



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 968 Newsy Stuff

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

June 09 2013



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USA, MD, EDGEWATER, MAY 29 2013. MARYLAND BOAT EXPLOSION INJURES AT LEAST 6 PEOPLE, INCLUDING CHILDREN

matt zapotosky



Officers dock a boat that exploded, injuring six people at the Oak Grove Marina, near Edgewater, Maryland, on Monday..

At least six people, including at least five children, were hospitalized with burns and other injuries Monday after an explosion on board the boat they were riding in near Edgewater, Md., authorities said. Police and fire officials gave varying information on those hurt, though they said all were expected to survive. Anne Arundel County Fire Department Division Chief Keith Swindle said six of nine people on board the boat were injured — a 9-year-old boy, a 9-year-old girl and a 13-year-old girl the most seriously. He said another 9-year-old boy, 13-year-old girl and a woman also were hospitalized with injuries, and three other people

on board the boat were unhurt. But Sgt. Brian Albert, a Natural Resources Police spokesman, said in an e-mail that eight of the nine on board were injured, including six children. He said a 9-year-old boy and a girl whose age he did not know were the most seriously hurt, though two 13-year-old girls, a 12-year-old girl, a 9-year-old boy and two women were also taken to hospitals with injuries. The incident occurred about noon, soon after the group had refueled its 32-foot Wellcraft boat at the Oak Grove Marina and headed out into the South River, Swindle said. He said the boat's engine stalled and, as those on board tried to restart it, the explosion occurred. He said those who were injured sustained mostly burns from the explosion and ensuing fire. Albert said that when the group left the dock, only one of the boat's twin engines seemed to be functioning. He said the boat made it about 100 feet into the river before the explosion. Albert said investigators were exploring precisely what sparked the blast, but preliminarily, they thought the case to be "most likely an accident." He said it was possible that the boat's blower system, designed to expel fumes from the engine compartment, had malfunctioned or that there was some sort of problem during the refueling.

http://www.washingtonpost.com/local/maryland-boat-explosion-injures-6-people-including-5-children/2013/05/27/722943a8-c6fa-11e2-9245-773c0123c027_story.html

USA, MS, WORCESTER, MAY 29 2013. BP, GETTY STATION OWNERS LOSE THOUSANDS IN FUEL DEPOSITS

Dozens of BP and Getty gas station owners in Massachusetts lost out on more than \$600,000 in security deposits after their fuel distributor, Providence, R.I.-based Green Valley Oil (GVO), went out of business last year, according to a report by Worcester Business Journal Online. Hopes of reimbursement have faded since a judge dismissed most plaintiffs listed in a lawsuit against GVO following the withdrawal of the group's attorney. One plaintiff who filed an affidavit in the lawsuit, George Youssef, owner of Ashland Auto Service Center, a Getty station, lost his \$28,000 deposit. Youssef told the news outlet that GVO deliveries were interrupted starting in January 2012. During the first half of that year, he went without gasoline for over a month. He and some other station owners had to close pumps during shortages because they were contractually obligated to only buy gas from GVO. Additionally, when the company did deliver gas, it was priced significantly higher than local area rates. The lawsuit against GVO, also filed last year, requested \$1.4 million in damages that included interest and penalties. In its response, GVO stated that under state law, it had more time to repay the deposits, and that its contracts with gas station owners did not hold it liable for circumstances beyond its control, including the bankruptcy of its sublessor. GVO had been subleasing 254 properties from Getty Petroleum Marketing Inc., which filed for Chapter 11 bankruptcy protection in December 2011. In a separate New York lawsuit, GVO stated that the Getty bankruptcy damaged its credit and ability to purchase enough gas to fulfill contractual obligations, according to the news report. In response to the Massachusetts lawsuit, GVO argued that it had the right to terminate its contracts with the plaintiffs as of April 30, 2012 because in March, Getty informed GVO that it was terminating all 254 leases. Such an action is contractually allowed if a superior lease or sublease is terminated, according to GVO. Additionally, GVO noted that 10 affidavits filed with the lawsuits listed just \$378,000 worth of deposits. Another court document filed by the plaintiffs lists 17 gas stations with security deposits as high as \$50,000. The judge in the case dismissed plaintiffs in batches when they chose not to invest more money in fighting for their lost deposits and missed deadlines for finding new counsel. Boston-based firm LeClairRyan withdrew from the case in March, with an attorney claiming plaintiffs were not "fulfilling their duties." Youssef stated that he and his fellow plaintiffs had grown doubtful



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that there would be any money to recover from GVO, and that attorneys asked for \$7,000 from each of them to continue the case. A single remaining eastern Massachusetts plaintiff is representing himself in the case, according to the report.


http://www.csnews.com/top-story-petroleum-bp_getty_station_owners_lose_thousands_in_fuel_deposits-63725.html

CANADA, SASK, STRASBOURG, MAY 29 2013. CLEAN UP AT POSSIBLE ILLEGAL CHEMICAL DUMP SITE NEAR STRASBOURG >> HAZMAT AND FIRE CREWS WORKING AT ABANDONED FARM FOR THREE DAYS

For three days, RCMP, fire trucks and Hazmat crews have been parked at an abandoned homestead north of Strasbourg, cleaning up unknown chemicals. Mounties said somebody first noticed strange chemical containers at the farm along Highway 20 on May 22 and called the police. The evidence found led officers to believe the area may have been used as a clandestine lab site or an illegal chemical dump. On May 25, RCMP called out a 'clandestine lab team' which includes specially-trained crews from the Ministry of Environment, RCMP, the local fire department and EMS to clean up the site. The team is expecting to stay on the site for several more days while the investigation and clean up continues. Clarence Biller farms the land immediately surrounding the empty home, and said nobody's lived there for about a year. He hasn't noticed anyone coming in or out during that time. He said there weren't any tracks leading to the home when snow was on the ground. "The lane wasn't plowed, you couldn't see tracks going in and out, I didn't see lights on in the house except for the yard light in the yard so you now that there's power there," Biller said. "That's the suspicious thing, as I didn't see anything suspicious." And it hasn't been just a few days for police around the farm, Biller said he's noticed their presence for several weeks. He said police were in a dark van he had never seen before, first thinking it was radar, but believed it was surveillance. "They were not setting up a radar trap, they were in observation mode," he said. Biller thinks the home is a meth lab. "With the degree of scrutiny that they were giving it over the last couple days and knowing the volatile chemicals they use to make meth." He knows a thing or two about chemicals and drugs because he's also a pharmacist. He said he has a meth watch list at his pharmacy, which makes note of unusual drugs purchased and in large quantities. But nobody has tripped it. Still, he believes the chemicals could have been brought in last summer. RCMP have not confirmed or denied the meth lab claim at this point.

<http://cjme.com/story/clean-possible-illegal-chemical-dump-site-near-strasbourg/112151>

USA, ILL, PEKIN, MAY 29 2013. NO INJURIES FROM FIRE SPARKED BY LIGHTNING AT PEKIN CORN PLANT

 **Watch the Video** [Lightning may have Caused Fire at Illinois Corn Processing](#)



A section of Pekin city streets are blockaded near the Illinois Corn Processing Company off Distillery Road near Aventine on Rt. 29 plant Tuesday morning as Pekin Firefighters battle a fire. Route 29 is also shutdown in that area.

No one was injured this morning when a lightning strike apparently ignited a blaze at a large alcohol tank at the Illinois Corn Processing plant in Pekin. The fire began with an explosion at the container shortly after 6 a.m., said city Fire Chief Kurt Nelson. The blast blew the lid off the tank, releasing the 200,000-gallon container's burning contents into a large concrete containment area. Pekin firefighters first poured water on the flames to reduce their intensity and doused nearby tanks with water to keep them cool, Nelson said. Foam supplied by company-based firefighters, more from the adjacent Aventine Renewable Energy plant and a snorkel truck from the Illinois National Guard eventually doused the burning fuel, Nelson said. The flaming liquid never spilled beyond the tank's surrounding containment walls, he said. City firefighters finally left the scene at about 1:30 p.m.

