



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 976 Newsy Stuff

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

July 3 2013



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CANADA, ALTA, CHEECHAM, JUNE 24 2013. ENBRIDGE SHUTS LINE 37 NEAR CHEECHAM ALBERTA AFTER LIGHT SYNTHETIC CRUDE RELEASED



Enbridge Pipelines (Athabasca) Inc., a subsidiary of Enbridge Inc., shut down and isolated its Line 37 pipeline north of Cheecham, Alberta, at 5:21 a.m. MDT today after our leak detection system detected a potential release from the line. Field personnel were immediately mobilized to investigate. Light synthetic oil was discovered on the ground approximately two kilometers north of our Cheecham Terminal, approximately 70 kilometres southeast of Ft McMurray. Initial estimates place the volume of the release at approximately 750 barrels. We are still investigating the cause, however we believe that unusually heavy rains in the area may have resulted in ground movement on the right-of way that may have impacted the pipeline. As a precaution, all other Enbridge pipelines in the area

have been shut down including the Athabasca and Waupisoo pipelines. Enbridge first responders with equipment are on-site and have installed booms which has contained product at the site and the local water bodies. There have been no reports of harm to wildlife. An Incident Command System has been initiated that will continue around the clock and responders and support resources have been dispatched from Fort McMurray, Lac La Biche, Edmonton, Hardisty, Alberta and Kerrobert, Saskatchewan. Line 37 was constructed in 2006 and is a 12-inch diameter pipeline that is 17-kilometers long and connects facilities in the Long Lake area to Cheecham and is part of Enbridge's Athabasca system. Enbridge notified the Alberta Energy Regulator and are working with them, including Alberta Environment, government officials and local aboriginal communities. Enbridge will work with regulators and our community partners to insure this situation is resolved safely and as quickly as possible. For more information on Enbridge's regional pipeline systems, visit:

<http://enbridge.com/MediaCentre/News/regionaloilsandsAAG.aspx>

http://online.wsj.com/article/PR-CO-20130623-900006.html?mod=googlenews_wsj

USA, LA, GRETNA, JUNE 24 2013. MAN CLAIMS PROSTATE CANCER WAS CAUSED BY EXPOSURE AT PIPE CLEANING JOB

kyle barnett

A Jefferson Parish man is suing a number of oil companies and a drilling pipe cleaning company for allegedly exposing him to radioactive materials he claims resulted in his contraction of prostate cancer. Willie Mason filed suit against Exxon Mobil Corporation, Exxon Mobil Oil Corporation, Chevron USA Inc., Conocophillips Company, Shell Oil Company, Marathon Oil Company and Intracoastal Tubular Services in the 24th Judicial District Court on April 30. Mason claims he was employed by Intracoastal Tubular Services from 1973-80 and the Brown & Root pipe yard from 1980-82. The plaintiff alleges that during the course of those jobs he unknowingly came into direct contact with oilfield generated radioactivity (OGR), which is naturally occurring radioactive material created as a side effect from the the drilling process. Mason asserts as part of his job as a drill pipe cleaner radioactive particles from the pipes were pulverized and distributed through the air in the pipe yard, which resulted in him inhaling the hazardous material and being exposed to unsafe levels of radiation. The defendant is accused of not warning of the danger presented by OGR, failing to properly supervise pipe cleaning contract defendants, failing to properly warn in regard to GOR violation, failing to test for OGR, failing to dispose of OGR waste, failing to place identification on OGR contaminated pipe, failing to properly mark OGR contaminated work areas and acting in a careless and negligent manner. An unspecified amount in damages is sought for fear of cancer, prostate cancer, physiological injuries, physical pain and suffering, increased risk of contracting cancer, medical monitoring, loss of enjoyment of life, loss of income, loss of wage earning ability and medical expenses. Mason is represented by Jeremiah A. Sprague of the Marrero-based Falcon Law Firm. The case has been assigned to Division F Judge Michael P. Mentz. Case no. 726-508.

<http://louisianarecord.com/news/252805-man-claims-prostate-cancer-was-caused-by-exposure-at-pipe-cleaning-job>

CZECH REPUBLIC, PRAGUE, JUNE 25 2013. UNIPETROL IN TALKS WITH OMV ABOUT ITS CZECH GAS STATIONS-REPORT

jason hovet

Czech downstream oil group Unipetrol has held talks with OMV about buying the Austrian group's Czech gas station network, weekly magazine Euro reported on Monday. Unipetrol, majority owned by Poland's PKN Orlen, is planning to invest up to \$1



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billions over the next five years to return to profit. It aims to increase its share of the retail fuel market to 20 percent by 2017 from 14 percent. In an interview with the Czech magazine, Unipetrol Chief Executive Marek Switajewski said the company was open to acquisitions in the [retail](#) market but declined to comment on specific opportunities. "We are negotiating with gas station owners, but the talks are confidential," he was quoted as saying. "I cannot say also whether we are talking with large or small players." An Unipetrol spokesman declined to say with whom the company was speaking. An OMV spokesman also declined to comment. Unipetrol posted net losses in 2011 and last year, hit by a downturn in European markets that has squeezed margins for refiners and left the industry with excess capacity.

<http://www.reuters.com/article/2013/06/24/unipetrol-omv-idUSL5N0F00T220130624>

CANADA, EDMONTON, BOYLE, JUNE 25 2013. UNKNOWN NUMBER OF PEOPLE KILLED IN FIERY HIGHWAY 63 TANKER CRASH

vincent mcdermott & andrew bates

 **Watch the Video** [Number of Dead Unknown in Fiery Crash on Highway 63](#)

 **Watch the Video** [RCMP Investigating Fatal Collision on Hwy. 63](#)



A fireball engulfs two vehicles on Highway 63 near Boyle.

Police are trying to determine how many people were killed in a Monday morning crash on Highway 63, after a small vehicle - believed to be a minivan - hit a truck carrying gasoline, creating an explosion. At approximately 4 a.m., a car on Highway 663 crossed onto Highway 63 near Boyle, colliding with a semi truck travelling northbound from Edmonton. The fuel truck was carrying 57,000 litres of gasoline. The collision ignited the gasoline, engulfing both vehicles in a fireball. The driver of the tanker was able to escape and tried to reach the second vehicle to help the passengers in the second vehicle. However, the flames spread so quickly, he had to detach the trailer and get to safety. "We had already passed the vehicles when we saw the fire in the rearview mirror," said Melanie Deranger, 27, who was travelling to Red Deer with her husband when she witnessed the fire. "I've never seen anything like it. This massive flame was just so hot and bright, I had to shield my eyes because the fire was so bright." According to Cpl. John Spaans of the Boyle RCMP, the ensuing blaze was so intense, it took four hours for the fire to become small enough for Boyle firefighters to approach the scene and put out the fire. Investigators do not know how many people were travelling in the second vehicle or how many or their identities, although police are working with medical investigators to determine that information. The cause of the crash is still being investigated, although Spaans says driver error may have been an issue. "We know for sure that the driver of the smaller vehicle ran a

stop sign. We just don't know why they ran the stop sign," said Cpl. John Spaans with the Boyle RCMP, adding there was very little left of the wreckage due to the fire. "It's essentially a skeleton of two tanker trailers. Basically the frame and the body of a van." Police directed morning traffic onto Highway 831 before reopening Highway 63 on Monday evening.

