Office, no decision has been reached on charges, and the investigation is ongoing. Local emergency response crews worked throughout the night and into the morning, trying to get the volatile aviation fuel flames under control. A specialized truck was brought in from the Port of Seattle to douse the flames with firefighting foam.

<http://www.federalwaymirror.com/news/192574931.html>



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