<http://www.pjstar.com/news/x1039449380/No-injuries-from-fire-sparked-by-lightning-at-Pekin-corn-plant?img=3>

USA, UT, WILLOW CREEK CANYON, MAY 29 2013. TANK TRUCK ROLLS IN WILLOW CREEK CANYON

john serfustini

A semi-tractor hauling two tank cars of crude oil skidded off Highway 191 and rolled Tuesday morning in Willow Creek Canyon about six miles north of Helper. The driver was injured but the tanks, although mangled in the crash, did not leak their cargo. The only spillage in the mishap came from diesel fuel and antifreeze from the inverted cab. Utah Highway Patrol Trooper Levi Oman identified the driver as 49-year-old Lutui Whitkei, address not immediately available. Oman said Whitkei had no open wounds as a result of the rollover. Medical responders from Helper's Rescue 3 said that the driver was complaining of neck and chest pains. They added that the seat belt he was wearing probably saved his life. A Carbon County Ambulance



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transported Whitkei to Castlevue Hospital. Trooper Oman said that witnesses reported the Flying J truck was southbound when its pup trailer began fishtailing for some unknown reason at about 8 a.m. The shaking of the trailer then dragged the rear section of the larger trailer off the lip of the narrow shoulder, which caused the entire rig to flip. The trooper said that neither speed nor driver impairment were factors in the incident. The inverted tractor-trailer and debris blocked the southbound lane of the highway for several hours. The site was at mile marker 255, about four miles from the intersection of US 191 and US 6 at Castle Gate.

http://www.sunad.com/index.php?tier=1&article_id=28288

AUSTRALIA, SOUTH AUSTRALIA, MURRAY BRIDGE, MAY 29 2013. EPA, SHELL INVESTIGATE CONTAMINATION

ben brennan



Households and businesses located near the Coles Express Service Station at Murray Bridge have been warned of possible groundwater contamination. The Environment Protection Authority (EPA) has been advised by Shell Australia that it plans to undertake further investigations in the area after samples showed groundwater in the area had contained petroleum hydrocarbons. EPA science and assessment director Peter Dolan said the authority was originally notified of possible contamination in October last year and again on May 16 this year. "Preliminary soil and groundwater investigation on-site between August and September 2012 identified hydrocarbons in the groundwater beneath the site," he said. "Following this Shell engaged (environmental consultant) URS to further

delineate the nature and extent of the groundwater impact. "Currently there is insufficient information to define the extent of the impacted groundwater, and given the location of the site, further investigation off-site has been recommended by URS." Four residents and two businesses were doorknocked on Monday to inform them of the investigations, while Mr Dolan said they had also been warned not to use bore water. He said the EPA would continue to ensure all work by Shell was overseen by an independent site auditor but said the company was working to address the situation. "Shell is undertaking all necessary steps to deal with this situation and will keep residents well informed," Mr Dolan said. - Details: For more information on the use of groundwater or for contamination inquiries call the EPA on 1800 729 175.

<http://www.murrayvalleystandard.com.au/story/1535048/epa-shell-investigate-contamination/?cs=12>

USA, WI, VILLAGE OF JACKSON, MAY 29 2013. SOURCE OF BENZENE IN JACKSON WELL HAS NOT BEEN IDENTIFIED

don behm dehm

 **Watch the Video** [Benzene Levels increasing In village of Jackson's Water Supply](#)

The source of benzene detected this month in a municipal well on the south side of the village has not been confirmed, Public Works Director Brian Kober said Tuesday. Water was pumped out of the well for several hours Tuesday in an attempt to remove benzene, Kober said. After flushing the well Tuesday, a water sample was scheduled to be collected later in the day for testing. A test of a water sample collected May 13 from the well off Jackson Drive, near Hickory Lane Park, detected a small amount of benzene, a component of crude oil and gasoline. The concentration of 1.6 parts per billion of benzene found in the water is below the safe drinking water standard of 5 parts per billion. The water is safe to consume, but the well has not been used as a source of drinking water since the benzene detection was reported May 23, Kober said. The village operates four other wells, and monthly tests have not detected benzene in those wells. Although no source of the toxic chemical has been confirmed, the state Department of Natural Resources has asked West Shore Pipe Line Co. of Illinois to test the Jackson Drive well weekly for benzene. The company has tested each of five village wells monthly since a July gasoline pipeline spill in the Town of Jackson. The May test was the first time benzene was detected in the Jackson Drive well. A West Shore fuel pipeline ruptured July 17 and spilled an estimated 54,600 gallons of gasoline in a farm pasture in the 1800 block of Western Ave. The gasoline drained into cracks of fractured dolomite bedrock at the surface. The spill site is two miles southeast of the Jackson Drive well. On May 3, the DNR announced a plume of gasoline in groundwater was spreading west of the initial cluster of private wells polluted in the spill. Benzene was detected in a water sample collected in April from a private well serving a residence on Sherman Road near Maple Road. The village's Jackson Drive well is about one mile northwest of the Sherman Road residence. But groundwater flows southeast beneath the village, toward Cedar Creek, according to well



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studies. The Jackson Drive well, for that reason, draws groundwater from a portion of the dolomite aquifer generally extending northwest of Hickory Lane Park, toward Main St. and an industrial park, in the opposite direction from the spill, according to Kober. The village tests its wells annually and the most recent check did not find benzene, he said. The DNR has asked the village to increase the frequency of its testing to four times a year. The Jackson Drive well was constructed in the 1960s and draws water from the bottom of the dolomite aquifer, about 300 feet below the surface. Detection of benzene in the municipal well within a year of the pipeline spill might be a coincidence since there are other potential sources, Kober said. A 2010 protection plan for the Jackson Drive well identifies 14 possible sources of contamination.

<http://www.jsonline.com/news/ozwash/source-of-benzene-in-jackson-well-has-not-been-identified-b9921058z1-209264691.html>

USA, UT, SALT LAKE CITY, MAY 29 2013. ENVIRONMENTAL GROUPS DECRY LACK OF POLLUTION PERMITS FOR UTAH REFINERIES

judy fahys

Federal-state standoff has let some of Utah's top polluters go without a permit for 2 decades. Some of the biggest polluters in Utah — the five refineries clustered at the Salt Lake-Davis County line — have been allowed to operate for years without a basic permit required under the Clean Air Act. In fact, these so-called "Title V" permits haven't been in place for nearly two decades. The reason? The state Division of Air Quality and the U.S. Environmental Protection Agency have been engaged in a bureaucratic quarrel since 1994 that has left the permits for the refineries and four other facilities on hold.