Related Stories

- [RCMP trying to determine how many died in fiery crash near Boyle](#)
- [Number of dead unknown in fiery crash on Highway 63](#)
- [Highway 63 collision – unsure how many victims in fiery crash](#)
- [Fatal crash on Highway 63 Monday morning](#)

<http://www.fortmcmurraytoday.com/2013/06/24/unknown-number-of-people-killed-in-fiery-highway-63-crash>

INDIA, MUMBAI, JUNE 25 2013. TANKER FALLS INTO SURYA RIVER AFTER DRIVER LOSES CONTROL

A tanker driver is missing and its cleaner sustained minor injuries after the driver lost control of the vehicle causing it to plunge into the Surya river late Saturday night in Boisar. Police said effort to locate the driver was in progress. According to the Manor police, the incident was reported at 11.30pm, a few kilometers before the Mumbai-Ahmedabad highway. Police said the driver of the tanker, Sureshkumar Ramkaran Yadav, 24, and the cleaner, Santosh Ramji Jaiswal, 24, were returning after emptying



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contents of the tanker at a Boisar-based unit and heading towards Chillar village when the incident occurred. "When their vehicle reached the bridge atop the Surya River in Boisar, Yadav tried to dodge a truck approaching from the opposite side. However, he lost control and crashed into the side rail, after which the vehicle plunged into the river," said an official of Manor police. The police said that when the tanker started sinking into the river, Jaiswal climbed on top of it and raised an alarm. A local who noticed him informed the police control room. "Two fire engines, one tanker and several personnel of the local police reached the spot and Jaiswal was pulled out. Yadav could not be found. It is unclear if he jumped into the river, fled the spot or drowned," said the official. Jaiswal was taken to Manor rural hospital and was discharged after first aid as he had sustained minor injuries on his legs, waist and chest. In Jaiswal's statement to the police, he said Yadav was not driving under the influence of alcohol and that the accident had occurred when he tried to dodge the truck. "We have registered a case under IPC sections 279 and 337 for rash driving and causing hurt by an act endangering life and personal safety of others," said the official.

 **Related Stories** [Truck Plunges 70 Ft off Bridge, Driver Missing](#)

<http://www.hindustantimes.com/News-Feed/Chunk-HT-UI-IndiaSectionPage-West/Mumbai-Tanker-falls-into-Surya-river-after-driver-loses-control/Article1-1081374.aspx>

CANADA, ALBA, LITTLE BUFFALO, JUNE 25 2013. PIPELINE SPILLS 5,000 LITERS OF OIL IN ALBERTA, CANADA



Toxic oil from a spill on June 1, 2013 in the Canadian province of Alberta

A pipeline in Canada has leaked more than 5,000 liters of oil in the province of Alberta, close to where most First Nations residents live, affecting the area's waters and lands. The Lubicon Lake First Nation said on Sunday that Pennwest Exploration, which operates the pipeline, believes the spill took place a day earlier only 25 kilometers from the First Nations community of Little Buffalo. The affected area is also a proposed area of future reserve lands for the indigenous Canadian population. The company initially estimated that the oil spill affected the surface waters and muskeg lands over 2.5 square kilometers. However, Lubicon Lake said the spill is now thought to be much larger. Lubicon Lake Chief

Bernard Ominayak said the safety of the First Nations citizens and their environment is the "primary concern." Another big concern is how the leaked oil will affect the areas used by hunters and trappers. Pennwest Exploration is trying to control the spill but says that the clean-up efforts are being held back by the mass floods at the company's head office in Calgary. According to the company, there are no reports yet showing that the recent heavy rain in the area contributed in any way to the oil spill. This latest oil spill came just weeks after a huge spill on June 1 in northern Alberta, which caused 9.5 million liters of toxic waste from oil and gas operation to poison the nearby area. Environmental organizations have long criticized the Canadian government for being slow to notify the public when faults occur within the oil industry.

 **Related Stories**

- [Oil spills shut down pipelines](#)
- [Flooding in Calgary hampers response to pipeline leak in Little Buffalo](#)
- [Pipeline spills more than 5000 litres of oil in northern Alberta](#)

<http://www.presstv.ir/detail/2013/06/24/310548/pipeline-spills-5k-liters-oil-in-canada/>

USA, N.D, ROSS, JUNE 25 2013. NORTH DAKOTA TRUCKING OPERATION CITED BY OSHA FOLLOWING WORKER DEATH

Plains Trucking, Ross, N.D., has been cited by the U.S. Department of Labor's Occupational Safety and Health Administration for nine safety violations after a worker was fatally injured March 27 while cleaning the inside of a crude oil tanker that exploded at the company's facility in Ross. The incident occurred when another worker lowered a treble light, not approved for use in such conditions, into the tanker. The second worker suffered a concussion and a head laceration. One willful safety violation involves failing to develop and implement a confined space entry program. A willful violation is defined as one committed with intentional, knowing or voluntary disregard for the law's requirement, or plain indifference to employee safety and health. Eight serious safety violations were cited, including:

- failing to evaluate the need for personal protective equipment;
- lack of machine guarding on pulleys and belts;



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- failing to develop and implement a written respiratory protection program;
- use of electrical lighting not approved for a hazardous location;
- failing to compile a list of chemicals, such as crude oil, which was in use, and provide workers training on those chemical hazards and precautions.

A serious violation is defined as when there is substantial probability that death or serious physical harm could result from a hazard about which the employer knew or should have known. OSHA has placed Plains Trucking in its Severe Violator Enforcement Program, which mandates targeted follow-up inspections to ensure compliance with the law. OSHA's SVEP focuses on employers that endanger workers by committing willful, repeat or failure-to-abate violations. Under the program, OSHA may inspect any of the employer's facilities if it has reasonable grounds to believe there are similar violations. Proposed fines total \$28,000. The company has 15 business days from receipt of its citations and penalties to comply, request an informal conference with OSHA's area director or contest the findings before the independent Occupational Safety and Health Review Commission. Plains Trucking is a small operation, with Federal Motor Carrier Safety Administration records showing it has just four power units.

<http://www.truckinginfo.com/news/story/2013/06/north-dakota-trucking-operation-cited-by-osa-following-worker-death.aspx?prestitial=1>

USA, CA, VENTURA CO, JUNE 25 2013. HAZARDOUS CONDITION >> VENTURA FIREFIGHTERS CLEAN UP BIODESEL FUEL FROM STOLEN VAN



Ventura City Fire Department responded to a report of a vehicle leaking fuel. Upon arrival of the responding engine, liquid was seen on the street and in gutter. Firefighters used absorbent material to form a dam to prevent flow into storm drain system. Upon investigation, it was determined that the material leaking was not coming from the mechanical portion of the vehicle, but the cargo area. A large 500-gallon tank was observed in the rear of the van with a mechanical pump and large hoses. A Ventura City Hazardous Materials Team responded and tested the material. It was determined to be bio- diesel. Ventura Police Department determined the van to be stolen. The van appeared to be outfitted for fuel theft. Ventura Police continue to investigate. The leak from this clandestine operation could not be controlled. The material had to be removed prior to moving the vehicle from the street. A commercial hazardous materials pump truck was used for this operation. The Ventura City Streets Department responded and assessed site clean up needs and environmental concerns. Ventura County Environmental Health responded and monitored product

removal and assessed impacts of run-off. No injuries were reported on this extended incident.

<http://ventura.edhat.com/site/tidbit.cfm?nid=116658&nc=1>

USA, ILL, PEORIA, MAPLETON, JUNE 25 2013. FIRE AT CHEMTURA PLANT IN MAPLETON NOW CONTAINED; ACCESS TO AREA RESTORED

matt buedel



Fire personnel stand by after a fire Monday morning in the building in the background at Chemtura, a chemical plant in Mapleton.

An explosion at one of the chemical plants on U.S. Route 24 drew a major hazardous materials response that virtually shut down all movement within a four-mile radius Monday morning. No injuries were reported after a vessel being loaded with a volatile compound that has explosive reactions when exposed to air and water apparently experienced a malfunction on the loading dock about 8:45 a.m. at Chemtura, 8220 W. U.S. Route 24. Employees were not in the immediate vicinity of the blast, and no injuries were reported. An investigation into the cause of the explosion is underway, though an estimate of the damage caused was not available later in the day, said plant manager Derek Brown.



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"We're just now getting into the area and getting it in a fail safe situation," Brown said several hours after the blast and resulting fire. "We're just in the early stages of our investigation." The chemical being prepared for transport was a metal alkyl, which Chemtura distributes to other companies that use it in the manufacture of plastics such as polyethylene and polypropylene. Automatic safety valves cut off the flow of the explosive compound after sensors detected rapid changes in pressure, but the blast ignited a fire in the loading area that threatened other chemical containers. Timber Hollis Fire Protection District Chief Guadalupe Arteaga said fire crews were able to quickly knock down the flames but had to continue inundating the area with water to bring down temperatures before it was safe to approach. A trailer and forklift burned, and insulation and wiring were damaged. "They were watching (from the control room) and all of a sudden — kaboom — they were very fortunate that no one was out there," Arteaga said. "It was a very forceful explosion." Fire crews from the Logan Trivoli and Tuscarora fire protection districts also responded to a mutual aid call, as did the Hazmat team from the Peoria Fire Department. Authorities established a four-mile perimeter around the facility to restrict access to the area but did not call for evacuation. Peoria hazardous materials coordinator Capt. Alvis Rutherford said the response was part of protocol. "You have to prepare for a worst-case scenario," Rutherford said. "Thank goodness that the personnel who were around left the area before the explosion because a lot of people could have been hurt or worse."

<http://www.pjstar.com/free/x745180089/BREAKING-Hazmat-response-en-route-to-Mapleton-chemical-plant-fire#axzz2XCjwyxcS>

USA, IN, LAPORTE CO, UNION MILLS, JUNE 25 2013. INDIANA EXPLOSION AT GRAIN BIN KILLS 67-YEAR-OLD, MAN FALLS 175 FEET OFF SILO

ryan arciero

 **Watch the Video** [Authorities Investigate Deadly Indiana Plant Explosion](#)



Indiana explosion kills one man off silo tower.

An Indiana explosion has rocked a Union Mills grain bin this week and left a 67-year-old man killed in the blast, [CBS](#) reported this Monday, June 24. It seems that the explosion occurred earlier this afternoon, though the exact cause of the tragedy in Indiana is not yet known. The Indiana explosion claimed the life of 67-year-old James Swank, an employee working near the top of the silo tower when the blast occurred. It appears that a grain dust "bomb" blasted Swank from the tower, and the elderly man full over 175 feet, killing him instantly. No other Union Mills Co-Op deaths have been reported from the Indiana explosion, although two other workers are currently being examined for minor injuries. A recent announcement from the department has confirmed that the blast was not

caused by hazardous chemicals, and that none were released during the aftermath of the explosion. According to WSBT, the Safety and Health Administration of the state is now conducting an official investigation into the Indiana explosion and the tragic death of Swank. Although a recent check for safety inspections was made, no records of former testings or inspections were found prior to the accident.

<http://www.examiner.com/article/indiana-explosion-at-grain-bin-kills-67-year-old-man-falls-175-feet-off-silo>

USA, CT, WATERFORD, JUNE 25 2013. FUEL LEAK NOT CONSIDERED SIGNIFICANT FROM SINKING VESSEL NEAR GOSHEN REEF

judy benson



All occupants were rescued off a 45-foot vessel that ran aground near Goshen Reef in water off Waterford Town Beach Saturday, June 22, 2013.

A 45-foot vessel that ran aground near Goshen Reef on Saturday afternoon will be towed away today or Wednesday, and a fuel leak was stopped after about 45 minutes, a state Department of Energy and Environmental Protection spokesman said Monday. The vessel Nino, owned by John Antonino of

Waterford, began sinking after running aground at low tide. Six people, some of whom were children, were rescued from the boat by a passing boater, according to DEEP spokesman Dwayne Gardner. Also responding to the incident were the Goshen fire department boat crew, DEEP Environmental Conservation officers and the Coast Guard. "It was totaled," Gardner said of



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the boat. "It took on a significant amount of water." Gardner said Tow Boat U.S., the company that will be removing the boat, was able to stop the fuel leak and the amount that spilled into the water was not considered significant. "It'll dissipate rapidly with the tidal conditions," he said. Coast Guard Commanding Duty Officer John Olsen said the Coast Guard had not received any reports about leaking fuel. Some residents, however, said they had seen and smelled what seemed like a significant amount of fuel leaking from the boat and drifting into Jordan Cove. "You could smell it from Shore Road," Waterford resident Don Landry, who was boating in the area Saturday, said Monday. "My life jacket still smells of diesel fuel." Gardner said anyone still seeing fuel in the water should contact DEEP at (860) 337-7745. Antonino declined comment Monday.

<http://www.theday.com/article/20130624/NWS01/130629866/-1/nws>

CHINA, HONG KONG, JUNE 25 2013. OIL SPILL INCIDENT AT TUNG O WAN

A government spokesman said today (June 24) that the Marine Department received a report in the morning of June 21 and found an oil slick covering approximately 10 metres x 15m in waters off Tung O Wan, Lamma Island, and a 100m x 15m oil slick at the Tung O Wan beach area. The Marine Department immediately tasked its staff with cleaning up the oil slick at sea, and alerted relevant departments. Small oil patches were found and cleaned up at waters off Tung O Wan by Marine Department staff on June 22 and 23. As at this afternoon, no other oil slicks had been found at adjacent waters and shorelines. The Marine Department is now following up with the source of the oil slicks and the oil sample collected will be sent to the Government Laboratory for analysis. The Government is keeping a close watch for any impact of the oil spill incident at Tung O Wan on the marine ecology. Agriculture, Fisheries and Conservation Department (AFCD) staff patrolled the waters around Lamma Island including Sok Kwu Wan, Yung Shue Wan, Tung O Wan and Sham Wan over the weekend. Except at Tung O Wan, no signs of an oil spill were observed at the other sites, including the coastal waters and the beach at Sham Wan. Sham Wan is Hong Kong's only known primary nesting site for green turtles, and consequently is designated as a restricted area during the nesting season, which lasts from June to October each year. Those without permits will not be allowed to enter the area. The AFCD will continue to monitor the situation. The AFCD also contacted mariculturist representatives at the Sok Kwu Wan and Lo Tik Wan fish culture zones. No irregularities in relation to the incident have been reported by the mariculturists so far. Since the Food and Environmental Hygiene Department (FEHD) was notified, the department has sent staff to clear the sand contaminated by the oil spill at the beach at Tung O Wan in the past few days. As at today, about 600 bags of sand have been collected for disposal by the Marine Department. The FEHD will continue to monitor the situation and take appropriate action. The Government will continue its inter-departmental monitoring operations.

http://7thspace.com/headlines/439973/oil_spill_incident_at_tung_o_wan.html

USA, MI, PLAINWELL, JUNE 25 2013. VIOLATIONS AT CHEMICAL DISPOSAL SITE >> 3 MINOR DEQ VIOLATIONS IN APRIL

marlee ginter

 [Watch the Video Evacuations after Plainwell Industrial Fire, Explosions](#)