Emissions-Regulation Exceptions

Utah's five petroleum refineries lack what are called Title V permits that require them to summarize all of their air-pollution limits and how their operations will meet those regulations. They include: [Chevron](#), [Tesoro](#), Silver Eagle, [Big West](#) and [HollyFrontier](#). State regulators and the EPA, because of a bureaucratic spat, have also agreed not to seek Title V permits for four other industrial facilities: the [Central Valley Water Reclamation plant](#), [Interstate Brick](#), [Hexcel](#) and the [LDS Central Heating Plant](#). But environmental groups say they are shocked that such a [basic pollution-policing tool](#) hasn't been applied to some of the biggest emission sources for a part of the state that struggles to meet air-quality standards. They accuse state and federal regulators of falling down on the job, robbing the public of a valuable information tool for understanding their air quality. Joro Walker, an attorney for [Western Resources Advocates](#), already embroiled in lawsuits over Salt Lake-area refinery pollution, said the missing permits undercut the state's assertion that it already has done all it can to cut pollution by big industrial sources. "The state has to go after everything it can to secure our health," she said, pointing to plans for reducing dust and wintertime smog, "and they haven't done that." "It's Utah [regulators] dropping the ball," added Jeremy Nichols, of the Colorado-based environmental group [WildEarth Guardians](#). "And it's another example of Utah putting polluters first ... a slap in the face of the public." Congress added Title V permits to the Clean Air Act in 1990, when it updated the nation's overarching air-pollution law. The idea was to have big polluters, especially power plants and refineries, consolidate the terms and conditions of their air-pollution permits. It is a kind of a nutshell summary of the jumble of air-quality regulations pertaining to each operation, along with the equipment deployed to comply with them for the polluters themselves, their regulators and the public — something like the Cliffs Notes digest of Shakespeare's Hamlet that harried college students use to pass a final, only this one simplifies mind-numbing engineering and regulatory garble instead of a centuries-old identity crisis. Bryce Bird, director of the Utah Division of Air Quality, said the facilities that don't have Title V permits actually face and comply with all the necessary regulations that limit their pollution, and they even pay the fees associated with the Title V program. He described the Title V permits as a kind of formality, one that does not have any real impact on controlling pollution. He added that air pollution has declined at the refineries, thanks to compliance with other air regulations and consent orders. It's just that "conflicts" between the regulations in an umbrella law, for "state implementation plans," have led to a stalemate between state and federal regulators over Title V for the time being. "The only reason we haven't" completed the permits, he said, "is because of EPA's inaction." The EPA's Denver regional office, which oversees implementation of the Clean Air Act in Utah, echoes Bird's view that no harm is done by not having Title V permits. EPA regional spokesman Rich Mylott said the agency knows about the stalled permits and has discussed the issue with "our partners at Utah DEQ." "While EPA encourages states to issue these permits in a timely manner, it is worth noting that the purpose of Title V permits is to consolidate rules, standards, and construction permits that already apply to sources, like refineries, into one operating permit," he said. "Title V permits do not generally impose any controls or limits that a facility is not already responsible for complying with." Frank O'Donnell sees it differently. Director of the national advocacy group, [Clean Air Watch](#), he calls the situation mind-boggling



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and makes it look as though regulators are "covering" for dirty industries. "It's disturbing to hear this: Bureaucrats are tussling over bureaucracy while breathers are left breathing dirty air," he said. "Somebody's dropped the ball here." Meanwhile, regional groups like Walker's and Nichols' are weighing their options.

<http://www.sltrib.com/sltrib/news/56371220-78/permits-pollution-refineries-title.html.csp>

INDIA, THANE, DAHANU TALUKA, KASA, MAY 30 2013. TANKER HITS BUS ON MUMBAI-AHMEDABAD HIGHWAY, 14 DIE

sandhya nair,

 **Photo's [3]** [14 Dead as Bus Collides with Tanker Truck](#)



Fourteen persons were killed a little after dawn on Wednesday when a chemical tanker jumped the divider on a curvy section of the Mumbai-Ahmedabad highway at Kasa, about 120km from here, and rammed into a luxury bus packed with families on the last leg of their journey to Mumbai. At least 41 passengers, including a dozen children, were injured. All casualties except one are from Mumbai and its neighbourhood—nine-year-old Daksh and his parents from Kandivli, a newly-married couple from Alibaug, four of a family from Nagpada and others from Vakola and Wadala. The Gujarat-bound tanker slammed into the sleeper bus on Mendhwan bridge before Charoti toll plaza around 6.45am. The passengers who died or were most seriously injured were all seated on the right side of the bus that bore the brunt of the tanker's blow at Kasa on National Highway 8 on Wednesday. Some were in the sleeper berths. Witnesses said at the time of impact it almost seemed like a part of the tanker carrying polyester resin had entered the bus. Had the tanker contained flammable chemical, both the bus and tanker could have caught fire and the tragedy could have been far greater, said R G Brahmkar, assistant fire officer of MIDC Tarapur. Eight years ago, dozens of passengers of a Volvo bus were roasted alive when it collided with a container on the same National Highway 8.

The task of identifying the victims and informing family members was made difficult as Kabra Travels of Ahmedabad, which was running the bus, had a list of only 15 passengers who had booked through the agency. Others had boarded the bus along the route. Police believe the bus may have been carrying around 60 passengers, mainly families keen to return home before schools reopened. The passengers who were not affected and local villagers were the first to help the injured. They put them into passing vehicles and took them to the government hospital in Kasa. The injured were later shifted to various hospitals, including Bhagwati in Borivli. The cleaner of the tanker, identified as Pramod Yadav, 19, is seriously injured and is being treated at Bhagwati hospital. The Kasa police are waiting to question Pramod to know the exact cause of the accident. They have slapped a case of rash and negligent driving and under section 304 (culpable homicide) of the IPC on the dead driver Ramashish Yadav. The two drivers of the tourist bus who sustained minor injuries approached the Kasa police station on Wednesday evening. "They will be questioned," said Thane rural superintendent of police Anil Kumbhare. The Charoti toll naka discontinued toll collection in the morning to help movement of traffic, which had backed up in the morning peak hours. Locals said the accident spot is dangerous because of the curve but no warning signs have been put up. On Monday, a six-seater autorickshaw was rammed by a speeding vehicle there. The passengers escaped with minor injuries.

Other Newssites

- [14 killed, 36 injured in western India road mishap](#)
- [14 dead, 36 injured in bus-tanker collision in Thane](#)
- [14 people killed after bus collides with tanker in Thane](#)
- [14 dead, 36 injured in Thane collision](#)

<http://timesofindia.indiatimes.com/city/mumbai/Tanker-hits-bus-on-Mumbai-Ahmedabad-highway-14-die/articleshow/20339724.cms>



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CHINA, HUBEI PROVINCE, JIN'GUOPING COUNTY, MAY 30 2013. GAS STATION WORKERS SACKED OVER PATIENT'S DEATH

li qian

Sinopec probes staff over report of patient's death - Sinopec, China's biggest oil supplier, fired two gas station workers yesterday after they were found to refuse to fuel an ambulance in their off hours, causing the patient to die before reaching the hospital. On the rainy night of last Friday, two vehicles pulled up at a Sinopec gas station in Jin'guoping County, Hubei Province despite an out-of-service sign. Several people began to knock at the door and window of the station office, Sinopec said. The noise reminded the station manager of a gas station robbery not long ago and he dared not to open the door for safety reasons, the company said. The 57-year-old patient who was unconscious after falling from the third floor of a building, later died en route to the hospital due to an hour's delay at the gas station. Sinopec spokesman Lu Dapeng said: "Saving life is the overriding priority no matter what the circumstance. The act of refusing to fuel an ambulance is unforgivable." Every Sinopec gas station has been instructed to fuel ambulances, police cars and fire engines at any time, he added. Investigation into the case is still ongoing and company officials overseeing the gas station will be punished as well, China News Service reported.

<http://english.peopledaily.com.cn/90882/8261586.html>

AUSTRALIA, NSW, SYDNEY, MAY 30 2013. CALTEX AUSTRALIA LIMITED : CALTEX LAUNCHES PAY AT THE PUMP OPTION FOR MOTORISTS

Caltex Australia has moved to cut service station waiting times and increase convenience by introducing Pay @ Pump technology to 300 Caltex and Star Mart retail sites nationally by the end of 2013. Australia's leading transport fuel supplier said the payment technology now being rolled out would enable motorists to pay for their fuel at the pump and avoid any potential queues in-store. Unlike technology used by other fuel retailers, the Pay @ Pump terminals will accept the majority of credit and debit cards* as well as StarCard and other Caltex-branded cards. Caltex Acting General Manager Marketing and Distribution Leo Pucar said the rollout followed strongly positive feedback received from motorists during a successful trial of the technology across selected metropolitan retail sites over the past few months. "Pay @ Pump provides a convenient payment option for those customers who only want to buy fuel," Mr Pucar said. "We know that service station forecourts can be busy places and long queues are annoying to motorists. The Pay @ Pump technology enables time-poor motorists to fill-up and pay for their fuel right there at the pump - this also helps reduce queues for those who would prefer to go in the store to pay for their fuel and/or purchase convenience products." Mr Pucar said Pay @ Pump was the first technology of its type in Australia to accept most major cards and was also capable of processing "tap'n'go" transactions using MasterCard, PayPass and Visa payWave. "All these innovations are designed to make a visit to Caltex and Star Mart faster and more convenient, enabling busy families and workers to fill-up quickly and get to where they are going," Mr Pucar said. * Major cards issued with a PIN. Does not accept Motorcharge, Motorpass, FleetCard, American Express and Diners Club.

<http://www.4-traders.com/CALTEX-AUSTRALIA-LIMITED-6492233/news/Caltex-Australia-Limited-Caltex-launches-pay-at-the-pump-option-for-motorists-16912647/>

USA, CT, BRANFORD, MAY 30 2013. TANK REMOVAL SPARKS SMALL BLAST IN BRANFORD, TWO LEFT WITH MINOR INJURIES

evan lips



Firefighters responded to a former gas station site on Route 1 Wednesday afternoon after workers removing an old underground tank accidentally triggered a small explosion, injuring two. They did not require hospitalization. Fire Chief Jack Ahern said the accident, which occurred at the vacant Jay's Food Market at 487 E. Main St., occurred just before 12:20 p.m. The work was being performed by McVac Environmental, a New Haven company specializing in disposal services. Ahern said workers were performing a routine task at the time. The removal process involves using a specialized saw to cut a hole in the tank. The explosion occurred once workers broke through the tank's inner layer. Typically, dry ice is used to clear out any remaining oxygen. "Nine out of ten times, this doesn't happen," Ahern said of the explosion. Firefighters pumped foam into the tank



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after the blast to remove any remaining fumes. Ahern confirmed there was no ensuing fire. Fire Marshal Shaun Heffernan is investigating the accident, along with the state Department of Energy and Environmental Protection and the federal Occupational Safety and Health Administration. Heffernan added officials are formulating a plan to safely remove aging, underground tanks.

<http://nhregister.com/articles/2013/05/29/news/shoreline/doc51a6abb1c0351550414124.txt>

USA, AKA, ANCHORAGE, MAY 30 2013. FORMER MARINE SPEAKS ABOUT MILITARY TOXINS, POTENTIAL HEALTH RISKS

Jori townsend



A former Marine Corps Master Sergeant is in Alaska visiting communities to talk about military toxins and the potential health risks of those exposed. Jerry Ensminger spent 25 years in the Marines, but a local television news story about drinking water contamination that became a super fund site at [Camp LeJeune](#) in North Carolina changed his life. "Here I am, I retired in that area, that's the only reason I heard that news report. All these other people that had been exposed at [Camp LeJeune](#), that was a transient population, these people are literally spread out all over the world. My mission was to get this word out, that these other people that have that nagging question of what happened to me or what happened to my family member, they deserve a possible answer," Ensminger said. Ensminger's wife was pregnant when he was stationed at [Camp LeJeune](#). Their daughter Janey died of Leukemia at age 9. He believes there may be a link between the contamination and his daughter's cancer. He says there has also been a high rate of male breast cancer among service members who were stationed there before the toxins were identified. "We just found the 85th man. And the only thing these men had in common is that they either lived, or worked or were stationed at [Camp LeJeune](#),"

Ensminger said. Ensminger is in Alaska to visit military contamination sites here and answer questions at the screening of [Semper Fi: Always Faithful](#), a documentary about the polluted drinking water at [Camp LeJeune](#). The contamination, possibly from asbestos coated cement water lines and other chemicals was present from the early 1950s to the late 80s. President Obama signed the Janey Ensminger Act last year. The act, named for Ensminger's deceased daughter, covers those who lived or worked at [Camp LeJeune](#) from 1957 to 1987. Health officials believe as many as one million people may have been exposed. On a website listing information about the [Camp LeJeune](#) contamination, the Marine Corps says its goal is to use the best science to get families the answers they deserve. Ensminger says he's proud of his military service but he feels betrayed by Defense leadership. "People try to paint anybody who speaks out against the military about contamination and environmental pollution, they try to paint you as unpatriotic. Well they have a hard time painting me that way. You know I spent a quarter of a century of my life defending this nation in the Marine Corps. I was a former Marine drill instructor. Now, you come tell me I'm unpatriotic," Ensminger said. A screening of [Semper Fi: Always Faithful](#) will be this evening at the Anchorage Museum at 6:30, Ensminger will be in Fairbanks tomorrow at 7 at the Pioneer Park theater. He'll also travel to Nome and St Lawrence Island where clean up of military toxins there is still ongoing.

<http://www.alaskapublic.org/2013/05/29/former-marine-speaks-about-military-toxins-potential-health-risks/>

SOUTH AFRICA, CAPE TOWN, BLOUBERSTRAND, MAY 30 2013. SELI 1 WRECKAGE SPILLS MORE OIL



Oil leaked from the wreckage of a bulk carrier off Blouberstrand on Wednesday afternoon, the City of Cape Town said. The navy had conducted controlled blasts to weaken the structure since Monday, said disaster risk management centre spokesperson Wilfred Solomons-Johannes. "When it blasted one of the tanks underwater it ruptured, and it then released oil that was onboard the wreck." He said this resulted in an oil slick. "There is no immediate threat to the shoreline and the marine life at this stage." Solomons-Johannes said the city's disaster rescue teams would conduct investigations on Robben Island, Dassen Island, and at the Koeberg nuclear power station to see if there was any threat.

"Sancob [the Southern African Foundation for the Conservation of Coastal Birds] was on high alert to assist with any birds which had been oiled or polluted." He said all necessary procedures were in



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place, and people were not allowed within 1000 metres of the operation area. This was the second spill from the wreck in a year. In September, it leaked oil onto the city's beaches after breaking up into three pieces. The oiled leaked from the wreckage of the Turkish bulk carrier MV Seli 1, which ran aground off Bloubergstrand in September 2009.

<http://news.iafrica.com/sa/862074.html>

USA, LA, BOGALUSA, MAY 30 2013. TEMPLE INLAND ORDERED TO PAY \$3.3 MILLION FINE FOR PEARL RIVER SPILL IN 2011



Dead fish collect on the West Pearl River Thursday, August 18, 2011, north of Crawford's Landing near Slidell.

Temple Inland, a subsidiary of International Paper, was ordered by a federal judge Wednesday to pay \$3.3 million and serve two years of probation for [polluting the Pearl River in 2011](#) with illegal discharges from its Bogalusa paper manufacturing plant, killing more than 500,000 fish, federal prosecutors said. U.S. District Judge Ivan L.R. Lemelle in New Orleans ordered the company to pay \$1.2 million in restitution and a criminal fine of \$1.5 million "for the harm caused by the negligent discharge to the Pearl River and its tributaries," including the loss of the protected species Gulf sturgeon and other aquatic life, according to a news release from U.S. Attorney Dana J. Boente's

office. In February, the [company pleaded guilty](#) to a two-count bill of information charging it with one misdemeanor count for negligent violation of the Clean Water Act and one misdemeanor count for negligent violation of the Refuge Act. More than 1,000 fish in the Bogue Chitto National Wildlife Refuge were killed in the August 2011 spill. Under restitution, \$900,000 will be paid to the Trust for Public Land and \$100,000 to The Nature Conservancy of Louisiana, both nonprofit organizations. The money will be used to buy and protect land and waters in the Pearl River basin, prosecutors said. The properties purchased by the organizations will be transferred to the U.S. Fish and Wildlife Service. Another \$200,000 in restitution will pay for a study of the Pearl River focused on recovery of the Gulf sturgeon species and environmental changes in the river "that will be of interest to the local communities and the state," according to the news release. In addition, Temple Inland will pay \$500,000 to the Louisiana Department of Environmental Quality for the costs of monitoring for and responding to chemical spills; \$50,000 to the Louisiana State Police emergency services unit; and \$50,000 to the Southern Environmental Enforcement Network, an alliance of government agencies, for training. The pollution incident began early on Aug. 9, 2011, according to the guilty plea filed with the court, when an evaporator at the plant became clogged, and "an extremely excessive quantity of liquor overflowed from a tank," then from a containment area surrounding it. The material then flowed into a wastewater treatment plant and an effluent pond, and ultimately into the Pearl River. The "black liquor" wastewater from the paper manufacturing process uses up oxygen when it is released into a freshwater stream like the Pearl River, causing fish and mussels to die. The wastewater reached the Pearl River on Aug. 10, and continued flowing into the river until at least Aug. 13, when the paper plant was shut down. The Bogue Chitto National Wildlife Refuge, created in 1980, includes 36,000 acres along the Pearl River to the northeast of Slidell. By Aug. 15, the black-colored paper liquor had reached the Bogue Chitto refuge, and U.S. Fish & Wildlife Service officials found more than 1,000 fresh dead fish and 1,000 dead mussels in the refuge.