 [Watch the Video Plainwell Fire Rekindles, Evacuation Order Back in Effect](#)

There were three environmental violations in April at the chemical waste disposal facility at which a fire broke out Monday afternoon, prompting the evacuation of some residents. The [fire broke out around 3 p.m. at Drug & Laboratory Disposal, Inc.](#) in the 300 block of Broad Street. Multiple fire crews responded and the fire was contained by 5:30 p.m., though hazmat teams were brought in to determine if all the chemicals at the facility were safe. [Drug & Laboratory Disposal, Inc.](#), which has been in operation since 1977, is a "licensed treatment, storage, and disposal facility" which disposes of academic, commercial and medical chemical waste. It "specializes in lab pack and small bulk containers ranging in size from two to 55 gallons." The company has had 26 Department of Environmental Quality violations since 1986, including three in April. An April 4 violation was for the lack of submittal of emergency situation contingency documents required by its operating license. A DEQ spokesperson said the initial plan it submitted did not include enough detail. Another April 4 violation was for failure to notify the DEQ in a timely manner about a statistically significant increase in concentration of chloroform and re-sampling. Both issues were addressed, District Supervisor Fred L. Sellers said. An April 16 violation was also for failure to notify the DEQ about the increase in chloroform and a re-sampling. Sellers said that violation stemmed from the earlier chloroform violation and that Drug and Laboratory Disposal failed to notify the DEQ of the increase and then take a second confirmation sample. Sellers says the April violations were all minor considering the DEQ has very strict guidelines for businesses like Drug & Laboratory Disposal, Inc., even a slight infraction could generate a written violation. The plant recently applied for and was



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granted an expansion by the DEQ. In 2010, Drug and Laboratory Disposal paid a \$41,300 fine after the U.S. Environmental Protection Agency cited it for failure to comply with storage time limits, container labeling, dating rules and hazardous waste container labeling provisions. There have been no Michigan Occupational Safety and Health Administration (MIOSHA) violations at the facility within the last five years, state records show. Drug & Laboratory Disposal, Inc. released this statement about the fire Monday night:

"Drug & Laboratory Disposal, Inc. experienced a fire at its facility in Plainwell, MI today. Thanks to the quick and professional response of the emergency crews and our staff, the fire was contained to a limited portion of our processing area. We are grateful that no one was injured during this incident. We train regularly to handle emergency situations such as this. Our procedures worked as designed and all personnel were evacuated quickly from the facility. An investigation into the cause of the fire is ongoing in cooperation with the appropriate authorities. We do not anticipate a break in service to our customers. We appreciate the support of our neighbors and surrounding community and apologize for any inconvenience this incident has caused."

http://www.woodtv.com/dpp/news/local/allegan_county/violations-at-chemical-disposal-site

USA, MI, ATHENS, JUNE 25 2013. CREWS ON SCENE OF MAJOR TRUCK FIRE NEAR ATHENS



Crews are responding to the scene of a semi-truck fire near the intersection of M-60 and M-66. The above picture of the scene was sent in to the WWMT-TV Facebook page by viewer Kari Hatt. Officials tell Newschannel 3 that a tanker was heading east on M-60 when they were struck by a Ford Focus heading south on Athens Road. The tanker, which was carrying 3,000 gallons of diesel fuel burst into flames. The driver of the tanker was alone in the car and a woman with her son were in the Ford. No injuries occurred in the crash or fire. Crews were putting sand down on the excess fuel, which will have to be scraped off to repair damaged sections of the road.

http://www.wwmt.com/shared/news/features/top-stories/stories/wwmt_crews-scene-major-truck-fire-near-athens-11221.shtml

CHINA, BEIJING, JUNE 25 2013. PEOPLE'S DAILY SAYS CHEMICAL PARAXYLENE IS NO MORE HARMFUL THAN COFFEE

li jing



People's Daily says the public has exaggerated the dangers of projects using paraxylene, but its article fuels concern over petrochemicals

A protester wears a mask with a reference to the dangerous chemical paraxylene that the Ningbo plant already produces.

The People's Daily ran a lengthy article yesterday saying paraxylene (PX) is no more harmful to people than coffee, in an apparent bid to "de-vilify" the controversial chemical that has led to several protests. But the piece sparked scepticism and criticism online, with some people accusing the newspaper of deliberately ignoring the true reasons behind the protests - concern about the petrochemical industry's poor safety record and a lack of transparency involving decision-making and safety supervision by both the industry and local

governments. In its full-page coverage, the Communist Party's official mouthpiece said the public had exaggerated the dangers of PX projects, which are "flourishing globally", citing sources from the powerful petrochemical sector. Lu Dapeng, a spokesman for China Petrochemical Corp (Sinopec), the country's largest oil refiner, told the newspaper that PX was "a transparent, colourless liquid with a fragrant smell, and even tastes slightly sweet". And contrary to the perception that PX is highly toxic, the daily said PX was no more harmful than coffee, in terms of the cancer risk to people, citing the International Agency for Research on Cancer, under the World Health Organisation. Documents on the agency's website show there is



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inadequate evidence to conclude that PX is carcinogenic, while coffee is "possibly carcinogenic to the human urinary bladder". The "mild chemical" irritates eyes and the respiratory system when people are overexposed, and long-term exposure can lead to headaches, depression and insomnia. The newspaper said PX is an indispensable component of many necessities, including clothes, plastic bottles, capsules and building material. When mixed in petroleum, PX can help enhance fuel quality and offer an essential solution to worsening smog problems in many cities. Citing Sinopec, the newspaper said China produces 63 per cent of the PX it consumes, and if planned projects were scrapped, the rate would drop to less than 50 per cent by 2015. This is not the first time that official media has tried to defend PX projects. In May, CCTV said the chemical was less dangerous than natural gas. The reports came after protests in May over plans to build PX projects in Yunnan and Sichuan provinces. Some microblog users questioned why the People's Daily failed to mention the fact that the production process of PX and some of its byproducts involve carcinogenic or highly toxic chemicals such as benzene, ethyl acetate and acetic acid. Benzene is known to cause leukaemia and other types of cancer, according to the International Agency for Research on Cancer. One Sina microblog user asked, "Can People's Daily assure us that the production process of PX is completely non-toxic? ... as a party newspaper, coming to such a rash conclusion is obviously speaking for the [petrochemical] interest groups. This is irresponsible at a time when air pollution is so severe." Li Bo, a senior adviser to the environmental advocacy group Friends of Nature, said the piece obviously failed to address concerns over PX projects. "The public is actually against the way decisions are being made on PX projects. They are completely left out in the site-choosing process ... empty words about how safe the product is, without giving the public a say, will not help solve the problem," he said. An associate professor specialising in environmental protection at Peking University said PX was still classified as a hazardous chemical, despite its low toxicity, and the production process poses risks that require high-level safety management.

Related Stories

- [People's Daily says chemical paraxylene is no more harmful than coffee](#)
- [People's Daily says toxic chemical is no more harmful than caffeine](#)
- [China's Communist Party says controversial PX chemical is not harmful](#)

<http://www.scmp.com/news/china/article/1268232/peoples-daily-says-chemical-paraxylene-no-more-harmful-coffee>

USA, WASHINGTON DC, JUNE 25 2013. ETHANOL TAKING HEAVY FIRE IN WASHINGTON

eric schulzke

Summary: For the first time ever, the Renewable Fuel Standard, which requires that consumers use corn-derived ethanol mixed into their gasoline, is under fire in Washington. The policy has long been a subject of derision among economists and scientists.



This photo taken June 20, 2013, shows a sign advertising no ethanol gasoline available at a station in Oklahoma City. For the first time ever, the Renewable Fuel Standard, which requires that consumers use corn-derived ethanol mixed into their gasoline, is under fire in Washington. The policy has long been a subject of derision among economists and scientists.

For the first time ever, the Renewable Fuel Standard, which requires that consumers use corn-derived ethanol mixed into their gasoline, is under fire in Washington. A bipartisan bill sponsored by several senators to repeal the fuel standard was introduced in the U.S. Senate last week. "The Renewable Fuel Standard is fundamentally broken and beyond repair," said Sen. John Barrasso, R-Wyo., [according to the Daily Caller](#). "Instead of delivering meaningful

environmental benefits, it's driven up food and fuel costs for American families. This flawed program will also inevitably lead to widespread lawsuits against American manufacturers. When Congress enacts bad policy, the right response is to scrap it and start over." "The Renewable Fuel Standard isn't working for consumers, refiners or livestock groups," said Sen. Mark Pryor, D-Ark. "These mandates are unworkable and need to be overhauled. Repealing the RFS will allow us to develop a new policy for advanced biofuels without driving up Arkansans' gas and food prices." The policy has long been a subject of derision among economists and scientists, who argue that it does nothing to help the environment while raising the price of corn, but it has long been thought untouchable because the farming interests who benefit from it have enjoyed little organized opposition. That may change. Last week a major political coalition launched a campaign to reverse the fuel standard, arguing that it forces up



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the price of corn, thereby increasing the price of beef and other food products derived from corn, a burden which falls most heavily on the poor. Spearheading the anti-RFS coalition is the National Association of Chain Restaurants. NCCR executive director Rob Green [said at a press conference last week](#), "Today we are mobilizing the restaurant community to join this coalition ... to urge Congress to repeal the flawed RFS. The law unfairly increases food and commodity costs for chain restaurants and ultimately American diners and shoppers across the country. It is time for small business to engage directly in this important debate and ask their lawmakers to take RFS off the menu." The Renewable Fuels Association, which represents the interests defending the RFS, were not about to back down, [arguing in a statement](#) that consumers and the environment all benefit from the status quo. "Choice matters. Consumers want options and the ability to make their own informed decision. Right now, we are fighting tooth and nail to introduce more choice into a market that is dominated by the petroleum industry. Repealing the RFS is not the answer because the problem lies with the lack of choice caused by market domination by the petroleum monopoly. I promise you, Senator Barrasso's proposal will never become law because it is the wrong policy for America, and we will continue fighting for the RFS until the cows come home."

<http://www.deseretnews.com/article/865582124/Ethanol-taking-heavy-fire-in-Washington.html>

USA, KS, STAFFORD CO, JUNE 25 2013. OIL TANK BATTERY FIRE

steve moody



One spot where you definitely Do Not Want To Stand.

During a lightning storm is next to an oil tank battery. These structures have a strong tendency of being a lightning attractant. Shortly before nine o'clock this evening that's exactly what happened in northern Stafford County. An oil tank battery located a quarter mile south of 170th Street – just west of Highway 281 – was struck by lightning. The photo of the fire was taken shortly after firefighters arrived on scene. Firefighters from three stations responded to the fire. The firefighters cooled the perimeter to prevent the surrounding grassland from igniting. Once the fire had burned down to an extinguishable level they applied a blanket of foam to the battery. Firefighters remained on scene for two hours.

<http://www.kiowacountysignal.com/article/20130625/BLOGS/306259999#ixzz2XDgqRvLA>

FRANCE, PARIS, JUNE 25 2013. OECD ASSESSMENT OF HIGH-VOLUME CHEMICAL HAZARDS TO END AS NATIONAL PRIORITIES CHANGE

rick mitchell

An international program that has generated more than 1,000 hazard assessments of high-production-volume chemicals since the 1990s will be replaced by the end of 2014 because its participating countries have decided it no longer fits their priorities, the head of the program told BNA June 21. The Organization for Economic Cooperation and Development's [Cooperative Chemicals Assessment Program](#) (CoCAP) has since the 1990s been the world's only source of internationally agreed hazard assessments for chemicals produced in large amounts, according to Bob Diderich, head of OECD's Environment, Health, and Safety (EHS) Division. Diderich told BNA in May that the program's functions had largely been taken over by the European Union's REACH program and by U.S.-based research activities (37 CRR 571, 5/13/13). At a June 11-13 joint meeting, OECD's Chemicals Committee and the Working Party on Chemicals, Pesticides, and Biotechnology decided that recent legislative changes in many OECD countries mean "there is less value in [the CoCAP's] cooperative work for assessing as many chemicals as possible." "The CoCAP as we know it will no longer exist as of the end of next year," Diderich said. The OECD official said the committee and working party decided the organization should develop a new program that focuses on proving or trying out new test methods on real cases. "It will be more case-study-oriented than actually assessing as many chemicals as possible," he said. The OECD Task Force on Hazard Assessment will begin "brainstorming" to develop the new program at a June 25-26 meeting. The Chemicals Committee and Working Party on Chemicals, Pesticides, and Biotechnology will decide on details and a name for the new program at their next joint meeting in February 2014, he said.



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New Focus on Methodologies

Established in 1991, the OECD High Production Volume (HPV) Chemicals Program, which eventually became the CoCAP, focuses on assessing substances produced in volumes of 1,000 metric tons or more per year in any OECD country. The program, later reshaped as a partnership with industry, publishes detailed assessments in the OECD Existing Chemicals Database. They can also be published on country websites and by the United Nations Environment Program. Prior to the joint meeting, EU and U.S. industry and government officials suggested the CoCAP had outlived its usefulness, in large part because the European Union's REACH regime (Regulation No. 1907/2006 on the registration, evaluation, and authorization of chemicals) has usurped CoCAP's role in Europe, but also due to changes in chemical hazard assessment in the United States and elsewhere. Diderich said that, with thousands of chemicals yet to be assessed for hazards, the CoCAP program still fills a role that no one else fills. With CoCAP gone, "countries will have to step up their efforts [on chemical safety] and industry has to step up their efforts to provide these assessments to countries," he said.

CoCAP to Last at Least Through 2013

The new program will look at novel methods for assessing chemical hazards. "The idea is to use new methods for testing and for predicting properties of chemicals, but somehow keep the advantage of assessing real cases and real chemicals," Diderich said. "The objective is to make sure that whatever we develop and whatever we propose in terms of new methodologies actually works on real cases," he said. He said the current CoCAP program will continue through 2013 and probably at least partially into next year, "to make sure that everything in the pipeline is completed. So we probably have until the end of the year to define the new program and start setting it up." The June 25-26 task force meeting will start considering what testing methods and types of case studies countries are interested in trying out. It will take stock of what countries want to commit to and contribute to the future program. "That's where we are today," said Diderich.

<http://www.bna.com/oecd-assessment-highvolume-n17179874700/>

USA, MI, DETROIT, JUNE 25 2013. THREE YEARS AFTER OIL SPILL, A SLOW RECOVERY HAUNTS KALAMAZOO RIVER

keith matheny

 [Watch the Video 3 Years After Oil Spill, Slow Recovery Haunts Kalamazoo River](#)



3 years after Tar Sands oil spill in Kalamazoo Riv...: A visit to the Kalamazoo River three years after the Tar Sands oil spill.