http://www.nola.com/crime/index.ssf/2013/05/temple_inland_ordered_to_pay_f.html

USA, OH, HARRIS TWP, MAY 30 2013. CRASH, CHEMICAL SPILL CLOSES OHIO 163 >> TRUCK HAULING HERBICIDES IS REAR-ENDED, SPILLS FARM CHEMICALS

A portion of Ohio 163 will remain closed until environmental workers can clean up a chemical spill caused by a truck crash Wednesday afternoon, according to the Ohio State Highway Patrol. A 1994 GMC truck was hauling a small farm trailer on Ohio 163, between Graytown and Stange roads, when at about 2:15 p.m. it was struck from behind by a 1994 Ford Ranger. The impact caused the herbicides to spill onto the road and surrounding fields, Highway Patrol troopers said. Workers from the Ottawa County EMA and Ohio EPA were at the scene to assess the spill, with Environmental Management Specialists of Milbury, Ohio, contracted for cleanup. The crash site is in Harris Township. The farm truck was driven by Sheldon Overmyer, 71, of Elmore. He was not injured. The Ford pickup was driven by Jason Britt, 22, of Oak Harbor. He was taken to an Oregon, Ohio, hospital for treatment.

<http://www.sanduskyregister.com/article/3801786>



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USA, MISSISSIPPI, JACKSON, MAY 30 2013. EXXON, MISS. COUPLE'S DISPUTE OVER ALLIGATORS HEADS BACK TO WILKINSON CO. CIRCUIT COURT

jack elliott jr

"Alligators were allegedly introduced to the site from Louisiana as early as 1984 as "canaries" to warn of hazardous contamination in the retention ponds."

Tom Christmas and his wife argue that they didn't discover the 84-plus alligators on land next to their homestead until four years after they bought the property in southwest Mississippi. ExxonMobil Corporation counters that the Christmases' real estate agent told them about the alligators as far back as 2003. Exxon says the couple waited too long to file a lawsuit claiming the 'gators robbed them of enjoyment of their land, and the statute of limitations has passed. On Tuesday, the state Court of Appeals ordered a Wilkinson County judge to sort the whole thing out. ExxonMobil spokesman Todd Spitzer said the company will ask the Appeals Court to reconsider its decision. "Whether ExxonMobil appeals to the (Mississippi) Supreme Court depends on the outcome of the motion for rehearing," Spitzer said in a statement. The Christmases sued Exxon in August 2008, seeking damages for permanent depreciation of their land. Circuit Judge Lillie Sanders threw out the lawsuit in 2011. In oral arguments before the Appeals Court in February, ExxonMobil attorney Jeff Reynolds told the court that the Christmases should have investigated the alligator issue when they first saw one in 2003. "I don't think the law is they get to sit around until they know how many alligators there are. Once you see alligators you've got to start looking into it," Reynolds said. Attorney Wayne Dowdy, representing the Christmases, told the court that determining whether the alligators were a nuisance was an issue for a jury. He said the Christmases "did not know what was across the fence until they cleared the property and moved out there in 2007." The Christmases bought 35 acres between Centreville and Woodville in December 2003. Next door to the Christmases' property was a refinery waste disposal site owned and maintained by ExxonMobil. The company had shipped refinery waste to the site from Louisiana beginning in 1980. The site stopped taking waste in the 1990s. Exxon bought the property in July 2001. The Christmases said they were unaware of the nature of the site next door when they purchased their property. Court documents show the property had 19 rainwater retention ponds, totaling about 85 surface acres of water. Alligators were allegedly introduced to the site from Louisiana as early as 1984 as "canaries" to warn of hazardous contamination in the retention ponds. Exactly who put the reptiles there is a matter of dispute. Court records say state wildlife officials conducted an alligator census of its property in 2007 and counted about 84 alligators but officials said not all may have been counted. The Christmases admitted that they had occasionally seen alligators after they bought the land, according to the court records. The couple said they did not learn where the alligators were coming from until 2007, when Tom Christmas was allowed on the ExxonMobil property to search for a lost hunting dog. Appeals Judge Eugene Fair, writing for the court, said the statute of limitations does not reset itself every time land is sold. Fair also said a landowner cannot be put on notice about an alligator infestation by an occasional sighting. "Although it is clear the infestation first arose outside the statute of limitations, we conclude there is a genuine issue of material fact as to when it reasonably should have been discovered," Fair said.

<http://www.therepublic.com/view/story/b3aa4a1658d94432b7e696e3a5bb7a0c/MS--Alligator-Nuisance-Case>

USA, WASHINGTON D.C, MAY 30 2013. TERROR FEARS KEEP TOXIC PLANTS HIDDEN FROM PUBLIC

 **Watch the Video** [EPA: Chemical at Center of West Blast not 'Extremely Hazardous'](#)



This April 18, 2013 file photo shows the remains of the the fertilizer plant smoldering in the rain at the at the West Fertilizer Co. in West, Texas after an explosion at the plant. Until the local fertilizer company in West, Texas, blew up last month and demolished scores of homes, many in that town of 2,800 didn't know what chemicals were stored alongside the railroad tracks or how dangerous they were. Even rescue workers didn't know what they were up against.

Until the local fertilizer company in West, Texas, blew up last month and demolished scores of homes, many in that town of 2,800 didn't know what chemicals were stored alongside the railroad tracks or how dangerous they were. Even rescue workers didn't know what they were up against. "We never thought of an explosive potential," said Dr. George Smith, the EMS director who responded to the factory fire by running to a nearby nursing home to prepare for