A canoe trip on the Kalamazoo River today provides sights of fish jumping, a heron on her nest, a turtle sunning on an exposed log. The river area has made a significant, undeniable comeback from the horrors of nearly three years ago, when the worst inland oil spill in U.S. history contaminated its waters, banks and floodplains. But dip a canoe oar into some places on the river bottom, and a blue-green sheen and oily clumps still rise. Look closely enough at green river islands, and the last foot or two of some tree trunks wear a black stain, a remnant of the spill that cleanup crews couldn't remove. Mixed among

fishermen and kayakers are state and federal environmental crews and employees from Canadian oil transport giant Enbridge, continuing to test and skim and scoop. The harder-to-see problems just beneath the surface, the deceptively pretty veneer of a still-incomplete recovery, linger three years later. It's a theme here. Not just with the river, but with residents in the spill-affected communities along this stretch of the Kalamazoo in southwest Michigan. "We thought July 2010 was awful, but it's something that just keeps on giving," said Deb Miller, a resident of the riverside village of Ceresco. Miller took an Enbridge buyout of the building and property where her carpet store once stood along the river. "The Realtors all told me that is a doomed property; I'd never be able to unload it," she said. Her business was closed for three months before the buyout, and Miller said she had to hire an attorney to negotiate terms. She still lives nearby on the river and said she's endured three years of helicopters, noisy airboats and cleanup crew members yards from her house. "The problem we couldn't foresee is the cleanup continues yet today, and the perception that's caused," she said. "It had a huge, negative impact on our business. Now, we're dealing with 2013 and trying to figure out how to get through until we planned to retire." What happened on this stretch of river and its slow recovery isn't only a local concern. Enbridge, as it continues to comply with U.S. Environmental Protection Agency orders to clean the river, also is expanding pipelines across North America, including in Michigan, to ship greater quantities of heavy tar sands oil from Canada to new and expanded markets. That includes Detroit's Marathon oil



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refinery, which last year completed a \$2.2-billion renovation allowing the refinery to take more of the oil sands product, known as diluted bitumen, or "dilbit." "We are in the midst of a very big, fundamental change in the type of fuel we get in this country," said Josh Mogerman, spokesman for the Natural Resources Defense Council. The Midwest's growing relationship with dilbit has led to the controversial rising mounds of petroleum coke on the banks of the Detroit River. Pet coke is a by-product of dilbit refining and is being sold as a fuel source despite environmentalists' concerns that it burns dirtier than coal and that the piles might pollute the air and river. Oil industry officials point to a long record of working with dilbit with few problems. "What we've experienced here is that dilbit behaves the same way traveling through a pipeline as any other type of crude," said Enbridge spokesman Jason Manshum. "It also behaves the same way outside of the line." Environmentalists dispute that claim and cite the persistent problems with submerged oil in the Kalamazoo River, where more than 800,000 barrels of oil spilled beginning July 25, 2010. The diluting agent in the oil vaporized in the leak, putting benzene and other harmful chemicals into the air. Much of the remaining tar sands oil combined with river sediments and sank to the bottom, complicating the cleanup. In March, the EPA ordered Enbridge to conduct a new round of dredging in three areas of the Kalamazoo River bottom, as submerged oil continues to migrate west into Morrow Lake, a dam-created body on the river nearly 40 miles from where the spill began. The new cleanup activity, which has not yet commenced, is expected to push Enbridge's cleanup costs from the spill to nearly \$1 billion. "This is the longest I have ever known a response to continue on a spill," said Beth Wallace, Great Lakes regional coordinator for the National Wildlife Federation. Tar sands oil, Manshum said, enables the U.S. to "be dependent on North American crude oil ... rather than relying on it from other countries in the Middle East or Venezuela." "It's safer to transport, less likely to have accidents," he said. "It's less expensive, more reliable, and more secure — either from your own country or a trusted neighbor."

Effects Beyond the River

In a Michigan Department of Community Health study of health impacts in the months just after the burst pipeline, health care providers identified 145 patients who reported illnesses or symptoms associated with the oil spill, including one patient whose eight health impacts were classified as disabling or life-threatening. A state health department survey of 550 people in affected Kalamazoo River communities found 58% of respondents reported adverse health effects that they attributed to the spill. Chief complaints included headaches, breathing problems and nausea. "It was far lower than we thought, given there had never been a spill in the country of this size," said Paul Makoski, Calhoun County Health Department environmental health manager. "Three years on, we're also not seeing any long-term health effects." This past May, state health department officials concluded people could develop skin irritation from coming into contact with the remaining submerged oil but that it does not pose long-term health or increased cancer risks. In 2011, the U.S. Department of Health and Human Services declined to study the long-term health risks to those exposed to the spill. That concerns Marshall resident Susan Connolly. On the morning of July 26, 2010, she dropped her children off at the Play Care Learning Center less than a mile from Talmadge Creek, where oil had spilled but had not yet been reported. "As soon as you left the house, you could smell an odor in the air," she said. "It just took over you. As soon as you took in a breath of air, you had a burning sensation in your throat." That night, her 4-year-old son began vomiting. A few days later, her 2-year-old daughter developed a "strange rash," Connolly said. It took six days and news media attention before local health officials began monitoring the air quality at the day care center, she said. Before then, oiled ducks landed on the school grounds as children played outside, and employees reported a strange film on the playground equipment. After a week, air readings at the center "came up at the evacuation level," she said. The center was supplied with specialized air filter and other air purifying equipment, Connolly said. "They can say with absolute certainty that there were acute, immediate health problems. But for them to then turn around and say with absolute certainty there are no long-term effects? You can't prove that," she said. Local and state officials' refusal to conduct a long-term health effects study — or to order Enbridge to fund one — "shows their own negligence," Connolly said. "They failed to evacuate; they failed to respond; they failed to properly care for the people."

A Slow Recovery

On Talmadge Creek today, water flows clear but in an obviously refurbished, man-made creek bed. Jay Wesley, fisheries supervisor for the Michigan Department of Natural Resources Southern Lake Michigan unit, remembers the day he was among the first responders to the oil spill there. "It was literally oil from bank to bank," he said. Enbridge had to excavate the entire creek area and re-create it — twice, the second time after oil persisted under the newly planted banks. More than 3,000 turtles, 170 birds and nearly 40 mammals were recovered in the spill. More recently, the DNR began studying the impact on fish and macroinvertebrates, the tiny aquatic organisms providing a vital food source for fish. Both "were pretty much wiped out of Talmadge Creek" but are making a precarious recovery, Wesley said. The Kalamazoo River's fish and aquatic organisms



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have bounced back more quickly, he said. A more difficult recovery lies ahead for the area's habitat. "This floodplain here used to be treed all the way up to the edge of the creek," he said. "Those trees had to be removed." The creek now runs shallower and wider. Without tree cover, algae blooms cover portions of the water in green muck. Reed canary grasses sprout on the shore, a new, invasive species, Wesley said. "We don't want to see invasives replacing what was here," he said. "We're getting small vegetation back, but any trees and shrubbery that were removed, it's going to take years for that to recover." The DNR is working with other state and federal agencies on a Natural Resource Damage Assessment "to document what the damages were and make sure we have compensating restoration projects to address those issues," Wesley said. Once the dredging mandated by the EPA is completed this year, the cleanup will have reached a new phase, according to Ralph Dollhopf, the EPA's on-scene coordinator. The value in attempting to bring up further submerged oil must be weighed against the process necessary to do it, he said. "What's worse: having some residual oil in the river, or damaging the river trying to get it out?" he said.

Part 1 of 2 | [Read Part 2](#)

<http://www.freep.com/article/20130623/NEWS06/306230059/Kalamazoo-River-oil-spill>

CANADA, ALTA, LITTLE BUFFALO, JUNE 25 2013. PENNWEST PIPELINE SPILL ESTIMATE GROWS WITH SALT WATER >> 400,000 TO 600,000 LITRES OF SALTY WASTE WATER ESCAPES



An oil spill near the native village of Little Buffalo.

Estimates of the size of a pipeline spill in northern Alberta have grown dramatically, causing concern among area aboriginals. Pennwest Exploration says between 400,000 and 600,000 litres of salty waste water escaped from the pipeline in addition to 5,000 litres of oil initially reported. "Groundwater, and also the environmental damage for wildlife ... that's always the concern," said Billy Joe Laboucan, chief of the Lubicon Lake Cree. "Especially if it's in a boggy area. It's really hard to get all of that. It seems to seep it." Alberta Environment said Monday that a swampy area of muskeg and wetlands just under two hectares in size has been affected. Pennwest has said no waterways have been touched. Nobody from the company was available Monday. Pennwest's headquarters are in downtown Calgary, which remained largely deserted due to heavy flooding.

The spill is about 20 kilometres from the aboriginal community of Little Buffalo. It is regularly used by locals for hunting and trapping. Laboucan said effects are still visible from a 2011 leak from a Plains Midstream pipeline, which released 4.5 million litres of oil into similar terrain.

<http://www.timescolonist.com/business/pennwest-pipeline-spill-estimate-grows-with-salt-water-1.332711>

AUSTRALIA, VICTORIA, BRAESIDE, JUNE 26 2013. NANDOS AND SERVICE STATION EVACUATED AFTER CHEMICAL SPILL ON SPRINGVALE RD, BRAESIDE

jesse wray-mccann



A chemical spill caused traffic chaos at the junction of Springvale and Hutton Roads.

A chemical spill that forced the evacuation of a fast food restaurant and service station in Braeside has been cleared. Police and firefighters closed traffic lanes at the intersection of Springvale Rd and Governor Rd after a large chemical container broke open on the road this morning. The CFA have said the incident is under control and safe, but people may still smell chemical odours in the Springvale Rd/Hutton Rd area. CFA firefighter Brett Sleep said the container fell off a truck at the busy intersection about 11am. "The IBC (Intermediate Bulk Container) has broken and splashed the chemical across the road," Mr Sleep said. Firefighters wore gas suits and the CFA Scientific Officer on scene determined the 1000 litres that spilt over Springvale Rd was a mix of sulphuric and hydrochloric acid. CFA mixed soda ash into the acids to naturalise the corrosive substance. EPA were called to the scene to remove the container. No one was injured and the CFA was on scene for a few hours. All lanes of traffic that were closed northbound on Springvale Rd and eastbound and westbound on Hutton Rd are now open.



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<http://www.heraldsun.com.au/leader/bayside/nandos-and-service-station-evacuated-after-chemical-spill-on-springvale-rd-braeside/story-fngnvl9-1226669467841>

USA, N.Y, CARLTON, JUNE 26 2013. ORLEANS CO. MAN DIES AFTER EXPLOSION AT HOME LAST MONTH



A 75-year-old Orleans County man has died after an explosion at his home last month. Investigators say was operating an acetylene torch in an attempt to patch a hole in a 200 gallon gasoline tank on May 17. The tank had been drained, however, sheriff's deputies say there were residual vapors that ignited and caused the explosion. Baes suffered severe burns and was taken to Strong Memorial Hospital where Wesley Baes died Monday afternoon at Strong Memorial Hospital.

<http://www.whec.com/news/stories/S3078544.shtml?cat=565>

CANADA, ONT, CHATHAM, JUNE 26 2013. TANKER TRUCK ROLLS OVER ON HIGHWAY 401 NEAR CHATHAM



A tanker truck flipped over on Highway 401 near Bloomfield Road.

The westbound lanes of Highway 401 near Chatham were closed for several hours after a tanker truck rolled over Tuesday morning. Chatham-Kent OPP were called to the rollover west of the Dillon Side Road at 10:52 a.m. Police say a tractor-tanker hauling coolant on the eastbound 401 blew a front tire. The truck then drove through the median and the tanker rolled on its side, coming to rest across westbound lanes. The driver of the rig, a 37-year-old LaSalle man, managed to steer clear of a westbound minivan. The minivan driver also took evasive action and drove into the median to help avoid a collision. A small amount of diesel spilled and was contained at the scene, say police. "Both drivers did an outstanding job, by keeping a heads up approach and maintaining control of the vehicles they likely avoided a more serious collision," says Staff Sgt. Brad Coulbeck. The 401 westbound at Bloomfield Road was closed while 50,000 lbs. of coolant was off loaded from the tanker.

<http://windsor.ctvnews.ca/tanker-truck-rolls-over-on-highway-401-near-chatham-1.1340880>

USA, PA, SUSQUEHANNA TWP, JUNE 26 2013. COSTS ASSOCIATED WITH MAY 9 TANKER TRUCK FIRE INCREASED TO \$13 MILLION

deb kine



The Pennsylvania Department of Transportation has upped its estimate of the cost to repair damage caused by a May 9 tanker truck fire in Susquehanna Twp. But, not by much. District 8 spokesman Greg Penny said the original estimate was \$10 million. That has been increased to \$12 million-\$13 million. The original estimate did not include reconstruction costs because it was not known at the time. G.A. & F.C. Wagman Inc., of York was the [low bidder for the reconstruction](#) at \$3.3 million. Penny said PennDOT is paying the initial costs. Some financial assistance has already been received - \$2 million - from the U.S. Department of Transportation. "As we do damage inventory reports, it is possible more money will be available," Penny said. There also might be money available from the insurance company of the firm the tanker driver worked for. However, there has not yet been a [police report](#) issued. Penny said the fire did more damage to the



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overhead bridge than it did to the ramp on which the truck overturned. "The intensity of the heat buckled the steel beams on the overhead bridge. But it did not do that damage on the bridge it was on. We thought the bridge beams would need replaced but that is not the case," Penny said. High Steel, Inc. of Lancaster was given an emergency contract by PennDOT to fabricate the steel beams for the Route 22 eastbound bridge. The company also built the original beams and had the original plans. The beams are expected to arrive in August. The Route 22 bridge is expected to reopen in November. The Routes 22/322 ramp is expected to be finished in late summer or early fall. On May 9 around 6 a.m. a tanker truck crashed on the Routes 22/322 ramp from Interstate-81 North. The intense heat destroyed the Route 22 eastbound bridge overhead.

http://www.pennlive.com/midstate/index.ssf/2013/06/costs_associated_with_may_9_ta.html

USA, OH, DAYTON, JUNE 28 2013. GE AVIATION TO \$6M IN SETTLEMENT

GE Aviation Systems has agreed to pay \$6.58 million to settle allegations that it submitted false claims in connection with multiple Department of Defense contracts, the U.S. Department of Justice said Wednesday. According to a Justice Department announcement, GE contracted to make and deliver Navy external fuel tanks for use on the F/A-18 Hornet strike fighter jet. The tanks were made at the company's plant in Santa Ana, Calif. After a tank failed during government testing, a federal investigation led to a government allegation that GE "knowingly failed to comply with contract specifications and failed to undertake proper quality control procedures in connection with 641 tanks it delivered to the Navy between June 2005 and February 2008," the Justice Department said. In addition, the settlement resolves allegations that GE Aviation Systems knew it falsely represented to another government contractor that the company had performed a complete inspection of 228 "drag beams" to be used on Army UH-60 Blackhawk helicopters and that those drag beams conformed to all contract specifications. A spokesman for GE Aviation said Thursday, "We cooperated fully with the Justice Department investigation – which did not reveal any fuel tank malfunction during U.S. Navy operations which could be tied to GE's manufacture of the tanks. After the government investigation was complete, the U.S. Navy in 2010 and 2011 awarded GE's Santa Ana facility with new production and spares contracts for the F/A-18 fuel tanks."