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a possible chemical spill. Firefighters feared that tanks of liquid ammonia would rupture. But while they hosed down those tanks to keep them cool, a different chemical — a few tons of ammonium nitrate — exploded with the force of a small earthquake. Smith and his colleagues should have known that ammonium nitrate was also a significant hazard. Neighbors should have known, too. Around the country, hundreds of buildings like the one in West store some type of ammonium nitrate. They sit in quiet fields and by riverside docks, in business districts and around the corner from schools, hospitals and day care centers. By law, this shouldn't be a mystery. Yet fears of terrorism have made it harder than ever for homeowners to find out what dangerous chemicals are hidden nearby. Poor communication can also keep rescue workers in the dark about the risks they face. And some records are so shoddy that rescuers could not rely on them to help save lives. That reality is reflected in a monthlong effort by The Associated Press to compile public records on hazardous chemicals stored across America. Drawing upon data from 28 states, the AP found more than 120 facilities within a potentially devastating blast zone of schoolchildren, the elderly and the infirm. At least 60 facilities reported to state regulators as having about as much or more ammonium nitrate than the 540,000 pounds West Fertilizer Co. said it had at some point last year. The AP contacted 20 of the facilities individually to confirm the information, and three companies disputed the records. Some of the facilities stored the chemical in solid form, which is among the most dangerous. Exactly how many other facilities exist nationwide is a mystery. Ammonium nitrate is an important industrial fertilizer and mining explosive that, stored correctly, is stable and safe. But industrial history is dotted with dozens of deadly accidents involving the chemical. Before Texas, the most recent incident occurred at a fertilizer factory in Toulouse, France, in 2001. An explosion killed 31, prompting France to pass a law requiring tougher regulations on the chemical. Texas investigators still don't know what caused the fire that triggered the West explosion, but the devastation was a reminder of the chemical's power. Anti-government terrorist Timothy McVeigh used a truckload of ammonium nitrate to destroy the Alfred P. Murrah Federal Building in Oklahoma City in 1995. Because of that explosive potential, if a fire were to break out at an ammonium nitrate company, everyone within a quarter- to a half-mile radius could be at risk, according to scientific papers. Debris from the Texas explosion landed more than two miles away. In the states that provided verifiable data, the AP's analysis found more than 600,000 people who live within a quarter-mile of a facility, a potential blast zone if as little as 190 tons of ammonium nitrate is detonated. More send their children to school or have family in hospitals in those blast zones. More often than not, census data show, the danger zones are middle-class or poor neighborhoods. In the western Michigan farming town of Shelby, the Rev. Ruth D. Fitzgerald said she walks by the local branch of the Helena Chemical Co. every day. Her church is just around the corner. The building doesn't look like a factory, she said, so she never thought about what was there. State records show that the company, which sells fertilizer to large farms, orchards and golf courses, reported storing as much as 1 million pounds of ammonium nitrate on any given day last year. "I don't have any understanding of this at all," Fitzgerald said. Recently, an abandoned house caught fire a half a block away from the chemical company, said Tim Horton, a real estate agent who sits on the local hospital board and the Shelby Area Chamber of Commerce. Horton also didn't know how much ammonium nitrate was there: "I would say people don't know and don't care." "Ignorance is bliss," he said. And that's in a state where officials make the information available. More than a half-dozen others, including Ohio, Connecticut, Hawaii, Idaho and South Carolina, refused to provide such information to the AP, citing the risk of terrorist attacks and their interpretations of federal law. Others, such as West Virginia, said the AP had to review paper records in person or request records one by one. The result is a peculiarity of the post-9/11 age: Statistically, Americans are more likely to be hurt from chemical or industrial accidents like the one in Texas than from terrorist attacks like the one in Boston. Yet information intended to keep people safe is concealed in the name of keeping people safe. Since the 1980s, states have been required under the Emergency Planning and Community Right-to-Know Act to tell people where dangerous chemicals are stored and how much is nearby. That law followed a chemical leak in Bhopal, India, that killed more than 1,700 people and another in West Virginia that led to an evacuation. Ammonium nitrate has been responsible for some of the largest industrial disasters in history. In fact, what remains the worst industrial accident in the nation's history was an ammonium nitrate-triggered explosion in 1947 that killed more than 570 people in Texas City, Texas, and injured about 5,000. But times have changed. Fears of chemical spills have given way to fears of terrorism. In Hawaii, for example, officials said people must prove a "need to know" before they can obtain information. Though the state did not respond to a request for an explanation, the policy echoed others that cited a 2007 federal law intended to protect chemical plants from terrorist attacks. But the need-to-know requirement does not apply to the data submitted for Emergency Planning and Community Right-to-Know, said Bob Stephan, a former Homeland Security Department assistant secretary who was in charge of the U.S. government's chemical facility anti-terrorism program from 2007-09. "They are giving you incorrect information or incorrect rationale for not providing the data," Stephan said. Under Hawaii's interpretation of the law, people who want information about specific chemical facilities near their homes



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are qualified to see it. But that presupposes they already know enough to ask. Clarence Martin of the state's Hazard Evaluation and Emergency Response Office said people deserve to know what's in their neighborhoods. But, he added, "I'm not going to let you tell them." Even when the information is available, though, it's not always accurate. Years of lax oversight and scant enforcement have resulted in shoddy records. Hundreds of companies listed approximate or inaccurate amounts of dangerous chemicals, not just ammonium nitrate. For instance, data from Louisiana said a Jimmy Sanders Inc. facility stored nearly 50 million pounds of ammonium nitrate. But the company said it never had any at all. Others misidentified their locations. One plant in Tucson, Ariz., listed an ambiguous address ("end of cement plant road") and a geographic coordinate so off base that the Environmental Protection Agency's reporting software flagged the facility as being in a different county. Arkansas reported that the Polk County Farmers Association stored 50,000 pounds of ammonium nitrate in the rural town of Mena. But the store's manager, Paul Stanley, said it had been moved to a facility about three miles outside of town years ago. "I'm happy that it's not in town," he said, "because people don't understand it and they jump to conclusions." Wisconsin documents showed that the C. Reiss Coal Co.'s facility had stored tons of ammonium nitrate in a facility in Sheboygan last year. But people would be hard pressed to use that information when deciding where to buy a home or send their kids to school. That's because state officials say the facility is inactive and should not have been on the list. The fertilizer building that exploded in West had been there since 1962. As the years passed, a nursing home, school and apartment buildings sprung up nearby. Townspeople thought little of the facility; it was as common a sight in the farming community as a tractor driving down the road. The company filed the required reports listing the hazardous chemicals on site. There's no indication that the documents were incorrect. But the county's emergency planners had not read them. The Monroe County Co-Op in Aberdeen, Miss., stored as much as 1 million pounds last year, according to state records. But David Hodges, the store manager, said he had about half that on site and has sold it for about 50 years without a problem. "I've been here, oh, 34, 35 years, and it's always been there," said Larry Middleton, a retired English teacher who lives up the street and visits to buy weed remover and snake repellent. Horton said the same about the building in Shelby. Many townspeople have lived there all their lives, he said, and the fertilizer has been there, too. Though he didn't think most people knew the explosive potential, he said he feared that public knowledge of the building's contents would attract terrorists. "I can't predict when an accident is going to happen. It just happens," he said. "Terrorists are actively seeking ways to harm us." Behavioral scientists call this "probability neglect": People are far more likely to overreact to emotional, extremely unlikely events such as terrorism than to address potential problems that are far more likely to occur. What's more, people are more afraid of risks brought on by outsiders, like terrorists, than threats closer to home. In experiments, people were more outraged by the thought of being exposed to radiation from nuclear waste than from radon in their own basements — even when they were told the danger was the same and the likelihood of radon exposure was much higher. "It's been here all this time," Middleton said, "and nothing has happened."

Related Stories

- [Few Texas counties follow federal chemical preparedness law](#)
- [Top emergency official says he never warned West of a potential threat](#)
- [State Fire Marshal: Cause of West explosion 'undetermined'](#)
- [Stories about the West, Texas fertilizer explosion](#)

http://bostonherald.com/news_opinion/national/2013/05/terror_fears_keep_toxic_plants_hidden_from_public

ESTONIA, TALLINN, MAY 31 2013. ALEXELA BUILDING LPG STATION NETWORK



One of Estonia's largest petrol station operators, Alexela, has acquired four liquefied petroleum gas filling stations from Reola Gaas and says it plans to build another ten in the country by the end of this year.

The four stations will bear the Alexela logo, Tane Aimsepp, the company's head of marketing, told uudised.err.ee today. "The deal gives us confidence to move forward with our investments [...] The plan is to construct another ten stations this year and to expand strongly in 2014, founding an Estonia-wide network," said Ain Kuusik, CEO of Alexela. Kuusik said that LPG is widely used in western Europe, as well as in Latvia and Lithuania, and that Alexela wants to transform itself into a three-in-one filling stations chain, offering petrol, diesel and liquified



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gas. LPG is around 40 percent cheaper than diesel or petrol. Alexela Oil currently has 57 petrol filling stations around the country. Reola Gaas said that the sale will allow the company to concentrate on its wholesale operation.

<http://news.err.ee/economy/df867ced-ebdb-4574-b4ab-0dc713635485>

SINGAPORE, MAY 31 2013. OIL LEAK AT SHELL PETROL STATION ALONG SEMBAWANG ROAD CONTAINED

An oil leak at a petrol station along Sembawang Road has been a cause of concern for residents in the area. Shell said it is looking into the source of the leak, which started on Monday at about 5.50pm, and has also checked all its other stations. MP for Nee Soon GRC K Shanmugam was on site on Thursday morning to check on the operations as he wanted to know if the leak had been contained and the vapour levels were within control. Since the incident happened on Monday, Shell has been monitoring the situation every two hours. He said Shell has assured him that the leak has been contained to the premises of the station and the vapour levels are normal and not elevated. Mr Shanmugam said: "Residents are concerned because you see the station boarded up, manholes are opened up... There needed to have been faster communications as to what has been happening. "They have sent a circular around and I have told them to send another one today. Basically what residents want to know -- they want to know whether there is any safety issue -- that is a primary concern and we need to deal with that. "I have been assured there was never any safety issue and there isn't any now, the leak has been contained and they will continue to monitor it... The residents feel they could have been told earlier so we can improve (our communications), it could have been faster."

<http://www.channelnewsasia.com/news/singapore/oil-leak-at-shell-petrol-station-along-s/692240.html>

CANADA, OTTAWA, MAY 31 2013. TRANSPORT CANADA ISSUES TRANSPORT OF DANGEROUS GOODS EQUIVALENCY CERTIFICATE

The AIA contacted Transport Canada to express its desire to renew the Transportation of Dangerous Goods Equivalency Certificate #6690 which is set to expire May 31, 2013 and has since received notice that Transport Canada has issued the Association an Equivalency Certificate #6690 (Ren. 6) that replaces the former rendition of the certificate, effective immediately. The new rendition of the certificate, which nullifies and supersedes the previous certificate, has not yet been posted on the Transport Canada website, but has been posted on AIA's website in the meantime. Please note that the terms and conditions in the certificate must be adhered to at all time to maintain the validity of the certificate. Non-compliance with any of the terms and conditions invalidates the certificate as per the Transportation of Dangerous Goods Act. Should you have any questions or concerns, please contact Jason Kerr. For specific inquiries about Equivalency Certificate #6690 (Ren. 6), please contact Transport Canada.

<http://www.autoserviceworld.com/news/transport-canada-issues-transport-of-dangerous-goods-equivalency-certificate/1002360571/>

USA, CA, TORRANCE, MAY 31 2013 TORRANCE REFINERY SENDS THICK SMOKE, FLAMES INTO SKY

larry altman



File photo Exxon Mobile refinery in Torrance during flaring.

About 1,000 workers at the ExxonMobil refinery in Torrance were forced to evacuate Thursday after a brief power interruption prompted a burn-off that sent huge flames and black smoke into the air. The flare, burning multiple kinds of petroleum materials, sent thick black smoke into the air above the refinery on 190th Street near Prairie Avenue about 9:15 a.m. The flames and smoke could be seen across the South Bay. Torrance fire Capt. Steve Deuel said the city experienced a brief Southern California Edison power loss originating on Yukon Avenue. "The resulting momentary power loss caused everything to have to reset, so we do have heavy flaring while the refinery attempts to reset their

equipment," Deuel said. "It's something they haven't done in the past. They voluntarily did this," Deuel said. "There is no emergency. Any measures they are taking are strictly precautionary." Torrance firefighters checked the situation and returned to their stations when it was determined there was no danger. They also tested the air around the refinery and found no dangerous gases, Deuel said. Some workers returned to their jobs, but others were sent home for the day, Deuel said. Some South Bay residents reported a strong odor wafting over the area. A new section of Del Amo Boulevard through ExxonMobil



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property was closed, as was Crenshaw Boulevard between 190th and Del Amo. Shortly after the flare ignited, officials from the refinery contacted administrators at the Torrance Unified School District to let them know what happened. Fire Department officials followed up, assuring school administrators that the flare was not spewing toxic material, said Tammy Khan, spokeswoman for the Torrance Unified School District. As a precaution, schools on the north side of Torrance still went into shelter-in-place mode, when all students and teachers are kept indoors and classroom windows are closed. The shelter-in-place lockdown was lifted after about an hour and a half, Khan said. ExxonMobil spokeswoman Gesuina Paras said in an email that no one was injured and the refinery was working to normalize operations. However, she was not available for comment and refused to answer emailed questions. "We apologize for any inconvenience that this incident may have caused," Paras said in a statement. Southern California Edison spokeswoman Lauren Bartlett said a Mylar balloon came in contact with two transmission lines in Torrance, resulting in the "momentary voltage fluctuation." Refinery officials told about 1,000 contractors working at the refinery to relocate to nearby Columbia Park, Deuel said.

http://www.dailybreeze.com/news/ci_23354064/torrance-refinery-sends-thick-smoke-flames-into-sky

QATAR, DOHA, MAY 31 2013. ALARMS AT PETROL STATIONS

The Civil Defence has asked all petrol and service stations in the country to install alarm systems that are linked to its central operation room and is functional round-the-clock. The proposed link would enable firefighting and rescue teams from the Civil Defence to rush to a petrol station in the eventuality of any untoward incident such as fire or leakage. Many petrol stations in Doha city, in its sprawling suburbs as well as other parts of the country were built years ago but rapid urbanisation has brought some of them closer to residential areas, putting public safety at risk, sources said. It is dangerous to have petrol stations close to homes, sources said The Peninsula

<http://thepeninsulaqatar.com/qatar/238847-alarms-at-petrol-stations.html>

CZECH REPUBLIC, PRAGUE, MAY 31 2013. FUEL TANKER 'ORDERED TO BLOCK RUSSIAN PLANE FROM TAKING OFF AT CZECH AIRPORT'

tom parfitt & matthew day

A Czech government minister ordered a fuel tanker to block the take-off of a Russian aeroplane at Prague's Václav Havel airport in a dramatic confrontation reminiscent of a spy thriller, it has emerged. Miroslav Kalousek, the finance minister, sent the vehicle on to the runway in a last-ditch attempt to prevent [Russian](#) officials extraditing businessman Alexei Torubarov to Moscow to face charges of fraud. Czech police confronted Russian officials on the aeroplane over the controversial extradition but were allegedly ordered to back down in order to avoid a dangerous stand-off, and the plane was eventually allowed to fly. The incident took place on May 2 after Czech authorities gave permission for Mr Torubarov to be extradited, despite concerns that he was framed by a corrupt security services officer. The businessman reportedly fled from the Russian city of Volgograd to Austria, but later moved to the [Czech Republic](#) where he applied for asylum. But he was arrested by Czech Authorities and a court ordered he be returned to Moscow to face trial. However, at the last moment, as an Aeroflot plane carrying Mr Torubarov prepared to take off from Prague a group of cabinet ministers decided to intervene, believing that extradition procedures had been not been properly completed. According to Czech media reports, the group included Foreign Minister Karel Schwarzenberg and Mr Kalousek, whose ministry is directly responsible for Václav Havel airport. Hana Demeterova, an NGO worker who helped Mr Torubarov with his asylum application, told The Daily Telegraph that a senior justice ministry official informed her of the stand-off. "He said the finance minister ordered a tanker to block the runway," she said. "The interior minister called the police president, and the police president sent police to the plane to take him [Mr Torubarov] off the plane." "The Russians refused, saying that if you want him then you have to have documents. He said our police wanted to take Torubarov off the plane but it could have ended in shooting so they decided to get off, and the flight left for Moscow." Mr Kalousek told the Lidové noviny newspaper: "Everything that the airport staff did was exclusively my responsibility." Details of the drama emerged as the Czech Prime Minister, Petr Necas, visited Russia with a business delegation and met President Vladimir Putin for talks this week. Mr Necas's critics say he has been cosyng up with Mr Putin, despite concerns over human rights in Russia. At a meeting at the Czech embassy in Moscow on Monday he criticised feminist activists from the Pussy Riot group who were jailed for two years for a "punk prayer" in the city's main cathedral, causing worldwide condemnation. The women were "no fighters for freedom and human rights", he reportedly said, adding: "They desecrated an Orthodox church, but they were punished, though too strictly, for it." Mr Necas earlier condemned the "artificial and false adoration" of Pussy Riot, saying it was "the height of tawdriness". Russia's general prosecutor alleges that Mr Torubarov defrauded two business



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partners. It refused to comment on his extradition. Mr Torubarov has claimed that he was set up after being cheated by a corrupt officer from Russia's Federal Security Service in Volgograd. Milan Hulik, a lawyer acting for him, told The Daily Telegraph: "He is completely innocent. I believe this extradition was the result of some kind of political business between Prague and Moscow."