<http://www.daytondailynews.com/news/business/ge-aviation-to-6m-in-settlement/nYXxf/>

AUSTRALIA, NEW SOUTH WALES, NAROOMA, JUNE 28 2013. CALTEX STATION SITE AT NAROOMA CONTAMINATED

stan gorton



Contaminated: The former Ampol/Caltex site at Narooma was demolished and tested back in 2010.

The former Caltex petrol station site at the corner of McMillan Road and the Princes Highway, Narooma has found to be significantly contaminated. Sampling found the contamination is beginning to spread off the property at 82 Princes Highway but Caltex Australia has pledged to remove the old fuel tanks and remediate the site once construction of the roundabout is complete. The NSW Environmental Protection Authority issued a draft declaration of "Significantly Contaminated Land" to Caltex for comment on June 7. The declaration is expected to be finalised in July 2013. An EPA spokesperson

confirmed the contamination is present beneath the site with some migration beneath the footpath/roadway immediately adjacent to the site. Access to remove the underground petrol storage tanks is currently prevented by the council road works but Caltex have confirmed that the underground tanks will be removed on completion of Council's works, which is expected to be later this year or early 2014. The EPA says there is no evidence to suggest the contamination has reached the wider water table or nearby Wagonga Inlet. The EPA says groundwater beneath the site has been impacted by fuel related contamination, however investigations completed have shown that there has been no impact in the monitoring wells on the opposite side of the Princes Highway towards Wagonga Inlet. "The EPA will work with Caltex ensure that the contamination remains appropriately managed." A Caltex spokesman said the above-ground infrastructure was removed as part of our normal decommissioning process. "We have also been discussing with the council a plan to remove the underground tanks," he said. "We have well-developed procedures that we follow in order to carry out this work in the safest way possible. "Nearby overhead power lines will need to be removed before we can safely remove the tanks without disrupting other local utilities such as nearby fibre optic cables. "We are discussing with the council the timing of its upcoming roundabout work, which will



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

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likely determine when the power lines will be reconfigured so as to allow our tanks to be removed." Caltex will carry out investigations to gain a clearer picture of the local environment and assess what remediation may be required. "Caltex takes its environmental responsibilities very seriously and is committed to identifying and addressing any impact caused by Caltex's historic use of the site," he said. "All of our environmental tests are carried out by independent consultants and we will be keeping the state's environmental regulator, the EPA, fully informed as to our progress." Eurobodalla Shire Council's director infrastructure services Warren Sharpe said council's primary objective was to ensure the safety of its workers and the public during all phases of the Narooma works, to facilitate the component of the streetscape works immediately adjacent to the old petrol tanks and see the old service station site itself made more presentable for the township of Narooma. "Suitable detailed designs for underground services in the immediate vicinity of the old petrol station site are being finalised which will facilitate all necessary works, including removal of the tanks," Mr Sharpe said. "Our paramount concern is, and will remain, public and worker safety. "We also recognise the importance of the town being presentable for the busy Christmas holiday period. The final streetscaping works are due for completion later, however, in mid-2014."

<http://www.naroomanewsonline.com.au/story/1598164/caltex-station-site-at-narooma-contaminated/?cs=1237>

USA, MS, WAYNE CO, JUNE 28 2013. WAYNE CO. OIL SPILL 'SIGNIFICANT'

Oil has spilled from a well in North Yellow Creek Field in Wayne County and has leaked into the Chickasawhay River, officials say. Angela Atchison, the Wayne County Emergency Management Agency director, termed the spill "significant." It is estimated that 30 to 75 barrels, or 945 to 2,362 gallons, spilled. An investigation into the cause of the spill continued Friday. The Wayne County EMA had been notified Thursday morning by oil field owner Logan Oil that a spill had occurred. Joseph S. Dunlap of the Wayne County EMA said the Mississippi Department of Environmental Quality is taking the lead in the investigation. He reported that the oil had flowed approximately four miles down the Chickasawhay River, which is located about one mile from the oil field. The river on Thursday was covered in a thick sheen, and by the afternoon tar balls had started to form. "The spill has been contained and the cleanup is underway," said Allen Floyd, the field director for the Mississippi Oil and Gas Board. Complete Environmental, a group that specializes in the disposal of hazardous waste, spread a floating barrier called a boom across the Chickasawhay River in an attempt to contain the spill. The boom also is being used to skim the oil from the surface of the river. Vacuum trucks are helping to remove all oil-stained soil from the area. The cleanup could take several days, officials estimated. Environmental effects are expected to be "minimal," according to Floyd.

http://www.clarionledger.com/article/20130629/NEWS01/306290024/Wayne-Co-oil-spill-significant?nclck_check=1

USA, WA, OLYMPIA, JUNE 28 2013. FISHING COMPANY FINED FOR OIL SPILL NEAR WILLAPA BAY

The Washington Department of Ecology (Ecology) is fining Sturgell Fisheries \$11,500 for spilling nearly 675 gallons of oil to state marine waters on Jan. 25 after the company's crabbing vessel Genesis A ran aground on the Long Beach Peninsula near Leadbetter Point at the entrance to Willapa Bay. Investigators determined the grounding and oil spill was caused by human error. The spill occurred in the vicinity of the Willapa National Wildlife Refuge. While most of the spill involved diesel fuel, the vessel also discharged lubricating and bilge oil, hydraulic fluid and other oil products to the environment. Ecology also is seeking \$7,300 to reimburse the state for expenses incurred responding to and cleaning up the spill. It took two days to recover the oil and five days to salvage the vessel and remove the environmental threat. Under Washington law, parties spilling oil must compensate the state for response and cleanup costs. "This Jim Sachet, Spill Response Team supervisor, said: "This was a significant spill in a very sensitive beach environment near the mouth of Willapa Bay. It features extensive salt marshes, and is home to numerous threatened or endangered species of fish, marine mammals and birds. This incident was entirely preventable." The Coast Guard rescued four people and their dog from the vessel about 3:37 a.m. after it ran aground on Jan. 25. No medical attention was needed. Later that day, the Washington Department of Fish and Wildlife closed a mile-long section of beach on the northwest end of the Long Beach Peninsula to keep razor clam diggers away from the beached crab boat. It was the first day of a three-day evening clam dig at Long Beach. About 90 percent of the beach did remain open to digging. All oil spills cause environmental damage, regardless of size or location. Oil is toxic to the environment and the damage starts as soon as the oil enters water. A single quart of oil has the potential to foul more than 100,000 gallons of water. Sturgell Fisheries may appeal the penalty to the Pollution Control Hearings Board within 30 days. Ecology does not benefit from spill penalty payments. The final penalty amount owed and collected is deposited in special state accounts that pay for environmental restoration and enhancement projects.

<http://www.ecy.wa.gov/news/2013/163.html>



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