<http://www.telegraph.co.uk/news/worldnews/europe/czechrepublic/10090013/Fuel-tanker-ordered-to-block-Russian-plane-from-taking-off-at-Czech-airport.html>

USA, CA, LOS ANGELES, MAY 31 2013. EXIDE PLANT WORKERS AND VERNON-AREA RESIDENTS SQUARE OFF AT MEETING >> WORKERS LAID OFF FROM THE BATTERY RECYCLER DEFEND EXIDE'S SAFETY RECORD, URGING REGULATORS TO ALLOW THE PLANT TO REOPEN. NEARBY RESIDENTS, HOWEVER, DEMAND MORE PROTECTION FROM POLLUTION.

jessica garrison

An Exide truck waits for traffic at Indiana Street and Bandini in Vernon. The company has closed or suspended operations at three U.S. recycling plants in the past year.

Frightened residents and worried workers squared off Thursday in an emotional public meeting about the potential health risks posed by a battery recycler in Vernon accused of releasing dangerous levels of lead and airborne arsenic. The state Department of Toxic Substances Control suspended operations at [Exide Technologies](#) last month after The Times published articles about its arsenic emissions. The South Coast Air Quality Management District said the plant posed an elevated cancer risk to as many as 110,000 people. In addition, state toxics officials said Exide had continually released hazardous waste into the soil beneath its plant because of a degraded pipeline. But at a meeting in nearby Huntington Park, dozens of the more than 100 Exide workers laid off when the operation was shut down defended the plant's safety record and urged regulators to allow it to reopen. "Stop trying to destroy our family," one worker's wife, Sandra Gutierrez, told the crowd. "Let's stop trying to blame everything on Exide." Area residents, some in tears, begged regulators to do more to protect them from pollution, which they worried was leading to cancer, [asthma](#) and unexplained health problems. "The children in this community ... are suffering many illnesses," Ana Haney told the crowd in Spanish as Exide officials and air district regulators looked on. The company, one of the world's largest makers and recyclers of lead-acid batteries, has run afoul of regulators around the country. It has closed or suspended operations at three U.S. recycling plants in the last year, including the one in Vernon, in the face of public and political pressure. The Georgia-based firm, which operates in more than 80 countries and had net sales of \$3.1 billion last year, continues to recycle batteries in Missouri and Indiana and manufactures batteries in seven states. The meeting in the Huntington Park Community Center was the first of several required by the air district because a recent assessment showed an elevated cancer risk to people living in nearby communities, including Maywood, Boyle Heights and Commerce. Exide's arsenic emissions were estimated to create a risk of about 156 cancer cases per million people among nearby workers over decades of exposure. For residents farther away in Boyle Heights, the risk was estimated at about 22 per million. Under district regulations, the public must be warned when risk from a facility reaches 10 per million. John Hogarth, the plant manager at the Vernon operation, said officials plan to "fully comply" with air district mandates to reduce arsenic emissions, and have already cut them substantially. He said the company is "committed to the environment." Exide is fighting the temporary suspension order issued by the state toxics department. A hearing on that matter is set for June 3-5 before an administrative law judge in Los Angeles.

<http://www.latimes.com/news/local/la-me-exide-20130531.0.3722629.story>

NIGERIA, LAGOS, JUNE 1 2013. 12 MISSING AFTER CHEVRON-CONTRACTED TUG SINKS OFF NIGERIA



A tugboat contracted by oil giant Chevron has sunk off the coast of Nigeria, leaving 12 sailors missing, an official said on Tuesday. "I can confirm the incident. It was on Sunday morning," said Corrie van Kessel, a spokeswoman for Sea Trucks Group, which owns West African Ventures Limited, operator of the vessel. "12 crew members ... There is a big rescue operation in progress at the moment," she added, specifying the 12 missing were the vessel's entire crew. She could not confirm the nationalities of the sailors aboard the Jascon 4, which sank off southern Nigeria's Escravos, the site of a Chevron oil terminal. Nigeria is Africa's biggest oil producer, with Chevron among the major operators

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in the country. Van Kessel said it was not yet clear what caused the accident. The vessel had been involved in towing operations for a tanker, she said. A Nigerian navy spokesman did not immediately respond to phone calls. US-based Chevron issued a statement confirming the tug had sunk, but referred all questions on the crew to West African Ventures Limited. Chevron said the vessel "capsized and sank early in the morning of May 26 while supporting a tanker loading at SBM 3, a loading point 30 kilometres (18 miles) offshore in the Escravos area of Delta state, Nigeria. "Initial reports indicated that heavy ocean swells caused the Jascon 4 to capsize while performing tension tow operations of the tanker at SBM 3. "Emergency response has commenced, including search and rescue operation with surface vessels, helicopters and divers." Chevron gave no further information on the cause of the accident. Nigeria's treacherous and busy offshore waters see regular incidents, including accidents as well as pirate attacks and kidnappings.

<http://www.google.com/hostednews/afp/article/ALeqM5jdrgrwuzoe30JpsSIQZpSIOAVDIQ?docId=CNG.850d284f48c876d1807efb5a3612ca31.b1>

CANADA, OTTAWA, MAY 31 2013. FAMILY OF OTTAWA TEEN KILLED IN SCHOOL EXPLOSION SUING BOARD, TEACHER

 **Watch the Video** [CTV Ottawa: Eric Leighton's family filing lawsuit](#)



Eric Leighton, 18, died in an explosion at Mother Teresa High School in Ottawa on May 26, 2011.

The parents of an Ottawa teen killed in a shop class explosion two years ago are filing a lawsuit over their son's death. Eric Leighton's parents, Pat and Sheri, are naming their son's teacher at Mother Teresa High School and the Ottawa Catholic District School Board in the lawsuit, which is seeking \$400,000 in damages and \$30,000 in lost wages. The family alleges that Leighton's teacher and school board were negligent when they allowed their son to use a hand grinder to cut into an improperly cleaned oil barrel. Fumes inside the barrel caused the barrel to explode, killing the 18 year old. Five others, including the

teacher, sustained minor injuries. Last August, the school board was fined \$275,000 after pleading guilty to violating provincial safety standards. An Ontario Ministry of Labour investigation found that the barrel the teacher used had been washed out with a flammable cleaner. The barrel had been stored with its caps closed prior to the class project, allowing flammable vapours from the cleaner to accumulate inside. A single spark from the grinder caused the explosion. At the time, the Leighton family called the fine "a slap on the wrist." "I feel \$275,000 is pocket change, in the grand scheme of things. It's not a real big fine," Pat Leighton then told CTV Ottawa. "My liability on this house is \$2 million, so \$275,000 is not really much." The school board was also ordered to provide an additional 25 per cent -- about \$68,750 -- to a provincial crime victim fund. Pat Leighton also wondered why the teacher didn't need approval for the project in which the kids were cutting the barrels to create barbecues. Leighton said it seemed like an odd assignment for an automotive class. "They should have been doing brakes, working on engines, exhaust, not building barbecues," Leighton said at the time. A coroner's inquest has been called to examine the circumstances surrounding Leighton's death and how to prevent similar deaths.

Related Stories

- [Inquest announced for Ont. teen killed in high school explosion](#)
- [Family wants inquest into deadly Ottawa high school shop blast](#)

<http://www.ctvnews.ca/canada/family-of-ottawa-teen-killed-in-school-explosion-suing-board-teacher-1.1303847>

USA, TX, GALVESTON, JUNE 1 2013. COAST GUARD: TANKER AND BULK CARRIER COLLIDE OFF GALVESTON

 **Watch the Video** [Tanker & Bulk Carrier Collide off Galveston](#)

Two deep draft ships collided Thursday approximately 30 miles off the coast of Galveston, the Coast Guard said. Watchstanders at the Coast Guard Marine Safety Unit Texas City received a report of a collision between the 900-foot Tank Vessel Profit and the 625-foot Motor Vessel Imperial at about 5:50 a.m. The Tank Vessel Profit was loaded with approximately 19 million gallons of crude oil and the 625-foot Motor Vessel Imperial Spirit was loaded with grain. There have not been reports of injury or pollution from either vessel. Both vessels were reported damaged, but were in stable condition. The cause of the incident is under investigation.

<http://www.khou.com/news/local/Tanker-and-bulk-carrier-collide-off-Galveston-209618621.html>



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